Adopted Mid Fife Local Plan

Plan Statement

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This document is called the **adopted Mid Fife Local Plan (2012)**. It describes where and how development will take place in the area over the **13 years from 2008 – 2021** to meet future environmental, economic, and social needs, and provides an indication of development beyond this period.

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It is my pleasure to introduce the Mid Fife Local Plan as adopted by Fife Council on 23rd January 2012.

The Local Plan strategy reflects the importance Fife Council places on continuing regeneration in Mid Fife through the identification of strategic land allocations in Kirkcaldy, Glenrothes East/Markinch, Lochgelly, Levenmouth, as well as in Burntisland and the Kelty/Ballingry/Lochore areas that will be developed throughout, and beyond, the Local Plan period. It also contributes towards the Council’s Big 8 priorities to achieve the vision of making, Fife a great place to live, work and visit, by:

• helping make Fife the leading green Council in Scotland;
• improving local conditions for economic development;
• increasing access to housing; and
• improving sport, leisure and cultural opportunities.

The Local Plan is the framework around which Fife Council will seek to enhance the future of our communities and guide its planning decisions. Promoting and encouraging development is one thing, but we must do so responsibly and therefore the Local Plan has been prepared in the context of the National Economic Strategy which promotes sustainable economic growth. I am also pleased to highlight the emphasis given through the Local Plan policies to design quality – something which complements the Fife Urban Design Guide Creating A Better Fife.

Substantial progress has already been achieved in the promotion of sustainable development in Mid Fife and this is reflected through a number of major developments included in the Local Plan such as biomass projects at Tullis Russell, by Markinch and Diageo, Cameron Bridge; the development of a green business park at Westfield, near Kinglassie; and Fife’s flagship Energy Park, in Methil.

The Energy Park is a project of national importance which is highlighted within the Scottish Government’s National Planning Framework 2. It will create renewable energy assembly, fabrication, and research and development facilities capable of attracting high quality renewable energy equipment manufacturers from across the world. The development of environmental industries and green power technologies will be a major source of new employment in Mid-Fife over the coming years and will further establish Fife as a leader in the renewable energy sector.

This Plan replaces in full the Adopted Kirkcaldy Area and Levenmouth Area Local Plans and the Finalised Cowdenbeath Area Local Plan. It also replaces in part the Adopted Cupar & Howe of Fife, Dunfermline & the Coast, Dunfermline District North East Sector, Glenrothes Area, and Largo & East Neuk Local Plans.

I would like to express my thanks on behalf of Fife Council to all those who contributed to the preparation of this plan through its many stages including and I look forward to its implementation.

Councillor John Beare,
Chair of Fife Council’s Planning Committee
Leven
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The Fife Development Plan provides the statutory policy framework for land use planning in Fife. It is made up of the Fife Structure Plan and Local Plans. The Structure Plan sets the strategic guidance for the future development of Fife and identifies the general location and scale of development.

The Fife Structure Plan covers the 20-year period from 2006-26. The Mid Fife Local Plan is one of 4 Local Plans being prepared. Fife’s other Local Plans cover St Andrews & East Fife, Dunfermline & West Fife, and a Local Plan dedicated solely to minerals, the Fife Minerals Subject Local Plan. The strategy of this Local Plan complements that of the Structure Plan and covers the period 2008–2021. It applies the Structure Plan strategy locally, establishing a detailed, site specific framework of policies and proposals for land use and other related matters; it guides and promotes development in the area and explains how towns and villages will change over the Plan period. In addition, it provides for stability in areas where no significant change is proposed.

Figure 1.2 outlines the Local Plan process. This document is the sixth and final stage in preparing the Mid Fife Local Plan and is called the Adopted Mid Fife Local Plan. It has been prepared following public consultation on the Issues and Options document, the draft Local Plan, the Mid Fife Local Plan Pre-Examination Modifications and various iterations of the Strategic Environmental Assessment and Habitats Regulations Appraisal.

Replace in full:

- Adopted Kirkcaldy Area Local Plan (March 2003)
- Finalised Cowdenbeath Area Local Plan (August 2003)
- Adopted Levenmouth Area Local Plan (July 2004)

Replace in part:

- Adopted Dunfermline District North East Sector Local Plan (April 1981)
- Adopted Largo & East Neuk Local Plan (June 1995)
- Adopted Dunfermline & the Coast Local Plan (April 2002)
- Adopted Glenrothes Area Local Plan (March 2003)
- Adopted Cupar & Howe of Fife Local Plan (March 2003)

**This Local Plan comprises:**

- The **Plan Statement** which describes the overall strategy and provides a summary of the planning issues, policies, and proposals affecting individual towns and villages. These are described in the settlement plans;
- A **Proposals Map** identifying the location of development proposals and where policies apply geographically. The Proposals Map includes individual map insets within the Settlement Plans;
- **Settlement Plans** are prepared for each town and village that has proposals within the Local Plan area. These form an important part of the Local Plan and set out in detail the future development potential of an area including the range, type and scale of development the Council will support;
- Electronic **Designations Maps** recording those natural, cultural and built assets protected by policy, safeguarding areas, and other relevant designations that are not identified on the proposals map and inset maps. These can be found on the Local Plan CD and web site. It should be noted that accident/hazard zones; historic gardens and designed landscapes; local landscape areas (previously areas of great landscape value); sites of special scientific interest; and wildlife sites are identified on the proposals map and inset maps rather than on separate designation maps; and
- **Policies** which are used in decisions to manage and promote development.

An **Action Programme** is published along with the Local Plan describing planning proposals, who is responsible for implementing them, and their anticipated timescales. Information on proposals for individual towns and villages is also summarised in the Plan Statement. The Action Programme will be updated every two years to monitor progress on implementing the Local Plan.

The Environmental Assessment of Plans and Programmes (Scotland) Regulations 2004 have made Strategic Environmental Assessment (SEA) of local plans a statutory requirement. SEA has been undertaken in preparing the adopted Local Plan to comply with the regulations and European legislation. The intention of SEA is to provide for a high level of protection of the environment and to integrate environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development (EC Directive 2001/42/EC).

The SEA for the Mid Fife Local Plan has been undertaken in four versions that run, in parallel from its preparation through to its adoption by Fife Council as part of the Fife Development Plan:
Introduction

- Version 1: an initial assessment of the Issues and Options document. The document was subject to public consultation and formed a consideration in drawing up the draft Local Plan. Representations on the SEA made in response to this consultation were taken into account in drawing up the first full Environmental Report.
- Version 2: 1st update to form an assessment of the draft Local Plan – this was the first version of the full Environmental report required under the Regulations.
- Version 3: 2nd update of the Environmental Report to incorporate the Pre-Examination Modifications to the plan proposed following public consultation.
- Version 4: final update to incorporate any Examination recommendations.
Figure 1.1: Local Plan Areas

St Andrews & East Fife Local Plan Area

Dunfermline & West Fife Local Plan Area

Mid Fife Local Plan Area

Newport on Tay

Wormit

Newburgh

Freuchie

Falkland

Cupar

St Andrews

Tayport

Crail

Anstruther & Cellardyke

Lower Largo

Kirkcaldy

Glenrothes

Aberdour

Burntisland

Kinghorn

Rosyth

Inverkeithing

Dunfermline

Kincardine

Mid Fife

Local Plan Area

Dunfermline & West Fife

Local Plan Area

St Andrews & East Fife

Local Plan Area

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Adopted Mid Fife Local Plan

Introduction
**Figure 1.2: Local Plan Process**

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<th>Fife Council</th>
<th>Public Involvement</th>
<th>Date 1</th>
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<tr>
<td>Stage 0</td>
<td>Publish newspaper notice to start Local Plan</td>
<td>Leaflet and questionnaire</td>
<td>Jan 2006</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Telephone Survey</td>
<td>March 2006</td>
</tr>
<tr>
<td>Stage 1</td>
<td>Publish Issues and Options Document and draft SEA Environmental Report v1</td>
<td>Minimum 6 weeks to make objections to Local Plan and representations to Environmental Report and Appropriate Assessment</td>
<td>Oct – Dec 2008</td>
</tr>
<tr>
<td>Stage 2</td>
<td>Publish Draft Local Plan and revised SEA Environmental Report v2</td>
<td>8 Week consultation</td>
<td></td>
</tr>
<tr>
<td>Stage 3</td>
<td>Objections?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Stage 4</td>
<td>No</td>
<td>Plan Examination</td>
<td>Oct 2009</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Scottish Government appointee considers submissions, representations and objections</td>
<td>Nov 2010 – Aug 2011</td>
</tr>
<tr>
<td>Stage 5</td>
<td>Publish Local Plan with Modifications and revised SEA Environmental Report v4</td>
<td></td>
<td></td>
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<tr>
<td>Stage 6</td>
<td>Adopt Local Plan. Public Notice in newspapers to publicise adoption and publication of post-adoption SEA statement.</td>
<td>6 weeks Challenge period. If Challenged Plan goes to Court of Session</td>
<td>Jan 2012</td>
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Notes:
1. Dates will be confirmed as the Local Plan progresses through each stage.
2. An annual monitor will be published in the Council’s Development Plan Scheme.
3. The plan examination is the responsibility of the Scottish Government – Directorate of Planning and Environmental Appeals. The appointed person will determine the format of the examination (written submissions, hearings or inquiry sessions).
The Scottish Government has published Scotland’s National Planning Framework 2, which sets out an achievable long-term vision for Scotland and identifies the likely change to 2030. It identifies the strategic development potential of the Aberdeen-Edinburgh-Newcastle transport corridor, which crosses the Local Plan area, and identifies Mid Fife as an area of national priority for environmental enhancement. The Local Plan strategy has been reviewed to ensure that any changes necessitated through the National Planning Framework 2 are incorporated within the Local Plan. The Local Plan has also been prepared in the context of the National Economic Strategy. This promotes sustainable economic growth and the proposals contained within the Local Plan contribute to this objective.

The Local Plan is prepared under the umbrella of the Fife Community Plan and the Fife Structure Plan which has been prepared in the context of the National Planning Framework. The Community Plan provides the shared vision for Fife of public sector partners and the wider Fife community over the next ten years. The Local Plan also has regard to other plans and programmes prepared by Fife Council and its partners, including the Fife Economic Development Strategy, the Local Housing Strategy and the Local Transport Strategy. The Structure Plan will be replaced by new Strategic Development Plans for both Edinburgh and Dundee City Regions. Fife is within both of these regions for strategic planning.

The Fife Development Plan fits into a wider legal context set by European Directives and is guided by the Scottish Government’s Scottish Planning Policy (SPP), Planning Advice Notes (PANs), and Circulars. These are available on the Scottish Government website - www.scotland.gov.uk. Their contents are reflected in this Plan’s policies but not repeated.

How to contact the Fife Development Plan Team
If you have any questions on the Mid Fife Local Plan please phone 08451 551122 or email fife.devplan@fife.gov.uk
Strategic Context

1.1 Mid Fife, including Kirkcaldy and Glenrothes, sits not only at the physical heart of Fife but is also central to the economic and social health of Fife. It has many advantages but there are areas which can benefit from further investment to reduce population decline and create better places in which to live and work.

1.2 The majority of Fife’s most multiply-deprived communities are in the area covered by this Plan. The Scottish Index of Multiple Deprivation (SIMD) indicates that approximately 17% of the area’s population live in ‘datazones’ ranked in the 15% most multiply deprived in Scotland, compared to a Fife figure of about 10%. As such, this provides the basis for community regeneration to be central to the Local Plan strategy, as it will be for the lifespan of this Plan. The challenge will be to align physical, economic, social, and environmental approaches to building strong communities.

1.3 This Plan plays a central part in creating change for those communities by directing and promoting land use for housing, economic improvement, transport networks, and revitalising town centres.

1.4 The Approved Fife Structure Plan sets the strategy for strategic land use for the Mid Fife Local Plan. It provides a 20 year vision for Fife based on a simple principle – communities that plan long term will end up with better community infrastructure and transport networks than if development happens on an ad hoc, site by site basis. The following paragraphs list what this means for the Local Plan area:

1.5 Sustainable Communities:
- Delivering affordable housing as part of new development;
- Addressing inequalities and accommodating growth in Fife’s population by promoting the development of Strategic Land Allocations in Kirkcaldy East, Kirkcaldy South West, Lochgelly, Levenmouth, Burntisland, Kelty/Ballingry/Lochore, and Glenrothes East/Markinch which will provide benefits to the wider community;
- Supporting new development which minimises and mitigates environmental impact including moving towards zero carbon development. Carbon emissions will be reduced through the provision of on site zero and low carbon technologies and renewable sources of energy within new development to reduce emissions;
- Prioritising the reuse of brownfield sites where possible;
- Supporting and strengthening the rural economy by encouraging diversification of the economy;
- Creating balanced communities by providing employment land, community facilities, good public transport links, and offering a choice of quality housing with a range of prices and tenures and so reducing the need to travel;
- Supporting existing and new opportunities for informal and formal sport and general outdoor recreation to help create and maintain healthy communities; and
- Maximising benefits of walking and cycling, sustainable transportation systems, health and recreation, tourism related local economic development, and community regeneration in accordance with the Fife Access Strategy Review 2006 - 16 and the Fife Core Paths Plan.

1.6 Growing the Economy:
- Attracting inward investment and supporting existing businesses through skilled labour, a range of high quality land and premises, good accessibility and an attractive environment;
- Developing the knowledge economy based on business research, particularly in the renewable energy sectors and supporting commercialisation of the higher and further education sectors. This includes the
development of Energy Park Fife at Methil and a proposed green business park at Westfield; 
- Identifying and promoting many significant regeneration opportunities along the coastal route from Burntisland to Methil on land that is vacant and/or derelict. The redevelopment of brownfield land along the coast will be balanced by other policies that will maintain and enhance the environmental, recreational, and tourism appeal of the Fife coast. Development along the coast within the Plan boundaries will take account of the Fife Coastal Path, given its value as a tourism and leisure asset; 
- Identifying strategic employment sites together with a seven-year supply of employment land in towns with a population greater than 5,000 and in clusters in rural areas. This includes promoting business use in town centre locations and developing high quality employment land sites such as John Smith Business Park in Kirkcaldy; 

MGT, John Smith Business Park

- Ensuring Glenrothes has an attractive and modern employment land supply. This includes proposals for enabling development to cross-subsidise new industrial and business facilities at Bankhead and Whitehill Industrial Estate and the support of further class 4 business use in the town centre; 
- Increasing job opportunities particularly in areas of high unemployment and directing development that will create new employment within the main towns in Mid Fife and the Strategic Land Allocations. This will help enable priority groups to access new job opportunities through the use of local employment agreements, initially in new housing and retail developments; 
- Focusing retail growth in Kirkcaldy, as the principal shopping centre, and in Glenrothes, Cowdenbeath, and Leven; and supporting the retail function in other town centres. Ensuring that new retail development outwith existing town centres does not undermine them but rather complements them; 
- Further promoting and developing Kirkcaldy’s potential as a shopping, employment, cultural, leisure, and visitor destination; 
- Capturing the benefits of all investments; 
- Developing tourism related economic development through access to coast and countryside supported by the core paths system; and 
- Increasing the number of graduates in Fife by examining the potential for a physical expansion of degree level education provision in Mid Fife in particular.

1.7 Safeguarding and Improving the Environment:

- Protecting and enhancing the character and distinctiveness of the towns and villages in Mid Fife by promoting high standards of design and development and avoiding the coalescence of settlements; 
- Promoting the re-use of buildings and suitable and appropriately remediated brownfield land; 
- Conserving sites that are important to the natural environment in terms of habitat or species, and conserving the built heritage; 
- Encouraging public access to the countryside for health, recreation, and environmental education through the core paths system; 

- Encouraging the development and use of renewable energy technologies such as...
1 The Local Plan Development Strategy

- Biomass in commercial settings and combined heat and power (CHP) in large scale residential development;
- Supporting new development which minimises and mitigates environmental impact including moving towards zero carbon development;
- Protecting and enhancing existing trees and woodlands, encouraging their active management and promoting the creation of new woodlands;
- Demonstrating commitment to the protection, restoration and enhancement of all of the Mid Fife landscape, including the particular qualities of the Local Landscape Areas;
- Ensuring new development follows the principles of sustainability to create places where people will enjoy living and working;
- Protecting the countryside from unplanned development sprawl but still allowing for development that supports the rural economy or has a specific need for a rural location; and
- Ensuring appropriate site boundary treatments are provided as part of any new development, especially on the edge of settlements.

1.8 Developing the Transport Network:

- Promoting mixed use developments to achieve improved accessibility;
- Focussing major developments at public transport interchanges and town centres served by public transport and increasing development densities in these areas;
- Identifying opportunities for improvements to public transport infrastructure;
- Supporting the provision of strategic transport improvements including a cross-Forth ferry/hovercraft service from South Fife to Edinburgh, upgrading the A92 Redhouse junction including a direct link to the Standing Stane Road; a proposed new rail halt in Kirkcaldy East, and the re-opening of the Levenmouth Rail Link; and
- Providing for a pattern of development that reduces unnecessary travel and supports a choice of more sustainable travel options including walking and cycling.

Strategic Locations

1.9 The Local Plan applies the Structure Plan strategy at a local level and provides more detailed local guidance. The Structure Plan identifies Strategic Land Allocations in Kirkcaldy East, Kirkcaldy South West, Glenrothes East/Markinch, Lochgelly, Levenmouth, Burntisland, and Ballingry/Kelty/Lochore (as identified in Figure 1.3 ‘Development Strategy’). These locations present the best opportunity to develop established settlements at a scale that can deliver community infrastructure and services benefits. These areas are also sustainable in terms of location and in the mix of land uses available to meet community and economic needs. Development in the Strategic Land Allocations will be on greenfield land or on a combination of brownfield and greenfield land, prioritising the redevelopment of brownfield land where possible. All new development must be of a high quality in terms of layout and design and create sustainable communities.

1.10 Strategic Frameworks have been prepared for the larger scale Strategic Land Allocations of Kirkcaldy East, Kirkcaldy South West, Levenmouth, and Lochgelly. The principal elements of these are included in the Local Plan within the relevant settlement plan. The strategic frameworks allow more detailed masterplanning to progress through engagement with communities and other key stakeholders. The masterplans will guide development and ensure that these large scale developments are well integrated into the existing communities, create sustainable extensions to the settlements, and they will set out design principles to promote high quality design and place making. This will help avoid incremental development and will be the means through which planned extensions to the existing settlements can be created to a high standard. Phasing, scale, and siting of development, land-uses and layout, community facilities, access, and integration with the built up area will be specified by the masterplans. This will include addressing the cumulative and local impacts on the transport and trunk road network. The masterplans will require Fife Council approval before they are implemented and must demonstrate how they will help to create sustainable communities by providing:

- Housing to meet a wide variety of need;
- Employment land to attract and retain jobs;
- Development to meet identified social and community needs;
- Necessary infrastructure including schools and sustainable transportation options including walking and cycling; and
- High quality environments including structural landscaping and public art.

1.11 All of this must be achieved to a high standard of design quality to produce attractive and safe environments in which to live, work, and learn. The Fife Masterplans Handbook sets out what Fife Council expects from any masterplans produced.

1.12 The Local Plan provides detail over the 13 year period (2008 - 21) while indicating, in broad terms, development over the longer term in order to give certainty to communities, landowners, and investors.

1.13 Within the Strategic Land Allocations of Burntisland, Glenrothes East/Markinch, and Ballingry/Kelty/Lochore, new development is
proposed to provide sustainable communities. These allocations, together with smaller scale development and local organic growth in other communities throughout Mid Fife, will contribute to the Structure Plan’s aim for growth in Fife’s economy and respond to growth in Fife’s population.

1.14 In determining locations for new development, Fife Council has taken account of public opinion expressed through the Issues and Options consultation stage and balanced this against wider public and environmental interests. The areas that have been chosen:

- Present the best opportunity to further develop existing settlements at a scale that can be accommodated by available or proposed infrastructure capacity, or which can deliver the required infrastructure and services supported through new development;
- Relate well with the transport network;
- Have an acceptable or manageable environmental impact; and
- Have access to core community services such as schools, shops, and local health facilities.

1.15 The Development Strategy Map for this Local Plan (see below) illustrates where development is proposed between 2008 – 21 and beyond.

**Figure 1.3: Development Strategy**

**Kirkcaldy**

1.16 Kirkcaldy is Mid Fife’s principal town and provides many services and facilities for the Local Plan area and beyond. Over the years, the town has suffered as traditional industries that Kirkcaldy relied on such as mining and manufacturing have declined. The town contains significant pockets of deprivation spread particularly across the east and north, with a further pocket in the south west. Parts of the town now feature in the 5% most multiply deprived areas in Scotland. To help address the decline of traditional industry, Kirkcaldy’s economy has had to change and now consists of a broad range of service industries, modern manufacturing, and education. Implementation of the Local Plan strategy will further regenerate Kirkcaldy. An increase in the town’s population through the 2 proposed Strategic Land Allocations, development of the town centre’s commercial and retail services, development of significant areas of brownfield land, and the additional employment and business opportunities that will be created through the development of the Local Plan proposals will have a positive effect on the prosperity of the town. Further detail on these can be found in the following paragraphs.
1 The Local Plan Development Strategy

1.17 The development strategy for Kirkcaldy looks to develop its role as the main commercial, leisure, and service centre for Mid Fife. This involves regenerating Kirkcaldy town centre and waterfront areas, and promoting the reuse of disused land and buildings made redundant as traditional industries have declined in the town. Fife Council commissioned a masterplan to consider future development in these areas and a number of development opportunities are highlighted in the Local Plan. The strategy also identifies development land to meet the high demand for new housing in Kirkcaldy.

1.18 New developments to the east and south west of Kirkcaldy will provide 3,850 new homes and 40 hectares of new employment land in Kirkcaldy East and small scale business/office facilities in Kirkcaldy South West. The scale of these 2 Strategic Land Allocations will bring a range of benefits to Kirkcaldy such as infrastructure improvements including funding towards an upgrade to the Redhouse roundabout and a new rail halt in east Kirkcaldy, as well as a range of new community and leisure facilities including new schools. Development in these areas will be phased over the Local Plan period and beyond and will be guided by masterplans. Additional information on Kirkcaldy’s 2 Strategic Land Allocation Development Frameworks can be found within the Kirkcaldy settlement plan.

1.19 A number of other development proposals within Kirkcaldy are designed to raise the profile of the town within Fife and Scotland. These proposals include the development of high quality office facilities at John Smith Business Park, a new water based passenger Forth crossing between Kirkcaldy and Edinburgh, and a limited expansion of the Central Fife Retail Park when capacity exists to support this without negatively affecting the town centre.

Glenrothes

1.20 Glenrothes has grown steadily since being designated as a New Town in 1948, becoming a focus for electronic and other high tech industries. It is considered to be one of Scotland’s most successful and attractive New Towns. However, several industrial estates are now ageing and unsuitable for modern industrial and business uses. The Local Plan reallocates some of this surplus employment land for primarily housing to help regenerate and support the provision of new or refurbished industrial and business facilities within the town. In addition, recent updates to the Scottish Index of Multiple Deprivation (SIMD) show Glenrothes emerging as an area of multiple deprivation. Parts of the town feature in the worst 15% in Scotland for the first time. The development strategy outlined below helps promote the regeneration of Glenrothes. The Strategic Land Allocation, redevelopment of the town centre and the additional retail development proposed along with new business and office facilities will aid regeneration and enhance the retail and business opportunities available within the town. This will help Glenrothes reach its full potential.

1.21 Glenrothes town centre needs support to maintain its function as a service centre for the town and the wider area by providing a range of facilities. The Local Plan therefore promotes the development of new business and office facilities within and on the edge of the town centre. An action plan for Glenrothes Town Centre will be developed by Fife Council, working with community and business representatives including the Kingdom Centre and other parties with an interest in the town centre and surrounding area. The implementation of recently granted planning consents will increase the retail choice within Glenrothes. Further retail pressures must be carefully balanced to ensure that any new development in the town supports and enhances the retail facilities already provided in the Kingdom Centre. This shall ensure that edge of centre and out of centre retail developments do not damage the performance of the town centre. Capacity exists within the town centre for retail expansion through the planning consents and the development opportunities identified on the Proposals Map. Although it is acknowledged that a wider network of centres has a role to play, opportunities within the town centre must be prioritised over sites outwith the town centre in line with the sequential test.

1.22 The development strategy for Glenrothes identifies the east of the town and Markinch as areas where development should be focused. These areas have good access to existing public transportation facilities and the A92 and A911. The Local Plan must allocate land for 1,000 new homes to be built in Glenrothes East/Markinch within the Local Plan period and beyond. In addition, there are opportunities for new housing on brownfield land in Glenrothes. Additional information on development in Glenrothes East and Markinch can be found within the Glenrothes, Markinch and Coaltown of Balgonie settlement plans.

Levenmouth area

1.23 The Levenmouth area includes the communities of Leven, Methil, Methilhill, Buckhaven, East Wemyss, Windygates, Kennoway, Baintown and Bonnybank. In the past, Levenmouth has relied on mining, manufacturing and port related industries. The decline of traditional industries, particularly coal mining as well as the offshore construction industry and the decline in the status of Leven as a popular tourist destination for visitors has led to a loss of local jobs and population. Levenmouth also suffers from its relative isolation with no rail link or dual
carriageway link to the primary road network. We now need a sustained and comprehensive approach to the physical, social, and economic regeneration of the area. Planning for regeneration is the principal theme for Levenmouth and the proposals contained within the Local Plan will help address this.

1.24 The development strategy for the Levenmouth area aims to promote regeneration in the area through a number of measures. The identification of land for 1,750 new homes through the Levenmouth Strategic Land Allocation will help reverse the population decline experienced in the area. The Levenmouth area also has a number of brownfield development opportunities situated along the coast. The reuse of derelict land and buildings in the Levenmouth area will be given priority.

1.25 The Local Plan identifies 55 hectares of good quality employment land to address the current shortage in the area and aid economic regeneration. 40 hectares of this allocation will be at the Energy Park Fife at Methil waterfront; the other 15 hectares is proposed to be provided as part of the Strategic Land Allocation for Levenmouth. Retail provision in the Buckhaven and Methil areas will be boosted by new local retail development within the Strategic Land Allocation. The additional residential development, employment land, and community facilities proposed through the Levenmouth Strategic Land Allocation and key projects such as Energy Park Fife will create further local employment opportunities and deliver additional and enhanced community facilities.

1.26 While Levenmouth is relatively remote from centres of economic activity, improved transport links to the Levenmouth area could attract additional investment and tourism to the area. The Local Plan therefore promotes improvements to the transport infrastructure serving the area. These include the Standing Stane link road and the implementation of the Leven Link Road Project (implementing road enhancements to make Lower Methil, the waterfront area and Energy Park Fife more accessible). These will create improved road access to and within Levenmouth. Coupled with the proposed reopening of the Levenmouth Rail Link and new rail station at Leven, these will greatly enhance accessibility to and in the Levenmouth area. In addition, economic activity will be strengthened through the business benefits and economic spin offs created from Energy Park Fife, Methil Docks, and the Levenmouth Strategic Land Allocation. Additional information on Levenmouth’s Strategic Land Allocation Development Framework can be found within the Leven, Buckhaven, Methil, and Methilhill settlement plans.

1.27 The focus for community regeneration activity within Mid Fife will focus on the western sector of the Local Plan within the Lochgelly, Cowdenbeath, Kelty, and Ballingry areas. Each of these settlements has a core of data zones within the worst 15% in Scotland under the SIMD, and around these core areas sit further data zones which exhibit the same characteristics of disadvantage and deprivation. As the Local Plan strategy for these former mining communities illustrates, there is scope to address this through physical and community regeneration to help attract additional investment and jobs into these settlements. The 2 Strategic Land Allocations identified in Lochgelly and the Kelty, Lochore, and Ballingry area will help to reverse the population decline from Mid Fife. These, along with further development of the leisure and tourism potential of the area and encouraging the redevelopment of vacant and derelict land will contribute to attracting investment and jobs into the area. This will assist in regenerating these former mining communities which is one of the main aims of the Local Plan.

1.28 Lochgelly is identified as a Strategic Land Allocation within the Local Plan area. The Local Plan identifies land for 1,750 houses and 25 hectares of employment and business land in the Local Plan period and beyond. Further expansion could follow post 2026. Development will drive the regeneration of the town through improving the town centre, creating employment opportunities including developing a training centre/business incubator units, and enhancing the town’s identity. There is also the potential for an upgrade to the railway station and new park and ride facilities to improve transport choice and convenience. A range of sites are proposed at Lochgelly to maximise the opportunity to enhance the town centre and deliver a range of housing across a number of sites.
Additional information on Lochgelly’s Strategic Land Allocation Development Framework can be found within the Lochgelly settlement plan.

Cowdenbeath

1.29 Cowdenbeath provides a focus for shopping, sport, and leisure north of the A92. However, Cowdenbeath High Street has suffered from shop closures, vacancies, and dereliction over a number of years. The Local Plan strategy supports the revitalisation of the High Street. This will promote development opportunities in and around the High Street and guide development proposals. Cowdenbeath Football Club may also relocate to a new site in the Cowdenbeath area within the Local Plan period. This would create a large site available for redevelopment. Any potential redevelopment will require alternative homes for the football club and stock car racing to be secured first.

1.30 Two of the town’s industrial premises are ageing and present opportunities for redevelopment. The Thistle Industrial Estate and Woodend Business Centre both require investment. The Cowdenbeath settlement plan outlines proposals to allow limited residential development to cross-subsidise the upgraded business units and thus assist with their financial viability. Additional information on development in Cowdenbeath can be found within the Cowdenbeath settlement plan.

Kelty, Lochore, and Ballingry

1.31 Kelty, Lochore and Ballingry are identified as a Strategic Land Allocation within the Local Plan area. The Local Plan identifies land for 441 houses for Kelty, Lochore, and Ballingry within the Local Plan period and beyond. The allocations are identified in the settlement plans for the area. This additional residential development and further developing the leisure, recreational, and tourism potential of Blairadam Forest, Lochore Meadows, St Ninians former opencast site and the M90, Junction 4 area will help aid the regeneration of the area. Additional information on development in Kelty, Lochore and Ballingry can be found within the relevant settlement plans.

Burntisland

1.32 Burntisland contains large areas of brownfield land particularly along the coast. In the area around the docks and the railway there are a number of derelict sites that, if redeveloped, could aid regeneration and increase the tourist potential of the town. There is also the potential for a ferry service across the Forth to be located at Burntisland with a park and ride facility to serve the ferry and railway at the rail station.

1.33 The Structure Plan identifies Burntisland as a Strategic Land Allocation and requires the Local Plan to identify 300 houses to assist in regenerating the town through the reuse of brownfield land. Up to 50 additional housing units may be allocated from the additional strategic supply proposed through Proposal PH3. Therefore a potential housing use (of up to 350 units) is proposed as a possible use within a mixed Strategic Land Allocation at the Burntisland East Dock. However, it is recognised that any housing is unlikely to take place within the local plan period owing to the intentions of the port operator. The redevelopment of this area will reuse land that is currently lying derelict and will aid regeneration. The site is well located as it is adjacent to the east coast main line. In addition to housing, the site has the potential to contain a wide range of uses, including port related uses, a marina development, office and business space, and retail and leisure facilities. As part of the redevelopment, class 4 business uses are proposed on land west of the Beacon Leisure Centre. Additional information on development in Burntisland can be found within the Burntisland settlement plan.

Sustainable Development

1.34 The Local Plan aims to safeguard resources and to locate development where it has limited impact on the environment and the most positive social and economic effects. Sites have been selected for housing, employment, and other development from those that have been considered the best able to meet these aims and so help create sustainable communities. New settlements are not proposed; instead, these developments will be integrated with existing communities so that more people can benefit from enhanced facilities. Where developments can bring benefits to new and existing communities, development will be considered in line with the Local Plan strategy and policies.

1.35 The Local Plan will promote sustainable communities through:

- Identifying sites which encourage people to walk, cycle or use public transport to get to work, school, and community facilities either in individual settlements or collectively across a number of neighbouring communities;
- Improving travel choices through promoting public transport and the development of non-vehicular links such as pedestrian and cycle paths in conjunction with the core paths system identified in the Fife Core Paths Plan;
- Encouraging domestic renewable energy and shared sources of energy;
- Promoting energy efficiency in all development through the suite of Local Plan policies and supplementary guidance;
- Supporting new development which minimises and mitigates environmental impact including...
moving towards zero carbon development where it conforms with other Local Plan policies

- Protecting sensitive landscapes in accordance with Local Landscape Area proposals and informed by Landscape Capacity Studies;
- Supporting the provision of garden ground and allotments;
- Promoting buildings that can provide for different needs over time;
- Creating, safeguarding, and positive management of greenspaces close to communities for people, biodiversity, access and recreation - the latter in conjunction with the core paths system;
- Providing for a range of densities appropriate to the scale and location of the site, and increasing the number of units per hectare, particularly where the development sites are close to town centres and/or key public transport interchanges;
- Providing a choice of quality housing styles and sizes, as well as a choice of different locations, prices and tenures;
- Requiring flood risk assessment (including coastal planning) be undertaken for areas identified at risk by SEPA;
- Protecting and enhancing biodiversity and general nature conservation; and
- Supporting proposals that reduce future reliance on landfill and offer recycling/reuse opportunities for waste where compatible with the core policies.

1.36 Substantial progress has already been achieved in the promotion of sustainable development in Mid Fife and this is reflected through a number of proposed major developments such as renewable energy at Energy Park Fife, Methil; a biomass scheme at Tullis Russell, by Markinch and Diageo, Cameron Bridge; and development of a green business park at Westfield, near Kinglassie.

Developing the Economy

1.37 The Local Plan supports economic development by:

- Increasing job opportunities by encouraging development that provides new employment and identifying strategic employment sites together with a seven-year supply of employment land in towns, or clusters of communities in rural areas, with a population greater than 5,000;
- Providing land for business incubator units to support new and growing businesses;
- Diversifying the business and employment base by supporting new economic development;
- Promoting office/business use in town centre locations through policy and Local Plan designations;
- Focussing retail growth in Kirkcaldy as the principal shopping centre, and in Glenrothes, Cowdenbeath, and Leven; and supporting the retail function in other town centres. Ensuring that new retail development outwith existing town centres does not undermine them but rather complements them;
- Protecting and developing Kirkcaldy’s potential as a shopping, employment, cultural, leisure, and visitor destination;
- Realising the tourism, recreational and leisure potential of the Kelty and Lochore areas, including Junction 4 of the M90;
- Promoting additional hotel development in support of the tourist economy;
- Raising educational attainment by supporting the expansion of degree level education facilities; and
- Promoting brownfield regeneration opportunities situated along the coast.

1.38 The labour market in Fife has strengthened considerably over the last decade, reflected both in higher economic activity rates as well as higher employment rates. Competition for jobs is increasing not only within Fife but also across Scotland, the UK, and in an expanded Europe. In addition to this, changes in the structure of the Scottish economy over the past 20 years have raised significant challenges that need to be addressed. Although Mid Fife retains a strong manufacturing sector, it remains under pressure. The planning system therefore needs to safeguard the assets that can support existing businesses and that can attract new and diverse economic activity. The local economy must rapidly develop a stronger service sector and knowledge economy base and the Local Plan shall support this expansion.

1.39 A healthy local economy and business sector is essential to sustainable communities. This is acknowledged in Fife’s Community Plan. Private and public sector initiatives can, within the Fife Development Plan framework, help create an environment in which the local economy can thrive and provide for the establishment of new businesses – important in rural areas where traditional jobs in the farming sector are under pressure.

1.40 To support this transition, the Local Plan seeks to identify a seven year supply of general employment land in settlements or clusters of rural settlements with a population greater than 5,000. Within these allocations a number of premium employment land sites such as John Smith Business Park (JSBP) are identified. These will attract expanding and relocating employers who prefer a green, campus style environment.
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settlements, a review of the quantity and quality of employment land is undertaken annually through the Employment Land Audit.

1.41 Kirkcaldy’s focus will be on re-establishing the town as the main centre at the heart of Mid Fife, offering a wide range of commercial, retail, leisure, and business activities and opportunities. The Local Plan will support development that contributes to regeneration in the town centre, waterfront, and greater town. New office space is proposed at JSBP and promoted at the town’s waterfront. A partnership has been established between Fife Council and Kirkcaldy4All, the Kirkcaldy Business Improvement District (BID) Company. This has significantly increased the investment in the Town Centre business environment. The concept has been widely adopted in the UK and there are now seven operational BIDs in Scotland including Dunfermline. In addition, a corridor study will be undertaken during the Local Plan period which may identify further development opportunities and environmental improvements.

1.42 In Glenrothes, there is an adequate supply of general industrial land in the short term. However, land has been identified for office use and to accommodate development in the knowledge economy sector and in order to compensate for shrinking supply.

1.43 Fife’s flagship Energy Park, in Methil will provide a strong sector focused employment site capable of attracting high quality renewable energy equipment manufacturers from across the world. The development of environmental industries and green power technologies will be a major source of new employment in Mid-Fife over the coming years, and the proposed Green Business Park at Westfield will be an important strategic site for such uses. However, Levenmouth suffers from a shortage of good quality employment land and so additional land has been identified.

1.44 Development opportunities for business and employment are identified in the settlement plans. In addition to this, within Areas of Mixed Use, where employment is one of the preferred uses, the development of employment land or premises should be brought forward in the context of the development requirements and the action programme at an early stage wherever this is feasible.

Town Centres and Retailing

1.45 The main town centres in Mid Fife have a key role in local economic growth by virtue of supporting major employment within the retail, leisure, cultural, and commercial sectors. As one of Fife’s principal town centres, Kirkcaldy is regarded as key to Fife’s economic growth and the Plan strategy recognises that the town has a greater potential to make a positive contribution to the economy of Mid Fife and Fife as a whole. Expansion and redevelopment within the town centre will focus on encouraging further retail and business development and attracting additional commercial investment and maximising the potential of the waterfront.

1.46 A masterplan has been prepared for Kirkcaldy town centre and waterfront to provide a vision for the long term future of these areas. Improving the quality of the High Street is a key element of the vision to raise Kirkcaldy’s profile. Any future interventions to alter the street layout within the town centre should build on the success of the centralised pedestrian section where the shopping activity is centred. Provision has been made within the masterplan for the expansion of the existing retail centre to provide the type of floorspace required by today’s retailers.

1.47 The urban structure of the town will be strengthened by the improvement of pedestrian links from the main arrival points to the existing attractions and to maximise use and integration of the waterfront. Application of the urban design
principles that are contained in the masterplan will strengthen the character and identity of Kirkcaldy. Within the masterplan, sites are earmarked for provision of leisure facilities including a cinema and swimming pool on the waterfront. High quality public spaces and paths will encourage cyclists and pedestrians linking with the Fife Coastal footpath. The night time economy will be initially centred around Charlotte Street. The settlement plan for Kirkcaldy explains in more detail what this means in terms of land use and development in the town. This will include changes to the town centre’s environment to provide for a more attractive and comfortable experience for all who use it.

1.48 Glenrothes serves as an important district town centre for Mid Fife and has recently benefited from proposals for further retail investment, including 2 additional supermarkets for the town. These are located in the town centre and edge of centre. The implementation of these recently granted planning consents will result in the introduction of 2 further supermarket operators into Glenrothes and will increase customer choice. Further development and a partial remodelling of the town centre will create additional retail and leisure facilities. The Local Plan identifies additional development in the town to strengthen and support the role of the town centre and the Kingdom Centre, and will provide further opportunities for retail and business use. An action plan for Glenrothes Town Centre will be developed by Fife Council, working with community and business representatives including the Kingdom Centre and other parties with an interest in the town centre and surrounding area.

1.49 The Local Plan proposes additional development in Cowdenbeath to strengthen and enhance its district centre function. Sites available for development are identified in the Cowdenbeath settlement statement and these provide further opportunities for retail and commercial uses. The potential relocation of Cowdenbeath Football Club from Central Park within the Local Plan period would provide a large town centre redevelopment opportunity. In addition, the latest retail capacity study identifies that capacity exists for a medium scale supermarket (up to 5,000 metres gross) in the Cowdenbeath and Lochgelly catchment within the Plan period. This will help serve the additional households created through the Lochgelly Strategic Land Allocation and should be located within an established town or district centre to aid regeneration.

1.50 For Leven, the Local Plan proposes additional development in the town to consolidate its role as a district centre. The Levenmouth Strategic Land Allocation will deliver regeneration across the whole Levenmouth area, principally through the provision of new housing. The economic benefits to be delivered as part of this process include new retail development in neighbourhood centres and an improved road linkage between the Standing Stane Road and the employment areas at Methil Docks and Energy Park Fife. In addition, the Local Plan proposes that the rail link to Leven be reinstated and safeguards the route and a site for a potential new station in the town centre.

1.51 The masterplan for the Levenmouth Strategic Land Allocation will need to ensure that new retail, employment, and mixed use development complements rather than competes with that of the existing centres in Leven, Buckhaven, Methil, and Methilhill. Leven town centre will be protected as a key service centre for both residents and visitors. Part of the approach will be to upgrade and improve facilities on the esplanade and beach area and favouring mixed and employment land uses on central sites.

1.52 Kelty and Lochgelly are close to the main arterial routes through Fife and the latter is well connected by rail. There is significant potential for employment development in these areas. In Lochgelly, development options will drive the regeneration of the town through improving the town centre, creating employment opportunities and by enhancing the town’s identity. Reference has already been made to capacity existing for a medium scale supermarket (up to 5,000 metres gross) within the Cowdenbeath and Lochgelly catchment within the Plan period. This would help serve the additional households created through the Lochgelly Strategic Land Allocation and should be located within an established town or district centre to aid regeneration.

Tourism

1.53 Mid Fife has many features that are attractive to visitors for leisure activities with assets such as country parks, paths and cycleways, museums and galleries, and theatres and beaches. A development brief for Silverburn Country Park was approved in November 2007 and development plans for Silverburn Country Park and Lochore Meadows will be prepared within the Plan period.

1.54 The St Ninians’ opencast site, adjacent to Kelty, is to be restored to a form that could accommodate a variety of leisure and tourism developments within its boundary. The Local Plan would support the proposal to create a massive Land Art project on the site. This development designed by Charles Jencks, which would form a central part of the site’s restoration, is currently being evaluated by Scottish Coal. The site restoration timescale projects to 2011. The lead-in time will be spent developing the best potential use
1 The Local Plan Development Strategy

of the site for green tourism, education, Fife economic growth, and national and local leisure pursuits.

1.55 The Local Plan strategy aims to support additional tourism development to complement Mid Fife’s existing museums and art galleries and other visitor attractions. It will guide new tourism related development to the most appropriate locations. The Local Plan will seek to implement key themes of the Fife Tourism Strategy, 2007-15 in Mid-Fife, most notably Fife – The Location of Choice for Golf, and Fife’s Coastal Fringe - A Quality Experience. The proposed hovercraft and ferry links across the Forth will also increase the tourism potential of Fife.

1.56 Studies of the supply of, and demand for, hotels in Fife have been carried out to establish whether any hotel types are currently under-represented. These identified that whilst Fife has several hotels offering a high quality product, there are a number of potential gaps in supply. The Local Plan area has been found to be largely under-represented in terms of overall hotel supply, although there is little current evidence of frustrated demand in the area. The studies specifically concluded that there is scope for additional limited service accommodation in the Plan area and that current and future regeneration projects are likely to create demand for new full and limited service hotels. In response to this, opportunities for hotel and commercial leisure development are supported by the Plan strategy, especially in Kirkcaldy, Glenrothes, and the M90 corridor.

Minerals

1.57 Mineral working is an important economic activity but it consumes finite resources. Badly planned and operated mineral operations can result in unacceptable impacts on the environment and on local communities. In order to minimise the long term impact of what are essentially temporary uses of land, restoration to a planned use and appropriate aftercare of sites are therefore important planning considerations. The approved Fife Structure Plan 2009 and the adopted Fife Minerals Subject Local Plan (April 2011) provide policy guidance on matters relating to minerals.

1.58 Developers should bear in mind that development in former coalfield areas may be affected by, or may itself affect, any of a number of areas of concern arising as a legacy of coal mining. Such areas of concern may be related to problems of ground stability, minewater contamination or seepage of mine gases to the surface. For this reason, drilling or test-boring of old mine workings, mine entries or coal seams requires the prior written approval of The Coal Authority. Prior extraction of coal should be facilitated and encouraged for any substantial new development sites, in line with national policy, aimed at preventing sterilisation of coal.

1.59 In addition (and not restricted to coalfield areas) potential development sites may have been subject to mining operations other than coal, such as ironstones, limestone and oil shales for example. Development proposals will require to take account of these facts.

Meeting Housing Needs

1.60 The Local Plan strategy to meet housing need is by:

- Allowing for housing development to meet the strategic housing land requirement and providing a minimum five-year effective land supply at all times within each housing market area;
- Contributing to providing affordable and special needs housing to help meet the Fife Local Housing Strategy objectives;
- Allocating suitable land for development in locations that are accessible to public transport and basic community services either on a self-contained basis in settlements, or collectively within a cluster of communities;
- Providing for a range of densities appropriate to the scale and location of the site, particularly in relation to proximity to the main public transport nodes and interchanges;
- Encouraging new houses which are adaptable to meet future needs; and
- Creating sustainable communities and applying the principles contained in the Fife Urban Design Guide.
Figure 1.4: Housing Market Areas (HMA) boundaries in Fife Council

Cupar HMA
St Andrews HMA
Kirkcaldy HMA
Dunfermline 1 HMA
Dunfermline 2 HMA

Adopted Mid Fife Local Plan
The Local Plan Development Strategy
1.61 The housing land element of the Plan strategy is set by the Approved Fife Structure Plan (2009) and implemented by allocating land to meet the strategic requirement in three Housing Market Areas (HMAs): Kirkcaldy, Glenrothes, & Central Fife HMA; Dunfermline & West Fife HMA (consisting of the sub areas of Dunfermline 1 and 2); and St Andrews and North East Fife HMA (consisting of the sub areas of Cupar and St Andrews). The boundaries of each of the Housing Market Areas are illustrated in Figure 1.4 (see above).

Local Plan housing land requirement 2011 – 2021

1.62 Scottish Planning Policy states that local plans should allocate land on a range and choice of sites which is effective or capable of becoming effective to meet the housing land requirement up to year 10 from the predicted date of adoption, ensuring a minimum of 5 years effective land supply at all times. In this context, the council has sought to identify a generous supply of land to meet the structure plan requirement. However, the council recognises that current economic conditions present significant challenges for the delivery of new housing to meet these requirements, not least on those larger land allocations (including the Strategic Land Allocations) where significant investment in infrastructure, schools and other facilities is required. As a consequence, despite the generous overall allocation of land which more than meets the structure plan requirement, current programming from 2010 land audit signals an emerging and potentially significant shortfall:

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Sources: Fife Structure Plan 2009, Fife Council Housing Land Database 2010

Notes

* This includes all sites in the housing land audit programmed over this period including the majority of the sites allocated through this local plan.

** The additional allowances take into account the anticipated output from urban capacity assessments and contributions from windfall sites.

These figures do not include the additional sites recommended for inclusion through the Development Plan Examination.

1.63 In allocating land for development, the Council has taken account of the availability of infrastructure (or its provision through development funding), the transport network, environmental factors, and access to core community services such as schools, shops, or local facilities.
Community consultations undertaken in preparing the Plan confirmed that there is widespread concern, particularly among smaller communities, that small towns and villages will become swamped by new development. Where possible, therefore, the Council has sought to apply some proportionality in allocating land for development and has adjusted the distribution of housing land to take account of physical, infrastructural, and environmental factors.

**Maintenance of an Effective Land Supply**

1.64 The above table indicates a baseline for future monitoring of the performance of the housing land supply. The current land supply position from the 2010 audit is a snapshot in time. There may be opportunities to enhance this anticipated output and market conditions may improve. Whilst the land supply detailed above includes the majority of land allocated through this local plan, additional land amounting to some 565 units has been allocated through the local plan examination process. This should help to bridge the immediate delivery shortfall. In addition, policy H1 allows for the favourable consideration of additional sites where it is demonstrated that a continuous effective 5 year land supply cannot be otherwise addressed.

However, it is important that a clear emphasis is retained on bringing forward the Strategic Land Allocations and other land identified through this local plan including brownfield opportunity sites.

**Affordable housing**

1.65 Two of Fife’s greatest assets – its location and environmental quality – contribute to pressuring the housing market. Lying within commuting distance of Dundee, Perth, Stirling, and Edinburgh has helped to attract a high demand for housing in some areas of Fife from both within and beyond Fife’s boundaries. As a result, house prices in Mid Fife have increased by 90% in the period 2001 to 2006 (source: House Sales in Fife 2006 (Fife Council)).

1.66 Fife Council’s Housing Needs & Affordability Assessment 2005 carried out by Arneil Johnston estimated that 7.2% (10,832 units) of existing Fife households are in need of affordable housing. These households have a need, which cannot be addressed given the level of affordable housing supply in that area. To address this, initiatives have been brought forward to ensure a supply of, and to maximise efficiencies in delivering, new affordable housing, including the Council’s Affordable Housing Policy. Pressured Area Status, the selection of a preferred partnership for the delivery of subsidised affordable housing in Fife (the Fife Housing Association Alliance), and the Strategic Housing Investment Plan (SHIP), which is updated annually.

1.67 The Council will work with the house building industry in providing affordable housing as part of development proposals. In the interests of equity, delivery of affordable housing will be sought on all appropriate development, commensurate with scale. (This may also be applied to non residential development.) The Council has produced Supplementary Guidance on Affordable Housing which provides detailed advice on how affordable housing will be achieved and remain affordable to meet the future needs of local people.

1.68 The most recent review of strategic housing activity is the Local Housing Strategy (LHS) 2010-2015. This identified increasing the supply of all tenure of housing and improving the sustainability of housing as priorities.

1.69 Affordable housing, including special needs housing, will be sought where there is a demonstrated need. Figure 1.5 illustrates the percentages required for Mid Fife settlements. A mix of tenures will be sought including low cost ownership and social rented. Given Fife’s changing demographic profile, in terms of ageing population and a projected increase in the number of elderly persons, the provision of special needs housing will be important.
### Figure 1.5 Affordable Housing percentages for Mid Fife Settlements

#### Kirkcaldy Area

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<tr>
<td>Cardenden</td>
<td>10%</td>
</tr>
<tr>
<td>Cluny</td>
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#### Glenrothes Area

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#### Cowdenbeath Area

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Safeguarding and Improving the Environment

1.70 The Local Plan aims to safeguard and improve the environment by:

- Promoting high standards of design and development to conserve and enhance landscape and urban character;
- Protecting the countryside from unplanned development sprawl whilst allowing for development which supports the rural economy or has a specific need for a rural location;
- Conserving sites important to the natural environment in terms of habitat or species, and conserving the built heritage;
- Ensuring development proposals have regard to landscape quality and capacity; and
- Supporting renewable energy initiatives where appropriate.

Quality in the built environment

1.71 The Fife Development Plan promotes good environmental quality. Aided by the Fife Masterplans Handbook and the Fife Urban Design Guide - Creating a Better Fife, the Local Plan strategy is to apply this objective to new development as well as the natural environment so that the planning system improves what already exists, and creates value for the future. Specific proposals in the Local Plan are identified to bring about improvements in the built and natural environment. Redevelopment of brownfield, derelict, or damaged land, where appropriate, is usually preferred over greenfield development. However, greenfield release is still required to implement the Plan strategy. In addition, the Local Plan’s policies support the re-use of buildings in town and country where the proposed use is acceptable and meets the terms of these policies.

1.72 The quality of design in new developments can be a contentious matter but there is no doubt that a need exists for design standards to be raised and for guidance to be applied. This Local Plan addresses these concerns by raising design standards and proposing the development of design guidance in planning briefs and masterplans for large or important sites. Creating a Better Fife provides more detailed design guidance. Development within the Strategic Land Allocations will be on a phased basis and lead to the creation of a series of small neighbourhoods, which will require to be fully integrated with existing communities rather than a single urban expansion. Distinct urban design in each area will help create an individual character for each place and create sustainable communities.

1.73 Planning briefs and masterplans provide planning guidance which complements the statutory development plan. They are not alternatives to the development plan but provide design, layout, infrastructure, and implementation guidelines or requirements for proposed development and provide clear advice to developers and communities on what is expected from development proposals. When the Council approves planning briefs and masterplans following consultation with the local communities affected by them, they will become material policy guidance in determining planning applications. New and innovative designs are encouraged in locations where they will add quality to the built environment. Such locations will include conservation areas, rural, and coastal locations. Design considerations in these places will be more complex by virtue of their settings and the need to protect and augment their characters.

1.74 Well designed new development and public spaces are essential to quality of life in Fife. Good design can also have a positive effect on both regeneration and economic wellbeing. It can improve local pride and ownership in a community. Poorly designed development and public space often has precisely the opposite effect. Creating a Better Fife provides consistent and flexible strategic design principles which will guide future development in Fife. It aims to raise standards throughout the development process to deliver high quality development and public spaces for communities.

1.75 The environmental assets of Mid Fife are considerable: these include over 1,300 listed buildings; 11 conservation areas; its landscape quality and character; over 2,200 archaeological sites and 34 ancient monuments; sites of importance to nature conservation, including the Lomond Hills Regional Park, with international and national designations as well as sites of more local importance, 45 Tree Preservation Orders and 38 kilometres of coastline. The Approved Fife Structure Plan provides policy guidance in relation to nature conservation sites of international and national significance; and the Local Plan provides local policy.

1.76 The pattern of towns, villages, and hamlets across the Local Plan area is an integral part of the area’s character. Local Plan proposals for new development take account of these features with a view to protecting the overall environmental quality, and have used landscape plans, where they exist, to inform the Plan. The Local Plan Proposals Map defines settlement envelopes only for those towns and villages of 25 houses or more, or where the Local Plan supports development that will increase a settlement’s size to beyond 25 houses. Settlements with fewer than 25 houses are not
1 The Local Plan Development Strategy

defined by envelopes in the Local Plan and will be regarded as established clusters of housing within the countryside.

1.77 Eleven conservation areas are defined in the Local Plan. The reasons for their designation and most important attributes need to be better explained to assist decisions on development likely to have an impact on their character. Character appraisals and management plans are being prepared in accordance with national planning policy. The Local Plan proposes one new conservation area in East Wemyss and extension of the existing conservation area in Leslie.

1.78 The most significant spaces within and between town and villages are given policy protection from development pressures. Areas of open space are also shown where they help to safeguard important tracts of undeveloped land which penetrate built-up areas and provide access to the surrounding countryside, in conjunction with core paths proposals identified in the Fife Core Paths Plan.

1.79 A corridor study will be undertaken for Kirkcaldy within the Local Plan period which will assess the environmental quality and potential development opportunities along key transport corridors within the town. The study will identify environmental improvements and land available for redevelopment including infill for housing, employment and mixed uses. This will create a more positive image for both visitors and potential investors travelling into and through the town which will help attract further investment.

1.80 Fife has had designated Areas of Great Landscape Value (AGLVs) for many years. These have protected areas of special landscape character from unsympathetic development. AGLVs were associated with Fife landscapes commonly held in high regard but, 40 years on from their original identification, they were in need of review. The Fife Local Landscape Designation Review 2008 took a completely fresh approach to assessing the Fife landscape. The policies contained within the Local Plan relate to the new Local Landscape Area boundaries identified by the review.

1.81 While Local Landscape Areas have particular aspects that are highly valued, all landscapes merit protection and improvement and development proposals will need to demonstrate this commitment. The range of policies in this Plan, including those relating to design, development in the countryside, nature conservation, and cultural heritage also promote care of the wider landscape. In order to ensure development respects the Fife landscape, the landscape capacity and quality of the development will be key considerations in the designation and determination of development proposals. This should include reference to the landscape capacity studies and Fife Local Landscape Designation Review developed by Fife Council and Scottish Natural Heritage.

Rural and Coastal Development

1.82 Development in the countryside is an area of planning policy sitting between the twin aims of safeguarding Fife’s rural landscape and supporting the rural economy and communities. The Local Plan’s policies provide a balance between these objectives by supporting development for employment and residential uses where they will help to sustain rural communities and encourage diversification. The aim is to enhance and diversify the rural economy, provide for the creation of local jobs in sustainable locations, support agricultural diversification, and reduce the need to travel to work.

1.83 New businesses and commercial leisure and housing developments can assist rural regeneration of communities and the services they draw on. However, this runs contrary to conventional transport policy and so assessment must be made to take account of environmental, community, and transport considerations. When evaluating rural development proposals the core paths network identified in the Fife Core Paths Plan can help support sustainable forms of transport such as walking and cycling. This can support tourism related development, particularly through the Fife Coastal Path.

1.84 Fife’s coast forms part of its landscape character and is recognised as having an environmental and economic value. The Fife Coastal Path is a significant economic asset in terms of visitor attraction and spending. In keeping with the Strategic Coastal Fringe Theme of the Fife Tourism Strategy, 2007-15, the Local Plan will seek to develop the tourism attractiveness and accommodation offering along the Fife Coastal Path particularly in areas where there are issues relating to product supply such as Levenmouth.

1.85 Leisure and Cultural Services, Parks and Countryside have established a new Beach Award location at East Leven Beach. This involved auditing existing and required infrastructure.

1.86 Provision is made in the Plan for development that requires a coastal location and contributes to the local economy. The coastal zone is defined to assist decisions on development proposals. It includes land related to and influenced by the coast, land up to 250 metres inland from Mean High Water Springs; the coastal landscapes defined in the Fife Landscape Character Assessment; and coastal habitats. The developed coast has been defined as that within settlements.
with a population greater than 2,000 and where there is existing large-scale development for industry, tourism, and recreation outwith settlement limits.

Providing for Infrastructure and Community Needs

1.87 The Local Plan aims to provide for community needs and infrastructure by:

- Requiring new development to deliver or contribute to the provision of the infrastructure and community services needed to accommodate the pressures from that development;
- Supporting new community facilities to meet identified needs;
- Encouraging the use of renewable energy technologies as an alternative to fossil fuels and encouraging renewable energy initiatives within local communities; and
- Supporting the creation and maintenance of green spaces for community use.

1.88 Successful implementation of the Local Plan strategy will rely on developments making no net detriment in terms of impact on the environment, communities, infrastructure, and services. Where deficiencies occur, developers will be expected to make an appropriate contribution to any shortfall related to their development as well as providing for all that is required to bring forward that development.

1.89 The Council wishes to work in partnership with developers to assist delivery and seeks to develop mechanisms to achieve this. Structure Plan policy DC1 (developer requirements) and Local Plan policy D1 set out the Council’s requirement for all new development to address any shortfalls in community infrastructure and/or mitigate any adverse impact they create by seeking development contributions to the costs. No net detriment should fall to the public purse, particularly in bringing forward the Strategic Land Allocations. The settlement plans indicate the nature of contributions sought from development proposals. Specific contributions will be agreed as part of the planning application process and, where appropriate, set out in masterplans and planning briefs. Supplementary guidance will be published to provide more detailed guidance on the type and level of contributions required from developments through the Mid Fife Planning Obligations Financial Framework.

1.90 The age structure of the Scottish population has changed significantly over recent years and the pattern in Fife closely follows the national trend. The population profile for Mid Fife compared to the Scottish average, is characterised by slightly more residents aged under 16, and more residents older than 64. There is a need to plan ahead so that future development takes account of the anticipated needs likely to arise and to ensure social services such as education and healthcare are accessible to Fife’s residents.

1.91 Planning for current and future health care provision means locating services locally or enabling good access to services on a regional basis – across Council boundaries if necessary. Healthcare, recreational, and retail services – if not provided locally – are available in east or west Fife, Dundee, Perth and Edinburgh. Transport links to these areas are therefore important to those residents in the Local Plan area. Taken together with other aspects of the strategy, the policy objectives in this Local Plan contribute to achieving the priorities of Fife’s Community Plan.

1.92 The strategy for the future development of Fife’s hospital and community health services in the Local Plan area centres on the continued refurbishment and expansion of Victoria Hospital and the adjacent facility at Whytemans Brae. In time, this will lead to the relocation of maternity facilities from Forth Park to the Victoria Hospital. In addition to the other main health facilities of Glenrothes, Randolph Wemyss, and Cameron Hospitals, the need for additional wider community health facilities shall be assessed as part of the Strategic Land Allocations. This will include the potential for joint facilities with other community planning partners – e.g. health and social work.

1.93 Where necessary, land will be zoned for health and care facilities including nursing homes. Developer contributions will be sought to assist in the provision of new or expanded facilities where this is necessitated by new housing development.
1.94 The supply and availability of water services – sewerage in particular – is a national planning issue. Scottish Water, as the body responsible for these services, is required to meet the EU Water Framework Directive, 2000 on the treatment of waste water and recently this is driving its spending priorities. This had the effect of restricting the availability of resources to meet the infrastructure needs arising from new developments and meant that the implementation of the Local Plan’s development strategy was affected significantly by the available capacity in the system for the first five years or so of the Plan period. However, Scottish Water funding arrangements have recently changed. Where new developments require additional local capacity, the cost of providing this should be met by the developer and it should be for Scottish Water to remove constraints on development caused by a lack of capacity at a strategic level. This ensures that both the public purse and the private developer pay their share of enabling new development to happen.

1.95 Waste management is primarily a strategic matter and is addressed in the Fife Structure Plan and in the Fife Area Waste Plan. The Local Plan contributes to the implementation of these documents’ policies by safeguarding part of the former opencast coal site at Westfield, Kinglassie as a site for waste disposal and recycling. New developments will be required to accommodate facilities for waste recycling, segregation, and collection, to support waste management at a neighbourhood level. Proposals are shown listed in the settlement plans.

1.96 Telecommunications infrastructure is now an essential part of everyday social, business, and leisure activities. It has also opened opportunities for access to services and learning opportunities in rural locations. The Local Plan provides a policy framework which supports the development of telecommunications infrastructure whilst having regard to environmental considerations.

Renewable Energy

1.97 Scottish Planning Policy (SPP) and the web based renewables advice regularly updated by the Scottish Government provide the national context for renewable energy. Interim guidance given in the Council’s Planning Customer Guideline Renewable Energy (2002) is due to be revised. Fife Council has also recently updated Supplementary Planning Guidance on Wind Energy Renewables (June 2011). Fife Council is committed to reducing carbon dioxide emissions and promotes the use of renewable energy technologies together with passive solar design to achieve reductions in energy requirements. When drafted, the Local Plan requirement for a minimum reduction in CO2 emissions of 15% beyond the 2007 building regulations carbon dioxide emissions standard, through the provision of on-site low carbon and renewable sources of energy accorded with national guidance contained in the now revoked SPP6: Renewable Energy. It should be noted however that the percentage reduction in CO2 emissions will be regularly reviewed and updated through the Building Regulations within the Local Plan period. When submitted for approval, proposals will have to comply with the latest Building Regulation requirements. Such developments should incorporate on site zero and low carbon technologies to reduce emissions or provide other measures on site to deliver an equivalent carbon dioxide reduction. Conformance with these enhanced energy standards shall require to be clearly demonstrated by using the Standard Assessment Procedure 2005 (SAP) or an equivalent measure.

1.98 The drive to reduce carbon dioxide emissions globally to address climate change presents a significant opportunity for the Mid Fife area, as it necessitates billions of pounds of investment in new energy technologies. This investment will assist the Plan strategy of delivering regeneration in the Mid Fife area, and as such Fife Council will prepare an urban development framework setting out priorities for guiding renewable energy investment to those locations which can deliver the climate change and regeneration objectives.
Most of the operations engaged in the commercial and community scale exploitation of renewable energy sources such as wind and hydro are likely to be in the rural parts of Fife. Other technologies such as combustion plants including combined heat and power plant which may use biomass fuels could be sited in close proximity to the crops but are more likely to be sited in, or, on the edge of settlements. Proposals for the development of renewable technologies within the Plan area should be considered in the context of all relevant planning policies. Where appropriate, this should include the advice contained in the Fife Landscape Character Assessment (1999) and have regard to landscape designations. In the case of commercial wind farms, the Local Plan defines a broad area of search to guide development proposals. In addition, the Planning Customer Guidelines and Supplementary Planning Guidelines provide a general indication of preferred areas for all technologies. It is anticipated that domestic scale renewables such as wind, solar power and heat pumps will require detailed scrutiny for their potential impacts on neighbouring properties and that gains derivable from passive solar design techniques will be fully explored in preparing masterplans and design briefs. Supplementary Planning Guidance: Wind Energy (2011), together with the revised Customer Guidelines, will assist Fife Council to plan positively for renewable energy developments in advance of the adoption of the Local Plan. The Customer Guidelines will be reviewed and updated during the lifetime of the Local Plan.

Planning consent currently exists at the Westfield opencast site for the provision of waste resource recovery facilities and comprehensive rehabilitation and restoration of the site. A study was recently commissioned to investigate the feasibility of developing an area of the Westfield site as a Green Business Park. The study concluded that the site has good potential for the development of such activities, with national and local policy support in the areas key to the overall concept. In considering the existing consent for Westfield, the study also advised that although there is support for the overall concept, it should be recognised that waste strategy had changed significantly since the initial application.

The energy park will be the main hub for renewable energy investment, and options will be considered for the expansion of the land available at the energy park. This will include exploring in conjunction with the appropriate authorities such as Scottish Natural Heritage and the Scottish Environment Protection Agency the possibility of reclamation of additional land from the sea as part of an integrated plan which also delivers coastal protection to the existing site. Although initial investment will focus on coastal locations such as the energy park, given the scale of the potential investment through renewable energy, it is anticipated that significant potential investment can be attracted to inland communities such as Glenrothes, inland Levenmouth, Westfield (the proposed green business park) and other smaller locations.

Energy Park Fife, Methil is a project of national importance and is highlighted within the Scottish Government’s National Planning Framework 2 and Renewable Action Plan. This facility will create renewable energy assembly, fabrication, and research and development facilities. The adjacent Methil Docks Business Park provides good quality industrial and business space. Land take up to date has mostly been from companies working in the renewable energy sector and further development opportunities remain.

Education capacity in primary and secondary schools is a recurring theme expressed through community consultations when preparing the Local Plan. School investment by Fife Council will be determined by a continuous review of school assets which will consider all education facilities. The Council’s School Estate Management Plan was published in 2008 and updated the previous strategy approved by Children’s Services Committee in 2005, providing the strategic context for education across Fife. The plan identifies the priorities for education infrastructure and services.
provision across all of Fife and provides a long term commitment to the future development of our school buildings.

1.104 In cases where new development is expected to result in capacity pressures in local schools, a financial contribution will be required from the developer to alleviate that pressure. This applies equally to the cumulative effect of a number of smaller developments in any particular area which together can be expected to contribute towards capacity issues. Where 1,000 or more houses are proposed in one location, in this instance Kirkcaldy East, Kirkcaldy South West, Levenmouth and Lochgelly, the Local Plan sets out requirements for the provision of a new primary school and contributions towards secondary school education. In the event that this is not needed due to capacity in other schools, this requirement will not be pursued.

1.105 The Expanding Horizons Public Private Partnership provided nine new primary schools for the children of Fife between late 2006 and early 2007. The Kirkcaldy and Mid Fife Local Plan area benefited from three of these new schools - Fair Isle Primary School and Strathallan Primary School, both in Kirkcaldy, and Kennoway Primary and Community School. Education provision will be addressed through the masterplanning process associated with any strategic land allocations and they will be subject to community consultation as the Local Plan progresses.

1.106 In cases where there is a need for developers to provide a new school or to make a contribution towards education infrastructure, these are identified in the settlement plans in the Local Plan and are picked up in the supplementary guidance on planning requirements. This approach is consistent with the School Estate Management Plan.

1.107 The Plan’s strategy for leisure and recreation includes promoting an extension to the network of urban green spaces in Kirkcaldy, Glenrothes, and Levenmouth through linking existing open spaces and seeking to identify opportunities to create new links through the towns and to the countryside. These land use considerations will be integrated with walking, cycling, and horse-riding path networks through the core paths systems identified by the Fife Core Paths Plan, the principal policy document for outdoor access.

1.108 Scottish Planning Policy (SPP) requires Local Authorities to carry out a greenspace audit and strategy. Fife Council has carried out an audit and strategy of greenspace in all the towns and villages of Fife. The findings of the audit and resulting strategy will be reflected in future editions of the Local Plan. This will include minimum standards for the provision, quality, and accessibility of greenspace within the towns and villages and an action plan for the delivery of improvements to greenspace.

1.109 The provision of formal and informal sport and recreational facilities is an integral element of community infrastructure and services. The Sports Facilities Strategy for Fife 2008 – 2018 aims to provide a framework to guide the council and its partners in the future provision and development of indoor and outdoor sport and recreational facilities in Fife. This has informed preparation of the local plan and the accompanying financial framework.

Developing the Transport Network

1.110 The Local Plan supports the development of the transport network by:

- Providing for a pattern of land use which reduces unnecessary travel and supports a choice of more sustainable travel options;
- Focussing major developments at public transport interchanges and town centres served by public transport and increasing the density of development in these areas;
- Identifying opportunities for improvements to public transport infrastructure;
- Supporting the provision of strategic transport improvements;
- Assisting the implementation of Fife’s Local Transport Strategy;
- Safeguarding options for future development of the transport network; and
- Supporting the provision of cycling and walking networks.

1.111 In addition to the Fife Development Plan, Fife Council has prepared a Local Transport Strategy which looks ahead to 2026. The Mid Fife Local Plan has been prepared alongside the Local Transport Strategy and its constituent Area Transport Plans for East, Central, and West Fife which all cover the period 2005 - 10. Details of transportation policies and proposals are contained within each of the Area Transport Plans which
translate strategic traffic and transport objectives into local action. The respective strategies of these Plans complement each other.

1.112 The Local Plan supports the implementation of strategic transport proposals such as:

- The re-introduction of rail services to Levenmouth;
- A cross-Forth ferry/hovercraft service from South Fife to Edinburgh;
- Improving key A92 junctions such as the Redhouse roundabout;
- The requirement for the Standing Stane Link Road; and
- A potential new railway station at Kirkcaldy East.

1.113 The A92 is a key strategic route through Fife, linking Mid Fife with the Forth Bridgehead Area and Edinburgh to the South, and Dundee to the North. Whilst the A92 is the responsibility of Transport Scotland (the Trunk Road Authority), Fife Council has carried out work to develop proposals for the Redhouse Interchange, to support the delivery of the Kirkcaldy East Strategic Land Allocation. This work, which is in accordance with the Scottish Transport Appraisal Guidance (STAG), has been presented to Transport Scotland for their consideration but does not yet have the consent of Scottish Ministers or Transport Scotland.

1.114 The A92 is included within Project 5 of Transport Scotland’s Strategic Transport Projects Review (STPR), which was published in December 2008. Although Project 5 does not include the Redhouse Roundabout Fife Council would support any improvements planned by Transport Scotland which would assist economic development and enhance the safety and operation of the route.

1.115 The Local Plan strategy supports the transport network by promoting development where homes, jobs, and services are in close proximity and, where possible, accessible to public transport to minimise the impact of commuting. The strategy focuses Strategic Land Allocations in areas that promote good access and relate to the main strategic transport connections in the Plan area: Kirkcaldy, Lochgelly, Levenmouth, Glenrothes East/Markinich, Burntisland, and Kelty/Lochore/Ballingry. These areas have good road or rail links to the main centres of Fife and to Scotland’s principal urban centres. In addition, development is located where it can best underpin the transport network by means of development-led funding or by providing a supporting population to contribute to the viability of new public transport investment for example:

- A proposed new rail halt at Kirkcaldy East;
- A proposed cross-forth hovercraft Service from Kirkcaldy and ferry service from Burntisland;
- Improved rail station facilities at Lochgelly; and
- The proposed reopening of the Levenmouth Rail Link to Leven.

1.116 The Levenmouth Rail Link proposal results from STAG part 1 and part 2 appraisals. Further consultation with stakeholders, including Transport Scotland, will be undertaken as the project moves into the GRIP stages. However, this proposal does not have the consent of Scottish Ministers or Transport Scotland.

1.117 The East Coast mainline railway services the Local Plan area, giving access to England, northeast Scotland, and the central belt of Scotland via Edinburgh or Dundee. Proposals to further develop rail connections in west Fife will bring added benefits to this area by offering additional connections – for freight in the first instance – to the central Scotland rail network.

1.118 The Area Transport Plan identifies specific proposals for individual towns and villages in the Local Plan area. Proposals requiring land to be safeguarded and which are programmed for implementation during the Local Plan period are shown in the settlement plans and listed in the Action Programme. Land required for longer term development is safeguarded from development that would prejudice its use for transport.
1.119 Where an improvement to the transport network can be directly attributed to a single development, it is appropriate that the cost of upgrading the transport network should be met in full by the relevant developer. However, in terms of the strategic transport network, it is clear that impacts will come from a number of development sites across Mid Fife over the lifetime of the Local Plan and beyond. The Council will therefore examine methods for securing suitable developer contributions through a levy based system which will be accumulated as development activity takes place, particularly where this is on a previously undeveloped site. The Local Plan promotes both specific developer contributions to transport infrastructure and a more general Mid Fife Strategic Transport Fund. This will contribute towards the long-term strategic transport infrastructure to remove identified capacity constraints.

Implementation, Monitoring, and Review

1.120 The Local Plan provides a framework for the Council to guide development and changes in land-use but also seeks to promote development in accordance with the Plan strategy. Monitoring the implementation and review of the policies and proposals of the Local Plan is therefore important to ensure that they remain relevant. Monitoring is also critical to assess how well the Local Plan performs in achieving its objectives.

1.121 The Action Programme prepared with this Local Plan lists the actions required to implement the Plan’s proposals. It identifies what actions are required; who is responsible for undertaking those actions; and the timescale for implementation. The majority of proposals in the Local Plan will be achieved through private sector investment but will also require joint working between the Council, private sector and relevant agencies.

1.122 The Action Programme also identifies proposals involving land in which the Council has ownership interests. The Action Programme will be reviewed and updated at least every two years throughout the lifetime of the Local Plan to monitor progress on implementing the proposals and to inform the Local Plan review.

1.123 The Planning etc. (Scotland) Act 2006, which received Royal Assent in December 2006, introduces a new development plan system. This Local Plan, when reviewed will become part of a Local Development Plan. Further information will be published by the Council and details set out in a future development plan scheme.
Settlement Plans Introduction

Settlement Plans are prepared for each town and village that have proposals within the Local Plan area and that either have a minimum of 25 houses, or will have a minimum of 25 houses when the Local Plan proposals are built. The Settlement Plan is an important part of the Local Plan, as it sets out in detail the range, type and scale of development the Council will support. Therefore, Settlement Plans are useful documents for local communities and developers as they highlight the future development potential of an area.

What the terms in the Settlement Plan mean

- **Proposals map reference**: gives the location of the land on the Proposals Map for example AUT01 refers to Auchtertool site 01.
- **Location**: the location of the proposal.
- **Area (ha)**: the size of the land, in hectares.
- **Use class/type**: what type of development the Council will give its support to on this land.
- **Estimated capacity (housing)**: the estimated number of houses that can be built on the land.
- **Lead agency**: the name of the organisation, for example Fife Council or a private developer, responsible for developing the land.
- **Status, development requirements (additional to requirements set by Development Plan policies), and other information**:
  - **Status**: the current position of a site e.g. is it a Local Plan allocation or does it also have planning permission.
  - Development requirements: any specific contributions that a developer is required to make to address the impact of their proposals, for example developers must pay for new roads or roundabouts, or make a contribution to a school (either the cost of building a new school or extending an existing school). Further detail on development requirements can be found in the Planning Obligations Financial Framework in the Action Programme.

Other information: any other factors the Council thinks are important for people, including developers and local people, to know:

- **Planning permission**: this means the Council has given its permission for a certain type of development to go ahead, for example new houses or business premises. The planning permission will set down any conditions which must be followed.
- **Outline planning permission/Planning Permission in Principle (PPP)**: this means the Council has given, in principle, permission for a certain type of development to go ahead. Before a development can be built, full planning permission must be obtained.
- **Strategic Land Allocation**: the Approved Fife Structure Plan identifies a number of Strategic Land Allocations (SLAs) throughout Mid Fife to be developed over the Local Plan period and beyond. These areas will include a minimum of 300 houses and may include a mix of land uses depending on the location. The text for each SLA gives details of the acceptable land uses for each site.
- **Local Plan Allocation**: this site has been identified as a proposal in the Local Plan. If a site is identified as a Local Plan allocation, the site does not currently have planning permission.
- **Development Opportunity**: this site is available for redevelopment.

Definitions for any additional terms used in the Settlement Plans can be found in the glossary.

In addition to the Settlement Plans, an **Action Programme** is published along with the Local Plan. This identifies all the proposals within the Settlement Plans and gives information on:

- who is responsible for implementing them; and
- their anticipated timescales.

The Action Programme will be updated every 2 years.
Please Note

Developers should bear in mind that development in former coalfield areas may be affected by, or may itself affect, any of a number of areas of concern arising as a legacy of coal mining. Such areas of concern may be related to problems of ground stability, minewater contamination or seepage of mine gases to the surface. For this reason, drilling or test-boring of old mineworkings, mine entries or coal seams requires the prior written approval of The Coal Authority. Prior extraction of coal should be facilitated and encouraged for any substantial new development sites, in line with national policy aimed at preventing sterilisations of coal.

In addition (and not restricted to coalfield areas) potential development sites may have been subject to mining operations other than coal, such as ironstones, limestone and oil shales for example. Development proposals will require to take account of these facts.
East Wemyss
2 Settlement & Landward Plans

Settlements with Proposals

Auchtertool
Ballingry, Lochore, Crosshill & Glencraig
Burntisland
Cardenden, Dundonald, Auchterderran & Bowhill
Coaltown of Wemyss
Cowdenbeath, Hill of Beath & Lumphinnans
Crossgates
East Wemyss
Glenrothes, Leslie, Markinch & Coaltown of Balgonie
Kelly
Kinghorn
Kinglassie
Kirkcaldy & Dysart
Leven, Buckhaven, Methil, Methilhill, Kennoway, Windygates, Baintown & Bonnybank
Lochgelly
Milton of Balgonie
Thornton

There are no settlement boundary changes or Local Plan proposals for the towns and villages listed below. Consequently, Settlement Plans have not been prepared for these areas and there is no requirement to refer to the Action Programme. During the Local Plan period, infill opportunities may arise within these settlements. These are encouraged, subject to compliance with the policies of the Local Plan.

Cluny
Fordell
Mossgreen
Star of Markinch
West Wemyss

Please Note
The Source for Population Figures is Fife Council. Total population of the Local Plan area is based on best fit to Datazone populations for 2004 produced by the General Register Office (GRO). Population estimates for settlements are based on the settlement envelope boundaries. Data has been extrapolated forward from the 2001 Census.

Areas with no settlement boundary

Auchmutybridge
Donibristle
Kirkforthar Feus

Designation Maps

Finally, the Proposals Maps should not be looked at in isolation and must be read in conjunction with the electronic Designations Maps. These record natural, cultural and built assets protected by policy, safeguarded areas, and highlight other relevant designations which may have policy implications that are not identified on the proposals map and inset maps. The Designation Maps can be found on the CD.

It should be noted that accident/hazard zones; historic gardens and designed landscapes; local landscape areas (previously areas of great landscape value); sites of special scientific interest; and wildlife sites are identified on the proposals map and inset maps rather than on separate designation maps.
Auchtertool

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1) Population: 376

Table 1: Auchtertool - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>AUT01</td>
<td>Camilla Farm</td>
<td>0.6</td>
<td>Housing</td>
<td>16</td>
<td>Private sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Ballingry, Lochore, Crosshill & Glencraig

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. Population: 5,710
2. The Planning issues to be addressed in this Local Plan:
   - Regenerating the former mining communities of Ballingry, Lochore, Crosshill and Glencraig by identifying and promoting areas of land for new development to attract new investment and jobs; and
   - Further investigating the tourism potential of the area including Lochore Meadows.

Kelty, Lochore, & Ballingry Strategic Land Allocation

Along with Kelty, Lochore and Ballingry are identified as a Strategic Land Allocation (SLA) within the Structure Plan with an allocation of 441 houses over the Local Plan period and beyond.

3. Planning Issues Beyond Local Plan Period (post 2021):

Later phases of Kelty, Lochore, and Ballingry SLA

Table 1: Ballingry - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>BGY01</td>
<td>Ballingry Road</td>
<td>0.9</td>
<td>Housing</td>
<td>25</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation. Development Brief for site approved by Committee. Capacity reflects approved development brief.</td>
</tr>
<tr>
<td>BGY02</td>
<td>Craigie Street</td>
<td>0.4</td>
<td>Housing</td>
<td>10</td>
<td>Housing Association</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
<td>Lead agency</td>
<td>Estimated capacity (Housing)</td>
<td>Use Class/type</td>
<td>Area (ha)</td>
<td>Location</td>
<td>Proposals Map Reference</td>
</tr>
<tr>
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<td>---</td>
</tr>
<tr>
<td>This site is identified as a Local Plan allocation.</td>
<td>Private Sector</td>
<td>40</td>
<td>Housing</td>
<td>1.7</td>
<td>Flock House South</td>
<td>BGY03</td>
</tr>
<tr>
<td>The site must have two vehicular accesses from the B920: a 4 arm roundabout at the existing junction of the B920 and Hill Road; and a T-junction south of the existing junction of the B920 and Kirkland Farm.</td>
<td>Private Sector</td>
<td>105</td>
<td>Strategic Land Allocation/Housing</td>
<td>4.2</td>
<td>Land to the east of Ballingry</td>
<td>BGY04</td>
</tr>
<tr>
<td>The development will require: the existing junction of the B920 and Kirkland Farm to be stopped up; the provision of a 2 metre wide footway along the front of the site on the B920; and a controlled pedestrian crossing on the B920.</td>
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</tr>
<tr>
<td>The site borders WS04 Ballingry Meadow Wildlife Site to the south, where careful design of the development in the vicinity of the mutual boundary will be required.</td>
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</tr>
<tr>
<td>A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
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</tr>
</tbody>
</table>
### Table 2: Lochore - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>LHR01</td>
<td>North of Ivanhoe Crescent, Lochore</td>
<td>0.5</td>
<td>Housing</td>
<td>28</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td></td>
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<td></td>
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</tr>
<tr>
<td>LHR02</td>
<td>Rosewell Drive, Lochore</td>
<td>1.5</td>
<td>Housing</td>
<td>35</td>
<td>Housing Association</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LHR03</td>
<td>Loanhead Avenue</td>
<td>5.2</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council</td>
<td>The site is identified as a Local Plan allocation. A 15m wide tree belt is to be provided between the residential and employment land to protect residential amenity.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LHR04</td>
<td>Capledrae Farm</td>
<td>5.1</td>
<td>Strategic Land Allocation/Housing</td>
<td>100</td>
<td>Private Sector</td>
<td>This site is identified as a Strategic Land Allocation (SLA). This site will extend housing site BGY03. In addition to the 5.1ha identified for development, community open space will be provided to north east of the Capledrae Farm development of site as shown on the proposals map. This shall include tree planting to create a well defined edge between new development and the countryside. Development should provide links into the existing footpath network. Vehicular access to the site shall be taken by means of an extension to New Flockhouse.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
</tr>
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</tr>
<tr>
<td>LHR05</td>
<td>Lochore Meadows</td>
<td>-</td>
<td>Other Proposal</td>
<td>-</td>
<td>Fife Council</td>
<td>A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>The site borders WS04 Ballingry Meadow Wildlife Site to the south.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Fife Council, through the Lochore Meadows Country Park Management Group, will produce a masterplan for Lochore Meadows. This will set out the future plans for the park.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Depending on the location of any new development there may be a flood risk. The masterplan should be informed by the findings of a Flood Risk Assessment.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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</tr>
<tr>
<td>CRH01</td>
<td>Former Meedies Neuk Bar</td>
<td>0.2</td>
<td>Housing</td>
<td>14</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>CRH02</td>
<td>Former Grounds Maintenance Depot &amp; Church, Main Street</td>
<td>0.3</td>
<td>Brownfield</td>
<td>4</td>
<td>Private Sector</td>
<td>This site has planning permission. It has limited capacity due to visibility splays. Visibility splays are areas around a road junction or access that should be free from obstruction so that motorists can see traffic and pedestrians.</td>
</tr>
</tbody>
</table>
### Table 4: Glencraig - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLC01</td>
<td>Glencraig East</td>
<td>1.8</td>
<td>Housing</td>
<td>35</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation. Fife Council has approved a development brief for this site. Any development should be in accordance with the terms of this development brief. The site capacity within the Local Plan reflects that of the approved development brief. Vehicular access from the B920 shall be taken by means of a 4-arm roundabout located at the mid point on the site frontage.</td>
</tr>
<tr>
<td>GLC02</td>
<td>Glencraig West</td>
<td>3.4</td>
<td>Housing</td>
<td>50</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation. Fife Council has approved a development brief for this site. Any development should be in accordance with the terms of this development brief. The site capacity within the Local Plan reflects that of the approved development brief. Vehicular access from the B920 shall be taken by means of a 4-arm roundabout located at the mid point on the site frontage.</td>
</tr>
</tbody>
</table>

**Note:**

*See Action Programme for programming and site details, including the lead agency likely to implement the proposals.*
Burntisland

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population**: 5,735
2. **The Planning issues to be addressed in this Local Plan are**:
   - Developing vacant and/or derelict sites around the town particularly in the dock area where there is significant opportunity for regeneration;
   - Supporting proposals for a cross-forth passenger ferry link from Burntisland to Edinburgh and associated infrastructure including park and ride facilities;
   - Promoting future economic growth by identifying good quality employment land. There are proposals to develop incubator units in the Lammerlaws area to support small and new businesses; and
   - Supporting ongoing Townscape Heritage Initiatives within Burntisland conservation area.
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
</table>
| BUR01                   | Alcan site                   | 19.7      | Housing        | 492                         | Private sector | This site has planning permission and is currently under construction.  
The capacity of this site as shown is based on the Approved Fife Structure Plan minimum density policy of 25 houses per hectare. Planning permission has been granted for 296 houses on the site to date. |
| BUR02                   | 7-11 Cromwell Road           | 0.04      | Housing        | 6                           | Private sector | This site has planning permission and is currently under construction. |
| BUR03                   | Grange Farm                  | 2.8       | Housing        | 30                          | Private Sector | This site is identified as a local plan allocation.  
Development density must take account of the slope of the site, the effect on adjacent listed buildings, potential overlooking of existing dwellings and appropriate landscaping of the site. Any other specific developer requirements/contributions will be defined through the action programme. |
| BUR04                   | Burntisland Docks East       | 18.2      | Area of Mixed Use | 350                       | Private sector | This site is identified as a Local Plan allocation.  
The east dock area is suitable for a mixed use development. A masterplan will be developed to guide development in this area. Fife Council will discuss with Forth Ports PLC, which owns this land, |
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td>how this area can be developed. This will explore the range and location of suitable uses that will be included in the masterplan. These could include:</td>
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<td></td>
<td>• Port related use;</td>
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<td></td>
<td></td>
<td></td>
<td>• Businesses benefiting from deep water access;</td>
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<td>• Businesses supporting the development of renewable energy;</td>
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<td></td>
<td></td>
<td>• Class 4 business use;</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Other commercial use considered appropriate within a mixed use development;</td>
</tr>
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<td></td>
<td>• Convenience or comparison retail in accordance with the sequential approach;</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>• Residential use of up to 350 houses;</td>
</tr>
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<td></td>
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<td></td>
<td></td>
<td>• Leisure uses, including marina development;</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>• Ferry terminal; and</td>
</tr>
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<td></td>
<td></td>
<td>• Park and Ride facilities.</td>
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<td></td>
<td>The development of up to 350 houses would be part of the Strategic Land Allocation for housing proposed through the Fife Structure plan, although it is unlikely that such will be developed within the period of the local plan owing to the intentions of the port operator, and so this should be regarded as a longer term possibility. Any retail development must be justified in terms of the sequential approach set out in the Scottish Planning Policy, and Fife Council’s retail capacity study, to demonstrate that it will not prejudice the role of Burntisland town centre or the retail opportunities therein.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<td>--------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>0.9</strong></td>
<td><strong>Area of Mixed Use</strong></td>
<td><strong>-</strong></td>
<td><strong>Fife Council</strong></td>
<td><strong>Bus penetration (allowing buses to travel through the site) to the dock area will be sought as part of any mixed use development of the area.</strong>&lt;br&gt;<strong>The historic dock area is to be preserved and a Flood Risk Assessment must be undertaken prior to development on this site.</strong>&lt;br&gt;<strong>Development proposals must take account of the adjacent Firth of Forth, SSSI, SPA and Ramsar designations. All access must be taken via existing site accesses and not over the foreshore. As a precautionary measure all works on/along the sea wall must be restricted to avoid the winter period (September – March). Detailed proposals, including applications for planning permission in principle, must not propose development within the intertidal area. In addition proposals must demonstrate that the development would not adversely affect the integrity of the Firth of Forth SPA either alone or in combination with other plans or projects.</strong>&lt;br&gt;<strong>This site is identified as a Local Plan allocation.</strong>&lt;br&gt;<strong>The preferred uses within this area are:</strong>&lt;br&gt;  - Business use - specifically office (class 4) development aimed at small enterprises with a significant proportion for new start businesses; and&lt;br&gt;  - Leisure, recreational, and community facilities.**</td>
</tr>
<tr>
<td>BUR05</td>
<td>North of Lammerlaws Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead agency</td>
<td>Estimated capacity (Housing)</td>
<td>Use Class/type</td>
<td>Area (ha)</td>
<td>Location</td>
<td>Proposals Map Reference</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Private sector</td>
<td>49</td>
<td>Brownfield</td>
<td>1.8</td>
<td>Grange Distillery</td>
<td>BUR06</td>
<td></td>
</tr>
<tr>
<td>Private sector</td>
<td>20</td>
<td>Brownfield</td>
<td>0.8</td>
<td>Greenmount Hotel</td>
<td>BUR07</td>
<td></td>
</tr>
<tr>
<td>Private sector</td>
<td>0.5</td>
<td>Brownfield</td>
<td>-</td>
<td>South of Lammerlaws Road</td>
<td>BUR08</td>
<td></td>
</tr>
<tr>
<td>Fife Council</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Lammerlaws Road</td>
<td>BUR09</td>
<td></td>
</tr>
</tbody>
</table>

This site is identified as a development opportunity. This means this land has the potential to be redeveloped. Grange Road would need to be upgraded to provide access to this site. The preferred use within this area is residential.

This site is identified as a development opportunity. This means this land has the potential to be redeveloped. Access to this site should be relocated to Greenmount Road North with an improved junction at Greenmount Road North and Kirkcaldy Road.

This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses within this area are: Leisure and Community facilities.

Fife Council will seek to provide an all weather floodlit sports facility at Lammerlaws, Burntisland.
### Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information

Any development proposals must demonstrate that the development would not adversely affect the integrity of the Firth of Forth SPA either alone or in combination with other plans and projects. A flood risk assessment requires to be undertaken prior to development on this site.

This land is to be safeguarded for future rail use pending an operational review by Network Rail. If the review concludes that this land is not required for future rail use it should be included in the masterplan for the adjacent AMU site (BUR04).

If this site is developed, it should contribute appropriately towards public transport links and bus penetration (allowing buses to travel through the site). The developer should provide:
- A rail station car park for approximately 100 spaces at the Harbour Place end of the site; and
- Road improvements at Harbour Place which favour pedestrian and cycle links to the rail station.

Regeneration initiatives and townscape improvements within Burntisland Town Centre and conservation area will be supported.

### Lead agency

<table>
<thead>
<tr>
<th>Use Class/type (Housing)</th>
<th>Lead agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail Use</td>
<td>Network Rail</td>
</tr>
</tbody>
</table>

### Estimated capacity (Housing)

<table>
<thead>
<tr>
<th>Area (ha)</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.4</td>
<td>Railway Land, Burntisland Docks</td>
</tr>
</tbody>
</table>

### Proposals Map Reference

<table>
<thead>
<tr>
<th>Reference</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUR10</td>
<td>Railway Land, Burntisland Docks</td>
</tr>
<tr>
<td>BUR11</td>
<td>Burntisland Town Centre</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
</tr>
<tr>
<td>-------------------------</td>
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</tr>
<tr>
<td>BUR12</td>
<td>Burntisland Docks West</td>
</tr>
<tr>
<td>BUR13</td>
<td>Seamill</td>
</tr>
</tbody>
</table>

Note:
*See Action Programme for programming and site details, including the lead agency likely to implement the proposals.*
Cardenden, Dundonald, Auchterderran & Bowhill

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population**: 5,080
2. **The Planning issues to be addressed in this Local Plan**:
   - Regenerating the former mining community of Cardenden by promoting areas of new development to attract new investment and jobs.

### Table 1: Cardenden, Dundonald, Auchterderran & Bowhill - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>CDD01</td>
<td>Bowhill Colliery</td>
<td>2</td>
<td>Housing</td>
<td>27</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>CDD02</td>
<td>Cardenden South</td>
<td>2.4</td>
<td>Housing</td>
<td>60</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>CDD03</td>
<td>Dundonald South</td>
<td>16.4</td>
<td>Housing</td>
<td>450</td>
<td>Private Sector</td>
<td>This site has outline planning permission. Due to the size and exposed location of this site, careful masterplanning of the site is required.</td>
</tr>
<tr>
<td>CDD04</td>
<td>Jamphlars</td>
<td>4</td>
<td>Housing</td>
<td>98</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>CDD05</td>
<td>Station Road</td>
<td>3.3</td>
<td>Housing</td>
<td>100</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. A higher density is expected on this site due to its location, and adjacent school and railway station.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<td></td>
<td>A development contribution towards school provision is required for this site.</td>
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<td></td>
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<td></td>
<td>Due to the proximity of the River Ore, a flood risk assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>CDD06</td>
<td>Whitehall Avenue</td>
<td>0.9</td>
<td>Housing</td>
<td>20</td>
<td>Housing Association</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>CDD07</td>
<td>Woodend Road</td>
<td>5.5</td>
<td>Housing</td>
<td>145</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>A development contribution towards school provision is required for this site.</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td>A flood risk assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>CDD08</td>
<td>Bowhill Colliery</td>
<td>28</td>
<td>Other Proposal</td>
<td>-</td>
<td>Private Sector</td>
<td>The reclamation of the Phase II site of the former Bowhill Colliery, will be undertaken, subject to methods which do not prejudice residential amenity.</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Cluny

There are no Local Plan proposals for this settlement.
Coaltown of Wemyss

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. Population: 517

<table>
<thead>
<tr>
<th>Provisions Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLW01</td>
<td>Coaltown of Wemyss North</td>
<td>5.7</td>
<td>Housing</td>
<td>110</td>
<td>Private sector</td>
<td>This site has planning permission.</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Cowdenbeath, Hill of Beath & Lumphinnans

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population:** 11,611
2. **The Planning issues to be addressed in this Local Plan are:**
   - Regeneration of the former mining communities by promoting areas of new development to attract new investment and jobs;
   - During the Plan period Cowdenbeath FC will be looking to re-locate to a new site within the area. The re-use/redevelopment of Central Park and a new home for the football club will be key issues for the settlement; and
   - Employment land supply: Two of the town’s industrial premises are now ageing and present opportunities for redevelopment. The Local Plan has looked at the redevelopment of the Thistle Industrial Estate and Woodend Business Centre to help cross-subsidise new or refurbished business facilities.

**Table 1: Cowdenbeath - Local Plan Proposals and Development Requirements**

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>COW01</td>
<td>Beath Glebe</td>
<td>1.3</td>
<td>Housing</td>
<td>33</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. The vehicular access to the site should be taken from the Leuchatsbeath development on the eastern boundary of the site. A development contribution towards school provision is required for this site.</td>
</tr>
<tr>
<td>COW02</td>
<td>King Street 2</td>
<td>3.4</td>
<td>Housing</td>
<td>25</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
</tbody>
</table>
### Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information

<table>
<thead>
<tr>
<th>Proposals Reference</th>
<th>Lead agency</th>
<th>Use Class/type</th>
<th>Area (ha)</th>
<th>Estimated capacity (Housing)</th>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>COW03</td>
<td>Private Sector</td>
<td>Housing</td>
<td>24.6</td>
<td>406</td>
<td>Leucharsbeath</td>
<td>This site has planning permission and is currently under construction. A contribution towards education provision has been agreed through this planning permission. To do this the club needs to realise the development value of its existing land asset in the town centre. Vehicular access to Central Park is constrained by the railway, however, the football ground and the surrounding public open space is considered suitable for redevelopment. Greenspace links open space to the west of the High Street which feeds the High Street, a mix of predominantly residential use with some retail and commercial use.</td>
</tr>
<tr>
<td>COW04</td>
<td>Fife Council</td>
<td>General Employment</td>
<td>2.7</td>
<td>-</td>
<td>Glenfield Industrial Estate</td>
<td>The re-used/redevelopment of Central Park will be a key issue for the settlement. Cowdenbeath Football Club is a valued community partner and community facility. To meet the standards of a competitive modern football club, the club wants to invest in its future, providing facilities for learning, training, hospitality and parking.</td>
</tr>
<tr>
<td>COW05</td>
<td>Private Sector</td>
<td>General Employment</td>
<td>0.5</td>
<td>-</td>
<td>Woodend Industrial Estate</td>
<td></td>
</tr>
<tr>
<td>COW06</td>
<td>Private Sector/Fife Council</td>
<td>Area of Mixed Use</td>
<td>10.3</td>
<td>-</td>
<td>Central Park</td>
<td></td>
</tr>
</tbody>
</table>

Reference
Adopted Mid Fife Local Plan
Settlement & Landward Plans
use is preferred. Any retail element in the mix of uses should be designed to support the retail function of the High Street. A new home for the football club and stock cars will have to be developed before redevelopment of Central Park can commence.

A Development Framework covering the entire allocation requires to be prepared by the developer in order to demonstrate how development of this site will be achieved. This framework must be approved by Fife Council.

This site is identified as a Local Plan allocation and a potential redevelopment opportunity. To cross-subsidise the refurbishment of the existing industrial facilities in COW07, or the redevelopment of the same for such uses, it is recognised that housing development on part of the site may be required.

A developer contribution will be required as part of any planning permission for housing on the site to provide for servicing of the retained employment land and/or refurbishment of the business premises. The details of how and when this will be implemented shall be confirmed through future planning permission(s) and associated legal agreement(s) to include the following:

- A minimum of 30% of the site retained for employment purposes;

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>COW07</td>
<td>Thistle Industrial Estate</td>
<td>10.6</td>
<td>Area of Mixed Use</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation and a potential redevelopment opportunity. To cross-subsidise the refurbishment of the existing industrial facilities in COW07, or the redevelopment of the same for such uses, it is recognised that housing development on part of the site may be required. A developer contribution will be required as part of any planning permission for housing on the site to provide for servicing of the retained employment land and/or refurbishment of the business premises. The details of how and when this will be implemented shall be confirmed through future planning permission(s) and associated legal agreement(s) to include the following: - A minimum of 30% of the site retained for employment purposes;</td>
</tr>
<tr>
<td>Status/Development requirements (additional to requirements set by Development Plan and other Frameworks)</td>
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<tr>
<td>The retained employment land will be restricted to uses consistent with classes 4, 5 &amp; 6 of the Town &amp; Country Planning (Use Classes) (Scotland) Order 1997. A masterplan must be prepared prior to submission of any planning application to show how the site can be developed for residential and employment uses. The masterplan shall provide appropriate separation between the employment and adjoining uses. Any associated land-takes should be outwith the employment area. The development of the site shall be phased in such a way as to release the employment land/premises proportionately and in advance of the completion of the housing within any phase. Confirmation of how the employment land/premises will be marketed. Agreement from the landowner/developer that the employment land/premises shall not be unreasonably withheld from release to the market and, if necessary, the development shall be phased in such a way to ensure onward release of the employment land/premises. A Member/Fellow of the Royal Institution of Chartered Surveyors or the District Valuer will arbitrate in case of disagreement. A Flood Risk Assessment must be undertaken prior to development on this site.</td>
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</table>

**Lead agency**

-  |

**Estimated capacity (Housing)**

-  |

**Use Class/type**

-  |

**Area (ha)**

-  |

**Location**

-  |

**Proposals Map Reference**

-  |
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>COW08</td>
<td>Woodend Business Centre</td>
<td>3</td>
<td>Area of Mixed Use</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation and a potential redevelopment opportunity. To cross-subsidise the refurbishment of the existing industrial facilities in COW08, or the redevelopment of the same for such uses, it is recognised that housing development on part of the site may be required.</td>
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<td>A developer contribution will be required as part of any planning permission for housing on the site to provide for servicing of the retained employment land and/or refurbishment of the business premises. The details of how and when this will be implemented shall be confirmed through future planning permission(s) and associated legal agreement(s) to include the following:</td>
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<tr>
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<td></td>
<td>• A minimum of 30% of the site retained for employment purposes;</td>
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<td></td>
<td>• The retained employment land will be restricted to uses consistent with classes 4, 5 &amp; 6 of the Town &amp; Country Planning (Use Classes)(Scotland) Order 1997;</td>
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<td></td>
<td>• Piecemeal development will not be supported;</td>
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<td>• Provide appropriate separation between the employment and adjoining uses. Any associated land-take should be outwith the employment area;</td>
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<td></td>
<td>• The development of the site shall be phased in such a way as to release the employment land/premises proportionately and in advance.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<td>of the completion of the housing within any phase;</td>
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<td></td>
<td>• Confirmation of how the employment land/premises will be marketed;</td>
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<td></td>
<td>• Agreement from the landowner/developer that the employment land/premises shall not be unreasonably withheld for release to the market; and</td>
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<td></td>
<td>• A Member/Fellow of the Royal Institution of Chartered Surveyors or the District Valuer will arbitrate in case of disagreement.</td>
</tr>
<tr>
<td>COW09</td>
<td>Woodend Extension</td>
<td>6.3</td>
<td>Area of Mixed Use</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation and a potential redevelopment opportunity. To cross-subsidise the development of the industrial facilities in COW09, it is recognised that housing development on part of the site may be required.</td>
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<tr>
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<td></td>
<td>A developer contribution will be required as part of any planning permission for housing on the site to provide for servicing of the retained employment land and/or refurbishment of the business premises. The details of how and when this will be implemented shall be confirmed through future planning permission(s) and associated legal agreement(s) to include the following:</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>• Piecemeal development will not be supported and the first application will be required to include a masterplan for the whole site including identifying proposed phases of development;</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<td></td>
<td>- A minimum of 30% of the total net developable area of the site (excluding areas devoted to structural landscaping and access roads) shall be retained for employment purposes;</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>- The masterplan should provide appropriate separation between employment and adjoining uses. Any associated land-take should be outwith the employment area;</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>- The retained employment land will be restricted to uses consistent with classes 4, 5 and 6 of the Town and Country Planning (Use Classes) (Scotland) Order 1997;</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>- Other proposals for employment generating uses on the site, outwith these classes, will be considered on their merits;</td>
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<td>- The development of the site shall be phased in such a way as to release the employment land/premises proportionately and in advance of the completion of the housing within any phase. In particular, not more than half of the housing area shall be completed until at least half of the area earmarked for employment use has been developed (i.e. business/employment buildings erected even if not fully occupied); and the remaining portion of housing to complete the full housing development shall not be completed until the remaining portion of the employment land has been developed;</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>- Confirmation of how the employment land/premises will be marketed;</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Estimated capacity (Housing)</th>
<th>Use Class/type</th>
<th>Area (ha)</th>
<th>Location</th>
<th>Proposals Map Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Sector</td>
<td>5</td>
<td>Brownfield</td>
<td>0.2</td>
<td>Adjacent gas works</td>
<td>COW10</td>
</tr>
<tr>
<td>Fife Council</td>
<td>-</td>
<td>Brownfield</td>
<td>0.5</td>
<td>High Street</td>
<td>COW11</td>
</tr>
</tbody>
</table>

**Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information**

- Agreement from the landowner/developer that employment land/premises shall not be unreasonably withheld for release to the market, and the District Valuer will arbitrate in case of disagreement.
- No housing development shall be accessed through the employment site.

**Proposal from the landowner/developer** that employment land/premises shall not be unreasonably withheld for release to the market; and

The District Valuer will arbitrate in case of disagreement.

**No housing development shall be accessed through the employment site.**

- **This site is identified as a development opportunity.** This means this land has the potential to be redeveloped. The preferred use is residential.

The property on the east side of the High Street between 269 and 293 High Street and the adjoining land to the rear, is considered suitable for mixed-use redevelopment. A mix of retail and residential uses is desirable and office/service uses may also be appropriate within a mix of uses.

Buildings fronting the High Street should provide retail uses at ground floor. Development should be designed to provide public open space fronting onto the High Street. This space may take the form of a square suitable for public gatherings and allow scope for trading market stalls.
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>COW12</td>
<td>Rosebank</td>
<td>1.4</td>
<td>Brownfield</td>
<td>35</td>
<td>Private Sector</td>
<td>Buildings should be of a high quality design and will normally be a minimum of two storeys, materials on all prominent public elevations will be vernacular including but not limited to slate, tile, brick, stone and render/harling. A Flood Risk Assessment requires to be undertaken prior to development on this site. This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred use is residential.</td>
</tr>
</tbody>
</table>

Table 2: Hill of Beath - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOB01</td>
<td>North of Hill of Beath</td>
<td>4.6</td>
<td>Housing</td>
<td>115</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. The layout should provide a satisfactory relationship with the existing adjoining houses, and a belt of structural planting on the north and west boundaries to screen the new houses from the countryside beyond.</td>
</tr>
</tbody>
</table>
### Table 3: Lumphinnans - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOB02</td>
<td>Land to the south of Hill of Beath B</td>
<td>1</td>
<td>General Employment</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The existing road access should be improved and a secondary pedestrian link southwards is to be formed if practicable.

This site is identified as a Local Plan allocation.

Fife Council has approved a development brief for this site. Any development should be in accordance with the terms of this development brief. The site capacity within the Local Plan reflects that of the approved development brief.

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
2 Settlement & Landward Plans

Cowdenbeath
Crossgates

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population:** 2,018
2. **The Planning issues to be addressed in this Local Plan are:**
   - Land to be safeguarded at Halbeath for Park & Choose

### Table 1: Crossgates - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRO01</td>
<td>Manse Road</td>
<td>0.4</td>
<td>Housing</td>
<td>9</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>CRO02</td>
<td>North Knowe, Inverkeithing Road</td>
<td>11.7</td>
<td>Housing</td>
<td>174</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction. A contribution towards education provision has been agreed through this planning permission.</td>
</tr>
</tbody>
</table>
| CRO03                   | Land at Halbeath          | 25        | Park & Choose/General Employment | -                            | Private Sector/Fife Council | This site is identified as a Local Plan allocation for:  
  - A Park & Choose facility; and  
  - General employment.  
  Transportation Services has a medium term proposal (2006/2010) to provide a park and choose interchange within this site. Employment uses will also be provided. |
### Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information

As an important gateway site on the A92-M90 junction, development and landscaping of the highest quality is required. A significant setback from the key road corridors should be protected from development – a minimum of 50m.

Development requires to take account of the presence of a safeguarded hazard pipeline route.

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRO04</td>
<td>Builders Yard adjacent to Crossgates Primary School</td>
<td>0.7</td>
<td>Brownfield</td>
<td>18</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. The preferred uses within this site are: Business; Community; and Residential.</td>
</tr>
<tr>
<td>CRO05</td>
<td>Rear of Hillview Crescent</td>
<td>0.2</td>
<td>Brownfield</td>
<td>5</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. The preferred use on this site is residential.</td>
</tr>
</tbody>
</table>

**Notes:**

There are no settlement boundary changes or proposals for Fordell and Mossgreen.

*See Action Programme for programming and site details, including the lead agency likely to implement the proposals.*
East Wemyss

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population:** 1,754
2. **The Planning issues to be addressed in this Local Plan are:**

   - Support the proposed designation of a conservation area in East Wemyss.

### Table 1: East Wemyss - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>EWS01</td>
<td>Seaforth Works</td>
<td>1.2</td>
<td>Housing</td>
<td>50</td>
<td>Private sector</td>
<td>This site has planning permission and is under construction.</td>
</tr>
<tr>
<td>EWS02</td>
<td>West End North</td>
<td>1.4</td>
<td>Housing</td>
<td>30</td>
<td>Private sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>EWS03</td>
<td>East Wemyss</td>
<td>-</td>
<td>Proposed Conservation Area</td>
<td>-</td>
<td>Fife Council</td>
<td>Fife Council will investigate the designation of a conservation area in East Wemyss within the Local Plan period (2008-21).</td>
</tr>
</tbody>
</table>

**Note:**

*See Action Programme for programming and site details, including the lead agency likely to implement the proposals.*
2 Settlement & Landward Plans
Glenrothes Settlement Plan

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population:** 38,927
2. **The Planning issues to be addressed in this Local Plan are:**
   - Glenrothes has recently benefited from proposals for further retail investment including 2 additional supermarkets in the town located in the town centre and edge of centre. The Local Plan identifies additional development in the town centre to strengthen and support the role of the town centre and Kingdom Centre;
   - Employment land supply: several of the town’s industrial estates are now ageing and present opportunities for redevelopment. Many of these sites will be redeveloped for continued industrial and business use to help attract new employers. However, some sites no longer meet modern day requirements and are in peripheral locations that are unlikely to be attractive for future office or other business use. The Local Plan has reviewed the re-allocation of surplus employment land in Glenrothes for primarily housing where there is no market interest for employment use to help regenerate and support the provision of new or refurbished industrial and business facilities;
   - Providing office space at various locations on the edge of Glenrothes town centre as part of an emerging strategy for the wider consolidation and support of the town centre as a multi function service centre;
   - Protecting the town’s green character and its many areas of formal and informal open space; and
   - Continued support and encouragement for further hotel and commercial leisure development;

Glenrothes East/Markinch Strategic Land Allocation

Due to the limited number of redevelopment opportunities within the town, the Structure Plan identifies that the main areas of greenfield release and further growth in Glenrothes will be located to the east of the town. The Approved Fife Structure Plan 2006-26 identifies Glenrothes East/Markinch as an area for a Strategic Land Allocation (SLA). The SLA requires the Local Plan to allocate land for 1,000 houses within and beyond the Local Plan period. The allocations are identified in the settlement plans for Glenrothes, Markinch and Coaltown of Balgonie. Development within the area to the east of Glenrothes and Markinch is well located to make use of existing public transport facilities. This area is close to the main East Coast railway line at Markinch (now a public transport hub with enhanced bus services, upgraded railway station and a park and ride facility), and to the Fife Circle at Thornton. Development would also be accessible to the A92 and A911.

3. **Planning Issues Beyond Local Plan Period (post 2021):**
   - Later phases of Glenrothes East/Markinch SLA.
Table 1: Glenrothes - Areas of Mixed Use

Existing areas of mixed use are identified on the Proposals Map:

<table>
<thead>
<tr>
<th>Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLE01</td>
<td>Balfarg</td>
<td>2.1</td>
<td>The co-location of compatible uses will be supported within the Areas of Mixed Use. The mixed use areas at Balfarg, Woodside and Rimbleton are characterised by a mix of employment sources and commercial and community facilities which benefit from close proximity to residential areas yet cannot necessarily be accommodated within industrial estates or Glenrothes Town Centre.</td>
</tr>
<tr>
<td>GLE02</td>
<td>Rimbleton</td>
<td>1.5</td>
<td>The co-location of compatible uses will be supported within the Areas of Mixed Use. The mixed use areas at Balfarg, Woodside and Rimbleton are characterised by a mix of employment sources and commercial and community facilities which benefit from close proximity to residential areas yet cannot necessarily be accommodated within industrial estates or Glenrothes Town Centre.</td>
</tr>
<tr>
<td>GLE03</td>
<td>Woodside</td>
<td>5.5</td>
<td>The co-location of compatible uses will be supported within the Areas of Mixed Use. The mixed use areas at Balfarg, Woodside and Rimbleton are characterised by a mix of employment sources and commercial and community facilities which benefit from close proximity to residential areas yet cannot necessarily be accommodated within industrial estates or Glenrothes Town Centre.</td>
</tr>
</tbody>
</table>

Table 2: Glenrothes - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLE04</td>
<td>Balbirnie Burns 2,3 &amp; 4</td>
<td>9.1</td>
<td>Housing</td>
<td>146</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>GLE05</td>
<td>Balgeddie Riding School</td>
<td>9.2</td>
<td>Housing</td>
<td>72</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<tr>
<td>-------------------------</td>
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<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>GLE06</td>
<td>Former Brand Rex site</td>
<td>1.8</td>
<td>Housing</td>
<td>49</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>GLE07</td>
<td>Former Gulf Oil Garage site, Glenwood Centre</td>
<td>0.3</td>
<td>Housing</td>
<td>21</td>
<td>Private Sector</td>
<td>This site has planning permission for flatted development.</td>
</tr>
<tr>
<td>GLE08</td>
<td>Keith Drive/Forres Drive</td>
<td>1.3</td>
<td>Housing</td>
<td>36</td>
<td>Housing Association</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>GLE09</td>
<td>Lochtybridge</td>
<td>9.1</td>
<td>Housing</td>
<td>120</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction. A contribution towards education provision has been agreed through this planning permission. The density for this site is low due to amount of open space being provided within the site.</td>
</tr>
<tr>
<td>GLE10</td>
<td>Poplar Road</td>
<td>2.2</td>
<td>Housing</td>
<td>74</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>GLE11</td>
<td>Former Roots Garden Centre</td>
<td>3</td>
<td>Housing</td>
<td>65</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>GLE12</td>
<td>Whitehill Industrial Estate</td>
<td>10</td>
<td>Housing/Area of Mixed Use</td>
<td>230</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. Site GLE12 forms part of the greater GLE44 Whitehill site. Prior to any planning application being submitted for any element of site GLE44, a masterplan is required to be undertaken for the whole site.</td>
</tr>
</tbody>
</table>
Any development on site GLE12 must conform to the provisions of site GLE44. Housing development on site GLE12 will cross subsidise new industrial and business facilities in the employment area to the south and will assist with their financial viability. A neighbourhood centre should be provided within site GLE12. The opportunity exists for residential development above the neighbourhood facilities. Two points of access are required. Access into employment site GLE26 is to be provided through site GLE12 development. A 15m wide tree belt is to be retained between the residential and employment land to protect residential amenity.

<table>
<thead>
<tr>
<th>Proposal Reference</th>
<th>Lead agency</th>
<th>Use Class/type</th>
<th>Area (ha)</th>
<th>Location</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLE13</td>
<td>Fife Council</td>
<td>Class 4 (Business)</td>
<td>3</td>
<td>Bankhead South</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE14</td>
<td>Fife Council</td>
<td>General Employment</td>
<td>8.1</td>
<td>Crompton Road East</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE15</td>
<td>Private Sector</td>
<td>General Employment</td>
<td>2.6</td>
<td>Crompton Road North</td>
<td>A flood risk assessment is required to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>GLE16</td>
<td>Scottish Enterprise Fife</td>
<td>General Employment</td>
<td>5.5</td>
<td>Crompton Road West</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
</tbody>
</table>

A flood risk assessment is required to be undertaken prior to development on this site.
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLE17</td>
<td>Dalton Road B &amp; C</td>
<td>2.5</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE18</td>
<td>Detroit Road</td>
<td>2</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE19</td>
<td>Eastfield East</td>
<td>0.9</td>
<td>General Employment</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE20</td>
<td>Eastfield West</td>
<td>0.7</td>
<td>General Employment</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE21</td>
<td>Fife Food Centre</td>
<td>1.8</td>
<td>Employment – Food-related</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE22</td>
<td>Land at Leslie Road</td>
<td>0.6</td>
<td>Class 4 (Business use)</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE23</td>
<td>Naysmith Road</td>
<td>0.3</td>
<td>General Employment</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE24</td>
<td>Pentland Park North</td>
<td>1.3</td>
<td>Business Park Class 4 (Business)</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE25</td>
<td>Pentland Park South</td>
<td>1</td>
<td>Business Park Class 4 (Business)</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE26</td>
<td>Single user site to the south of Fife Airport</td>
<td>16.4</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
</tr>
<tr>
<td>-------------------------</td>
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<td>-------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>GLE27</td>
<td>Southfield South East</td>
<td>14</td>
<td>General Employment</td>
<td>-</td>
<td>Scottish Enterprise Fife</td>
<td>This site is identified as a Local Plan allocation. A flood risk assessment is required to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>GLE28</td>
<td>Spectrogon</td>
<td>1.1</td>
<td>General Employment</td>
<td>-</td>
<td>Private Sector/Scottish Enterprise Fife</td>
<td>This site is identified as a Local Plan allocation. A flood risk assessment is required to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>GLE29</td>
<td>Viewfield South</td>
<td>3.3</td>
<td>General Employment</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE30</td>
<td>Wheatstone Place, Dalton Road A</td>
<td>4.7</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council/Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE31</td>
<td>Whitworth Road</td>
<td>1.9</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>GLE32</td>
<td>Land to the south of Cadham Road</td>
<td>10</td>
<td>Strategic Land Allocation/ Housing</td>
<td>200</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. This site forms part of the Glenrothes East/Markinch Strategic Land Allocation. Access to this site should be taken from the local road network. The impact on the trunk road network and any potential mitigation measures should be identified through the appropriate transport appraisal. A development contribution towards school provision is required for this site.</td>
</tr>
<tr>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/Type</td>
<td>Lead agency</td>
<td>Estimated capacity (Housing)</td>
<td>Proposals Map Reference</td>
<td>Proposals</td>
</tr>
<tr>
<td>----------</td>
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<td>-------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Westwood Park</td>
<td>40.4</td>
<td>Strategic Land Allocation/Area of Mixed Use</td>
<td>Private Sector</td>
<td>420</td>
<td>GLE33</td>
<td>This site should provide a green/wildlife corridor to the south.</td>
</tr>
<tr>
<td>Gilvenbank Park</td>
<td>-</td>
<td>Family Play area</td>
<td>Fife Council</td>
<td>-</td>
<td>GLE34</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>Collydean</td>
<td>2.5</td>
<td>Additional School Grounds</td>
<td>Fife Council</td>
<td>-</td>
<td>GLE35</td>
<td>A Family Play area will be provided in Gilvenbank Park. A development contribution towards school provision is required for this site.</td>
</tr>
<tr>
<td>Gilvenbank Park</td>
<td>-</td>
<td>Changing Facilities</td>
<td>Fife Council</td>
<td>-</td>
<td>GLE36</td>
<td>This site is identified as a Local Plan allocation. Additional school grounds will be provided for use in conjunction with Collydean Primary school. A development contribution towards school provision is required for this site. Fife Council will seek to provide changing facilities at Gilvenbank Park, Glenrothes.</td>
</tr>
</tbody>
</table>

The site should provide a green/wildlife corridor to the south.

This site is identified as a Local Plan allocation. This site forms part of the Glenrothes East/Markinch SLA and includes housing, a class 4 business park and compatible uses. A higher density development is to be provided on this site to reflect the adjacent primary school proposal. A masterplan is required to be produced for whole the site. Housing development will cross subsidise funding of the business park.

A development contribution towards school provision is required for this site.

Fife Council will seek to provide changing facilities at Gilvenbank Park, Glenrothes.
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLE37</td>
<td>Kingdom Centre</td>
<td>-</td>
<td>Car Park Management</td>
<td>-</td>
<td>Fife Council/Private Sector</td>
<td>Fife Council will seek to work with the owners of the Kingdom Centre to secure the comprehensive management of car parking spaces in Glenrothes Town Centre, in accordance with the current Local Transport Strategy for Fife.</td>
</tr>
<tr>
<td>GLE38</td>
<td>Stenton</td>
<td>2.4</td>
<td>Primary School</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation. Land will be reserved for a new primary school at Stenton, Glenrothes.</td>
</tr>
</tbody>
</table>
| GLE39                   | CISWO/YMCA site                   | 4.3       | Retail/Class 1            | -                           | Private Sector                  | This site has planning permission and development should reflect the terms of the consent:  
  - 6,040sqm (Food and non-food); and  
  Redevelopment and additional retail units - 7,055sqm (unrestricted class 1) |
| GLE40                   | South of Tullis Russell           | 7.7       | Retail/Class 1            | -                           | Private Sector                  | This site has outline planning permission and development should reflect the terms of the consent:  
  - New retail units consisting of 7,900sqm food, and 7,450sqm non-food.  
  A flood risk assessment is required to be undertaken prior to development on this site. |
| GLE41                   | Acorn Court and surrounding land at Albany Gate | 0.7 | Retail/Leisure            | -                           | Private Sector                  | This site has outline planning permission and development should reflect the terms of the consent:  
  - Redevelopment of existing retail unit plus leisure use - 3,720sqm unrestricted class 1 |
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Use Class/Type</th>
<th>Area (ha)</th>
<th>Location</th>
<th>Lead agency</th>
<th>Estimated capacity (Housing)</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>GLE42</td>
<td>Leisure</td>
<td>0.5</td>
<td>Relocation of CISWO/YMCA and Bowling Club</td>
<td>Private Sector</td>
<td>-</td>
<td>Planning permission has been granted to relocate the CISWO, YMCA and Bowling Club to allow the redevelopment of site GLE39. Fife Airport and associated land will also be safeguarded for airport and aircraft-related employment purposes.</td>
</tr>
<tr>
<td>GLE43</td>
<td>Airport and aircraft employment uses</td>
<td>23.2</td>
<td>Fife Airport</td>
<td>Private Sector</td>
<td>-</td>
<td>Site GLE44 includes site GLE12 and an employment area to the south. Prior to any planning application being submitted for any element of site GLE44, a masterplan is required to be undertaken for the whole site. Housing development on site GLE12 will cross-subsidise new industrial and business facilities in the employment area to the south and will assist with their financial viability. A neighbourhood centre should be provided within site GLE12. The opportunity exists for residential development above the neighbourhood facilities.</td>
</tr>
<tr>
<td>GLE44</td>
<td>Housing, Employment, &amp; Compatible Uses</td>
<td>230</td>
<td>Whitehill Industrial Estate</td>
<td>Private Sector</td>
<td>-</td>
<td>Fife Airport and associated land will also be safeguarded for airport and aircraft-related employment purposes.</td>
</tr>
<tr>
<td>GLE45</td>
<td>Other Proposal – Town Centre Action Plan</td>
<td>-</td>
<td>Glenrothes Town Centre</td>
<td>Fife Council/Community Groups/Private Sector</td>
<td>-</td>
<td>An action plan for Glenrothes Town Centre will be developed, including a review of the current town centre boundary, by Fife Council, working with community and business representatives with an interest in the town centre and surrounding area. This will include a phased programme of physical development.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<td></td>
<td>improvements and encompass ways to promote Glenrothes Town Centre as a strong retail and business environment and cultural centre.</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.

Kingdom Centre, Glenrothes
### Leslie Settlement Plan

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

#### 1. Population: 3,092

#### 2. The Planning issues to be addressed in this Local Plan are:
- Re-use of Fettykill Mill, and
- Preventing further coalescence with Glenrothes.

### Table 1: Leslie - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Location</th>
<th>Use Class/type</th>
<th>Area (ha)</th>
<th>Lead agency</th>
<th>Estimated capacity (Housing)</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Leslie House</strong></td>
<td>Housing</td>
<td>10</td>
<td>Private Sector</td>
<td>29</td>
<td>This site has planning permission. The 12 units within the garden grounds will cross subsidise refurbishment of Leslie House (17 flats). Any further development of garden ground outwith the current consent will be resisted.</td>
</tr>
<tr>
<td><strong>Fettykill Mill</strong></td>
<td>Area of Mixed Use</td>
<td>22.4</td>
<td>Private Sector</td>
<td>-</td>
<td>This site is identified as a Local Plan allocation. Mixed Use development with a combination of residential and Class 4 business use will be supported. A minimum of 33% of the site should be retained for Class 4 uses and an appropriate separation should be provided between employment and residential uses. A detailed site layout should be submitted for agreement with Enterprise, Planning &amp; Protective Services prior to the submission of any planning application. This site is subject to an AOC precautionary measure.</td>
</tr>
<tr>
<td>Proosals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
</tr>
<tr>
<td>------------------------</td>
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<td>-------------</td>
</tr>
<tr>
<td>LES03</td>
<td>250-254 High Street</td>
<td>0.1</td>
<td>Brownfield</td>
<td>11</td>
<td>Private Sector</td>
</tr>
<tr>
<td>LES04</td>
<td>Prinlaws Mill</td>
<td>3.4</td>
<td>Brownfield</td>
<td>85</td>
<td>Private Sector</td>
</tr>
<tr>
<td>LES05</td>
<td>South of Walkerton Drive</td>
<td>1.7</td>
<td>Brownfield</td>
<td>42</td>
<td>Private Sector</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
</tr>
<tr>
<td>------------------------</td>
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</tr>
<tr>
<td>LES06</td>
<td>Leslie</td>
<td>-</td>
<td>Extension of Conservation Area</td>
<td>-</td>
<td>Fife Council</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Markinch Settlement Plan

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population:** 2,360
2. **The Planning issues to be addressed in this Local Plan are:**

   - Preventing coalescence with Glenrothes; and
   - Protection of designed landscape of Balbirnie Park.

Glenrothes East/Markinch Strategic Land Allocation

Due to the limited number of redevelopment opportunities within Glenrothes, the Structure Plan identifies that the main areas of greenfield release and further growth in Glenrothes will be located to the east of the town. The Approved Fife Structure Plan 2006-26 identifies Glenrothes East/Markinch as an area for a Strategic Land Allocation (SLA). The SLA requires the Local Plan to allocate land for 1,000 houses. The allocations are identified in the settlement plans for Glenrothes, Markinch and Coaltown of Balgonie. Development within the area to the east of Glenrothes and Markinch is well located to make use of existing public transport facilities. This area is close to the main East Coast railway line at Markinch (now a public transport hub with enhanced bus services, upgraded railway station and a park and ride facility), and to the Fife Circle at Thornton. Development would also be accessible to the A92 and A911.

3. **Planning Issues Beyond Local Plan Period (post 2021):**

   - Later phases of Glenrothes East/Markinch SLA.
Table 1: Markinch - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAR01</td>
<td>Brunton Road</td>
<td>2.4</td>
<td>Housing</td>
<td>15</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. This site has a low density due to being adjacent to the conservation area and a category A listed building. Therefore, development requires to be of a high quality of urban design. A development contribution towards school provision is required for this site. A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>MAR02</td>
<td>Markinch South</td>
<td>24.1</td>
<td>Strategic Land Allocation/Housing</td>
<td>350</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation and forms part of the Glenrothes East/Markinch Strategic Land Allocation. A masterplan for this site requires to be prepared by the developer and agreed with Fife Council. This should include retaining existing green corridors between Markinch and Glenrothes, to ensure the avoidance of further coalescence, using contours and land features where possible as well as structural planting to achieve this. In addition, a 20m wide landscape buffer between the southern boundary of the development site and the A911 is required to protect residential amenity. As part of the masterplan process the opportunity also exists to relocate the existing employment uses.</td>
</tr>
<tr>
<td>Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
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</tr>
<tr>
<td>MAR03</td>
<td>Former Sappi Mill, Alburne Street</td>
<td>4.2</td>
<td>Strategic Land Allocation/Housing</td>
<td>46</td>
<td>Private Sector</td>
<td>This site has planning permission. A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>MAR04</td>
<td>Sweetbank Park Terrace</td>
<td>1.5</td>
<td>Strategic Land Allocation/Housing</td>
<td>38</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. This site forms part of the Glenrothes East/Markinch Strategic Land Allocation. A development contribution towards school provision is required for this site.</td>
</tr>
<tr>
<td>MAR05</td>
<td>Balbinie Park</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Fife Council</td>
<td>Fife Council will implement, in partnership, the terms of the Balbinie Park Management Plan.</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Coaltown of Balgonie Settlement Plan

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population:** 1,009
2. **The Planning issues to be addressed in this Local Plan are:**
   - Preventing coalescence with Glenrothes; and
   - Housing allocations in Coaltown of Balgonie will contribute to the Glenrothes East/Markinch Strategic Land Allocation.

Glenrothes East/Markinch Strategic Land Allocation

Due to the limited number of redevelopment opportunities within Glenrothes, the Structure Plan identifies that the main areas of greenfield release and further growth in Glenrothes will be located to the east of the town. The Approved Fife Structure Plan 2006-26 identifies Glenrothes East/Markinch as an area for a Strategic Land Allocation (SLA). The SLA requires the Local Plan to allocate land for 1,000 houses. The allocations are identified in the settlement plans for Glenrothes, Markinch and Coaltown of Balgonie. Development within the area to the east of Glenrothes and Markinch is well located to make use of existing public transport facilities. This area is close to the main East Coast railway line at Markinch (now a public transport hub with enhanced bus services, upgraded railway station and a park and ride facility), and to the Fife Circle at Thornton. Development would also be accessible to the A92 and A911.

3. **Planning Issues Beyond Local Plan Period (post 2021):**
   - Later phases of Glenrothes East/Markinch SLA.
### Table 1: Coaltown of Balgonie - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
</table>
| CLB01                   | Coaltown of Balgonie East         | 3.6       | Strategic Land Allocation/Housing | 88                          | Private Sector   | This site is identified as a Local Plan allocation and forms part of the Glenrothes East/Markinch SLA.  
This site should be accessed by a new roundabout at the bend in Millburn Avenue at the north east corner of the site.  
A development contribution towards school provision is required for this site. |
| CLB02                   | Land to the North of Pytree Road  | 0.9       | Strategic Land Allocation/Housing | 23                          | Private Sector   | This site is identified as a Local Plan allocation and forms part of the Glenrothes East/Markinch SLA.  
A development contribution towards school provision is required for this site. |
| CLB03                   | North of Main Street              | 4.2       | Strategic Land Allocation/Housing | 50                          | Private Sector   | This site is identified as a Local Plan allocation and forms part of the Glenrothes East/Markinch SLA.  
A development contribution towards school provision is required for this site. |

**Note:**
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Kelty

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. Population: 5,953

2. The Planning issues to be addressed in this Local Plan are:

- Regeneration of the former mining community by promoting areas of new development to attract new investment and jobs. This should take advantage of the accessibility of Kelty to the M90 Junction 4, the national footpath/cycleway network and other large scale recreational facilities (e.g. Lochee Meadows, Loch Fitty, and Townhill Loch);
- Further investigation of the tourism potential of a number of key existing and proposed areas including St Ninians/Thornton Wood (and its links to Loch Fitty), Blairadam Forest, Kathellan Home Farm; and
- Support for further hotel and commercial leisure development in the M90 corridor.

Kelty/Lochore/Ballingry Strategic Land Allocation

Along with Lochore and Ballingry, Kelty is identified as a Strategic Land Allocation (SLA) with an allocation of 441 houses within and beyond the Local Plan period.

3. Planning Issues Beyond Local Plan Period (post 2021):

Later phases of Kelty/Lochore/Ballingry SLA
Table 1: Kelty - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEL01</td>
<td>Bath Street Extension 1</td>
<td>6.9</td>
<td>Housing</td>
<td>130</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KEL02</td>
<td>Bath Street Extension 2</td>
<td>0.4</td>
<td>Housing</td>
<td>18</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KEL03</td>
<td>Elmwood Terrace</td>
<td>1.2</td>
<td>Housing</td>
<td>30</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation to be developed for amenity/special needs/sheltered housing.</td>
</tr>
<tr>
<td>KEL04</td>
<td>Great North Road 2</td>
<td>5.7</td>
<td>Housing</td>
<td>100</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>KEL04</td>
<td>Great North Road 3</td>
<td>2.4</td>
<td>Housing</td>
<td>57</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>KEL05</td>
<td>Cocklaw Street</td>
<td>2.8</td>
<td>General Employment</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>KEL06</td>
<td>Netherton Farm</td>
<td>10.3</td>
<td>Strategic Land Allocation/Housing</td>
<td>236</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. This site forms part of the Kelty/Lochore/Ballingry Strategic Land Allocation.</td>
</tr>
<tr>
<td>KEL07</td>
<td>Old Gas Works</td>
<td>1.8</td>
<td>Brownfield</td>
<td>44</td>
<td>Private Sector</td>
<td>This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred use within this site is residential.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
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</tr>
</tbody>
</table>
| KEL08                  | Kathellan Home Farm | 9.3       | Tourism        | -                           | Private Sector | This site has Outline Planning Permission and development should reflect the terms of the consent:  
|                        |                   |           |                |                             |             | • a 50 bedroom hotel and conference centre;  
|                        |                   |           |                |                             |             | • 5 tourism retail units;  
|                        |                   |           |                |                             |             | • a micro-brewery;  
|                        |                   |           |                |                             |             | • childrens’ outdoor and indoor play areas; and  
|                        |                   |           |                |                             |             | • holiday chalets, all with associated coach and car parking and hard and soft landscaping.  
|                        |                   |           |                |                             |             | The location, scale, and massing of the new buildings should be given careful consideration in order to minimise visual intrusion in views from the motorway, avoiding development on the more exposed central and southern parts of the site. |
| KEL09                  | Trotting Track    | -         | -              | -                           | Fife Council | Fife Council in partnership with the community will pursue the redevelopment of Kelty trotting track for improved sports facilities. |

Note:  
See Action Programme for programming and site details, including the lead agency likely to implement the proposals. There are limitations on sewage disposal capacity for additional sites in Kelty, and agreement on satisfactory means of disposal must be reached before planning permission can be granted.
Kinghorn

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. Population: 2,976
2. The Planning issues to be addressed in this Local Plan are:
   - Support for ongoing Townscape Heritage Initiatives within Kinghorn conservation area.

Table 1: Kinghorn - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
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</thead>
<tbody>
<tr>
<td>KNH01</td>
<td>Lochside</td>
<td>5.7</td>
<td>Housing</td>
<td>110</td>
<td>Private sector</td>
<td>This site has planning permission.</td>
</tr>
</tbody>
</table>
| KNH02                   | Viewforth Place   | 0.5       | Brownfield     | 18                           | Private sector    | This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred use on this site is residential.  
A higher density residential development is appropriate on this site given its location along a public transport corridor.                                                                 |
<p>| KNH03                   | Kinghorn Loch/ Craigencalt Farm | 21.5 | Nature Reserve | -                            | Fife Council      | Land at Kinghorn Loch and Craigencalt Farm will be designated as a Local Nature Reserve.                                                                                                    |
| KNH04                   | East of Kinghorn Loch | 3.3 (incl KNH 05) | Cemetery     | -                            | Fife Council      | Land will be reserved for a new cemetery at Kinghorn Lochside in conjunction with site KNH05.                                                                                              |</p>
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
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<th>Lead agency</th>
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</thead>
<tbody>
<tr>
<td>KNH05</td>
<td>East of Kinghorn Loch</td>
<td>3.3 (incl KNH04)</td>
<td>Cemetery</td>
<td>-</td>
<td>Fife Council</td>
<td>Land will be reserved for an eco-friendly woodland burial site at Kinghorn Lochside in conjunction with site KNH04.</td>
</tr>
<tr>
<td>KNH06</td>
<td>Kinghorn Conservation Area</td>
<td>-</td>
<td>Regeneration and Townscape Heritage Initiatives</td>
<td>-</td>
<td>Fife Council/ Fife Historic Buildings Trust</td>
<td>Regeneration initiatives and townscape improvements within Kinghorn conservation area will be supported.</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Kinglassie

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population:** 1,341

Kinglassie - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>KLS01</td>
<td>East End</td>
<td>8.8</td>
<td>Housing</td>
<td>225</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>KLS02</td>
<td>Lochtyside</td>
<td>5.7</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
</tbody>
</table>

*Note:*  
*See Action Programme for programming and site details, including the lead agency likely to implement the proposals.*
Kirkcaldy and Dysart

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population:** 48,108

2. **The Planning issues to be addressed in this Local Plan are:**

- Developing Kirkcaldy’s role as Mid Fife’s principal commercial, service, and leisure centre by encouraging further retail development in the town centre and attracting commercial investment. This includes protecting and boosting the role of the town centre whilst providing additional land for a DIY store at the Central Fife Retail Park. The Local Plan will achieve town centre regeneration and attract further investment through reflecting the provisions of the Kirkcaldy Town Centre and Waterfront Masterplan. This will revitalise the town centre by identifying a number of development opportunities;

- Encourage the development of commercial leisure facilities and hotels within Kirkcaldy. A number of opportunity sites are identified within Kirkcaldy Town Centre which have potential to offer a range of leisure facilities including a new swimming pool and cinema for the town;

- Promoting the redevelopment of redundant property and land. Due to the decline in traditional industries within the town, there are many sites that are available for redevelopment. As well as the two strategic land allocations identified, the strategy concentrates additional smaller scale local housing development on the brownfield redevelopment opportunities that exist within the town and limits further edge-of-town expansion;

- To improve the appearance of prominent sites and routes into Kirkcaldy. A study to identify proposals for environmental and development improvements will be developed during the Local Plan period. This will focus on tracts of undeveloped derelict land on the main entrances and routes into Kirkcaldy by road and rail;

- Improving prospects for jobs and investment by allocating additional land for employment at East Kirkcaldy, for office development at the John Smith Business Park and by encouraging further office development opportunities within and on the edge of the town centre. High quality design solutions for larger commercial developments will be encouraged through the development of design guides such as the John Smith Business Park Design Guide;

- Ensuring development makes an effective contribution to infrastructure provision, including development of the strategic transport network. This includes the upgrading of the Redhouse roundabout, the provision of the Standing Stane link road and the potential new railway station to the east of the town and is addressed in the Financial Framework;

- Support for proposals for cross-forth links from Kirkcaldy to Edinburgh by ferry or hovercraft;

- Support further regeneration initiatives and Townscape Heritage Initiatives in Dysart;

- Proposals for the development of new allotment sites will be encouraged; and

- Fife Council Bereavement Services will investigate sites for a new cemetery on the western side of Kirkcaldy.

Kirkcaldy is a key area for development with a high demand for new housing. To address this two Strategic Land Allocations are identified for the town located to the east and south west. These will allow Kirkcaldy to expand within and beyond the Local Plan period.
Kirkcaldy East Development Framework

Development Proposal

The approved Fife Structure Plan 2006 – 2026 identifies Kirkcaldy East as a location for a Strategic Land Allocation. This site will be developed in a phased manner over and beyond the Local Plan period. The vision is to produce an extension to the town of Kirkcaldy that is a self contained community but also has strong links to the wider town, the rest of Mid Fife and the region beyond.

Key Considerations

The Development Concept (Figure 1) for the Strategic Land Allocation is based upon the following key considerations:

- Assessment of landscape capacity through consideration of landform and landscape features;
- Main features retained and determine location of development – burn corridors, ridge lines, tree belts, hedgerows, woodlands, boundary walls, transport corridors, and existing built heritage should be identified and incorporated within the form of development;
- Development should not extend beyond the A92 to the north;
- Development to the east of the A92 should not extend beyond the limit shown on the concept plan in the period up to 2026; and
- Connectivity to public transport networks.

Note: Figure 1. The Kirkcaldy East Development Concept Plan provides an indication of broad areas of development. More detailed analysis will determine the exact location of residential and open space provision as the masterplan progresses.

Key Land Uses

Kirkcaldy East Strategic Land Allocation will contain the following key land uses:

- 2,850 houses including a minimum of 15% affordable units;
- 40ha of business land;
- Community facilities;
- Two new primary schools and a new secondary school;
- Two mixed use neighbourhood centres;
- An area of mixed uses;
- Park and play areas;
- Structural landscaping;
- Sustainable urban drainage systems;
- A proposed rail halt and public transport interchange; and
- Major improvements to the regional transport infrastructure.

Fife Council is currently carrying out masterplanning work for Gallatown and Dysart. The site will be expected to assist with the regeneration of the wider East Kirkcaldy and Dysart area.

Phasing of Development and Infrastructure

The phasing of the residential element of the development is:

<table>
<thead>
<tr>
<th>Phasing timescale</th>
<th>2011-2016</th>
<th>2016-2021</th>
<th>2021-2026</th>
<th>Post 2026</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No of units</td>
<td>300</td>
<td>460</td>
<td>270</td>
<td>1820</td>
<td>2,850</td>
</tr>
</tbody>
</table>

This phasing is indicative based on the 2010 Housing Land Audit.
Although the development at Kirkcaldy East will be implemented over a long period it is important that key infrastructure is implemented early in the process for use by the new residents of the area and to provide facilities for the wider community.

A number of infrastructure requirements will need to be implemented at the early stages. These will be of relevance for the sites initial development phases and its longer term development. These are necessary to ensure that a suitable level of access can be achieved to the site and that future impacts resulting from the development are dealt with at an early stage. They are also essential to enhancing the future quality of life that will be experienced for those living in the new development and the surrounding area.

Mechanisms for providing infrastructure and community facilities must be agreed prior to the commencement of development and triggers will be agreed as to the points at which various infrastructures must be provided.

The main infrastructure requirements to be implemented early in the development process include:

- Agreement on and commencement of an upgrade to Redhouse roundabout;
- Improvements to the Gallatown roundabout;
- Improvements to the access to Mitchelston estate including a western entrance to the Kingslaw site;
- Areas of strategic open space and advanced planting of strategic landscape areas to be agreed by Fife Council, including a green route following the route of the Kingslaw Burn;
- Neighbourhood centres in the southern part of the Kingslaw site and to the east of Boreland Road;
- Sustainable urban drainage system based on the appropriate assessments of drainage requirements for the whole framework area and designed to function as an integral part of the development;
- Recycling facilities; and
- CHP/Renewable provision for on site energy generation.

**Key Design Requirements**

A key objective of Fife Council in the development of Kirkcaldy East as a Strategic Land Allocation is to ensure that exemplar design principles are met. These principles and best practice guidelines are set out in a number of documents including the *Fife Masterplans Handbook*, the *Fife Urban Design Guide*, Fife Council’s *Transportation Development Guidelines*, Supplementary ‘Designing Streets’ Guidance, PAN 83 ‘Masterplanning’ and Local Plan policies. Development proposals should also be supported by the use of design briefs, statements and design codes.

Kirkcaldy East will cater for a range of housing needs and provide a wide choice in tenure, type and size of property to create mixed communities and offer choice. This should include flexible housing/care for the elderly. Any future provision should reflect best practice. 15% of the units in Kirkcaldy East will be affordable housing (low cost home ownership and rented accommodation) which must be provided on site and assimilated within private development. The approved Fife Structure Plan requires an overall average density of 25 units per hectare. Residential areas will vary in density and it is anticipated that higher density will be located around neighbourhood centres (potentially above retail and commercial ground floor uses), public transport nodes and at key gateways.

As a guide, average densities per gross developable area should be taken as:

- High/Medium Density – 30 - 45 units per hectare; and
- Lower Density – 20 - 30 units per hectare.

Development must be arranged to allow direct and frequent connections throughout the area, to areas of interest, neighbourhood centres and public transport. Existing routes, principal points of interest, views and landscape features will influence the urban form. Public spaces must be well integrated within a wider movement network to ensure active use. Neighbourhood centres and other key hubs should incorporate a range of uses to promote vibrant places and support public transport.

Streets must be designed to meet the aspirations of *Designing Streets* and Fife Council’s Supplementary ‘Designing Streets’ Guidance. Residential streets must be designed to provide a higher priority to pedestrians and cyclists and function as well-designed places in their own right.
New housing should include strong building lines and active frontages along pedestrian and vehicle routes. Prominent buildings and natural features should be utilised to act as focal points and gateways, arterial routes and strategic views should be protected, enhanced and created. Points of arrival must be designed to recognise their importance in relaying the overall character of a place. These areas must protect existing characteristics (such as key views) and use the new urban form to reinforce local identity.

The style and detail of development (layout, materials and urban form) must respect local architecture and take account of local character. Key elevations and gables should incorporate architectural elements to emphasise their importance.

Public art should be integrated into the development where appropriate with its detail and location being agreed as part of the masterplanning process. Art should reflect the local history, landscape or natural heritage of the area and the design of the new development. Opportunities should be sought to utilise existing buildings on the Boreland Road site as community/cultural facilities.

The standing stone which originally stood on the Kingslaw site should be reinstated to as close as possible to its original position and incorporated into masterplanning to ensure its use as a one of the focal points of the development.

Greenspace, Landscape Conservation and Management

A network of green spaces must be provided that complement existing landscape features and provide linkages between areas of open space and the wider landscape. This will include the creation of a green link along the Kingslaw Burn to create a new linear green space and strengthen areas of mature woodland. Connectivity of green space including the provision of quality path networks and habitats are key to meeting the objective of sustainable places.

Different scales of greenspace will be provided across the development site from sub regional greenspace facilities to areas of incidental tree planting and open space that provides the setting for development on the site. This follows national standards for greenspace. Areas of strategic greenspace and the green network are identified in Figure 1. More detail will be added through the masterplanning process which will clearly identify new structural planting and demonstrate its relationship to the existing landscape character.

The Boreland area is adjacent to a designated a Local Landscape Area and as such development in this location must have particular regard to the nature and topography of the landscape and accommodate the requirements of the Local Landscape Area policy outlined in this Local Plan.

Note: All strategic planting relating to the conditions on the opencast mining planning application for Kingslaw will have been agreed and where possible implemented prior to the development proceeding.

Sustainable Urban Drainage Systems (SUDS) shall form part of a public space hierarchy. In particular SUDS facilities shall be designed so as to allow their full integration into both the landscape structure and the community into which it will be located. In this regard SUDS facilities should avoid the use of fencing/railings that isolate them from the community – rather they should be open and accessible allowing activity at its fringes and providing a valuable resource for promoting biodiversity.

Energy Conservation and Renewable Energy

In order to achieve the objectives of creating low and zero carbon communities new housing development should incorporate energy efficient features and on site zero and low carbon equipment. Areas for renewable energy provision and low/zero carbon technologies should be included within the site. This will include small scale renewables/micro generation and the identification of sites for local energy generation. Land for local energy generation will be identified through the masterplanning process. These should be in central locations on both the Kingslaw and the East of Boreland parts of the development. The layout and urban form must respond to the local microclimate, topography and landscape in order to create an inherently energy efficient development.
Transport and Infrastructure Requirements

A transportation assessment must be undertaken prior to development of the masterplan to consider the impact of the new development on the transport network. This should be produced in consultation with Transport Scotland.

Road Infrastructure

Prior to development beginning on site there must be agreement on the financial structure through which transport network improvements will be delivered, and the technical solution to be adopted for the upgrading of the Redhouse roundabout. These transport network improvements will include the upgrading of the Redhouse Roundabout, local network improvements and contributions to other strategic transport network improvements based on the methodology set out in the financial framework. The provision of a Standing Stane link road will be considered as part of the Redhouse discussions. Improvements will be made to the Gallatown roundabout and a new roundabout will be created at Mitchelston early in Phase 1 of the development process.

Public Transport Facilities

A key requirement in the development of Kirkcaldy East is the identification of new and enhanced public transport services. These services should be of a high enough frequency to offer a viable alternative to the private car and connect to key destinations. New or enhanced services should be delivered as soon as the development is occupied. Access for buses into the new development must be incorporated into masterplanning proposals and link up with a proposed transport interchange.

The proposed public transport interchange is a major opportunity for the site. A significant proportion of the development area falls within the 500m walkband from this transport node, and the whole expansion area is within a 1000m cycle radius of the interchange.

In the longer term, opportunities will be considered for a park and ride facility to the north west of Redhouse Roundabout, and for the creation of a new train station north of Boreland. The railway station is a long term aspirational proposal which does not have the approval of Transport Scotland and in respect of which further
detailed studies will be undertaken within the period of the Local Plan. It is intended that when the rail station is developed, a dedicated bus route will run into Kirkcaldy town centre, taking in the neighbourhood centres. This route would run parallel to the railway line north/south linking the expansion area to the town centre and locally, joining up the existing network of bus provision.

Pedestrian/Cycling facilities

Positive measures to encourage walking and cycling to, from and within the development areas will be required. These will include the provision of safe, attractive and convenient path networks that create links to facilities, the transport interchange, bus stops, car parks, public and green spaces, and the main access points to Kirkcaldy. Particular emphasis should be placed on ensuring that new developments are permeable for pedestrians within the development and from the main urban areas of Kirkcaldy and Dysart. Regard should be had to Fife Council’s emerging Core Path Plan.

Community Facilities

Neighbourhood centres

A key aspect of the development in Kirkcaldy East is the creation of two neighbourhood centres that will serve as focal points for the new community - one at Randolph Road, close to the new school and rail station sites, and the other to the east of Boreland Road to support the eastern part of the development site. These centres are located to reflect 400m walking catchments ensuring that most residents within the new development will be within easy walking/cycling distance of a neighbourhood centre. The centres will also be easily accessible by public transport and from adjacent communities. This accessibility will help to support a variety of services within the centres. Good linkages will also be provided to existing local services on the eastern edge of Kirkcaldy and Dysart.

The neighbourhood centres will accommodate a range of retail, commercial, community and healthcare uses, including a small number of shops, serving the neighbourhood whilst protecting the function of Kirkcaldy Town Centre. It is important that the new centres do not adversely impact on Kirkcaldy town centre or the existing local centre at Gallatown.

Although the focus of community facilities will be in neighbourhood centres there will be a requirement for facilities to be located in the wider development framework area. The precise location of these facilities will be determined through more detailed masterplanning which should include provision for the following facilities:

- Education Facilities;
- Healthcare facilities;
- Sport and leisure facilities;
- A community centre;
- Other community facilities as required (i.e. church, leisure facilities);
- Small areas of public open space including children’s play areas;
- Local green corridors linking strategic green infrastructure internally and to the wider area; and
- Recycling points at a ratio of 1 per 500 units.

Large public squares should be created in both parts of the Kirkcaldy East Development; these will be a focus for community activity. The scale of the square and the architecture around it must need to be appropriate to this important function. The accessibility of these squares will make them potential locations for a community hall or church.

Opportunities for facilities such as pubs and restaurants should be considered particularly facing onto public spaces and as conversions of the existing farm buildings on the Boreland site.
Secondary School

Two potential sites have been identified for a new secondary school. The site chosen will provide a replacement for existing school facilities and accommodate the increased requirement from Kirkcaldy East and development across the Kirkcaldy area. Opportunities for co-locating community facilities such as special needs schools, sports facilities and libraries will be assessed by Fife Council.

The sites identified are easily accessible to both existing and new communities, the potential new rail station and the neighbourhood centres at Kingslaw and Dysart.

The sites identified have issues relating to old mine workings. If one of these sites is chosen for the secondary school development must be preceded by small scale mineral extraction that would make the site easier to consolidate for future building works.

The Secondary School will be commenced in time to accommodate increases in pupil numbers resulting from the development at Kirkcaldy East and the needs of the wider Kirkcaldy area.

If any playing fields are lost through development adequate replacement provision must be provided in line with the requirements in SPP.

Primary Schools

Provision will be made for two new primary schools in Kirkcaldy East, one on the Kingslaw site and one to the east of Boreland. As with the secondary school, opportunities for co-location with other facilities, including the secondary school, will be assessed by Fife Council.

Sites for the primary schools must be well linked into the communities and incorporate safe routes to school. These will be identified through the masterplanning process.

Business Development

The approved Fife Structure Plan identifies a maximum of 40 hectares of business and employment land in Kirkcaldy East for both the plan period and the longer term. A proportion of this allocation is identified on the concept plan. The requirement and location of the remaining allocation will be considered post 2026. The business land identified is located at the north west of Kirkcaldy East. This land is considered a good location for business facilities as it is adjacent to the A92 and provides the opportunity to create a new ‘gateway’ entrance to Kirkcaldy capturing strategic traffic into the settlement.

Fife Council will carry out a review of the employment land allocation for Kirkcaldy East Strategic Land Allocation during the local plan period. In addition, existing businesses operating within the Strategic Land Allocation require to be relocated or accommodated as part of the masterplan process.

Due to existing capacity in Kirkcaldy it is not envisaged that the business area will be required in the initial stages of the development. It is likely to be implemented toward the middle and end of the Strategic Land Allocation time period.

Area of Mixed Use

This area is located to the north east of the Redhouse Roundabout and will integrate a range of different uses including some residential and business uses. The mixed use area must integrate well with the rest of the development; it must not be designed as a stand alone area or traditional road side service area.

The mixed use area has the potential to include the following uses:

- Small scale housing of medium to high density (including blocks with residential development over other uses);
- Hotel;
- Petrol Station;
Convenience or comparison retail in accordance with the sequential approach;
Restaurant; and
Leisure and sport facilities.

Any retail development must be justified in terms of the sequential approach set out in Scottish Planning Policy, and Fife Council’s retail capacity study, to demonstrate that it will not prejudice the role of Kirkcaldy Town Centre or the retail development opportunities identified therein.

Any proposals on the site must demonstrate that they cannot be located in existing Kirkcaldy centres and that they will not detrimentally impact on the existing Kirkcaldy retail and commercial centres. These uses should complement and enhance existing retailing provision in Kirkcaldy, in accordance with relevant regeneration initiatives. It will be important to integrate the area of mixed use with surrounding uses.

The mixed use area is confined to the area shown on the concept plan and must not cross Rosslyn Street. This area is adjacent to the Kingslaw Burn therefore care will have to be taken to ensure that development in the commercial area integrates with and complements the green corridor which will follow the course of the Burn.

Development of the mixed use area should have started by 2018.

**Developer Contributions**

Development within Kirkcaldy East Strategic Land Allocation will be required to contribute towards a number of infrastructure projects on which the development will directly impact. Contributions will be determined by the scale of this impact.

Infrastructure and facilities that developers will be expected to provide or contribute towards include:

- A contribution to a potential new secondary school;
- Provision of two primary schools at Kingslaw and east of Boreland Road;
- Contribution to the upgrade of the Redhouse roundabout;
- Contribution to improvements at the Gallatown Roundabout;
- Provision of a Roundabout at the entrance to Mitchelston Industrial Estate;
- Contribution to other strategic transport network improvements;
- Provision of local transport infrastructure and road/junction improvements;
- Provision of pedestrian and cycle links both within the site and linking to existing external networks;
- Provision of community facilities within the site (as set out above);
- Provision of a Sustainable Urban Drainage System relating to development on the site;
- Provision of structural planting to provide a green network across the site; and
- Contributions to public transport within the site and to the wider area.

Full details are set out in the Local Plan Financial Framework.

**Procedural Requirements**

**Masterplanning**

The progression of the development of the site must be through a masterplanning exercise, agreed by Fife Council. It must be produced in line with the *Fife Masterplans Handbook* (or any Fife Council guidance that supersedes it).

All masterplans will subject to Environmental Assessments. The scope of these will be agreed with Fife Council during the early stages of the masterplan process.
Submission of Planning Application

Planning applications must conform to the principles included in this framework and any relevant Fife Council guidance including the Fife Masterplans Handbook, the Fife Urban Design Guide and Fife Council's Supplementary 'Designing Streets' Guidance. Planning applications should be fully supported by detailed design briefs and statements as set out above.
Figure 1: Kirkcaldy East Development Concept
John Smith Business Park, Kirkcaldy
Kirkcaldy South West Development Framework

Development Proposal

The approved Fife Structure Plan 2006 – 2026 identifies Kirkcaldy South West as a location for a Strategic Land Allocation. This site will be developed in a phased manner over and beyond the Local Plan period. The vision is to produce a high quality expansion that respects the landscape qualities of this part of the town and which stimulates the regeneration and provides key linkages to the town centre.

Key Considerations

The Development Concept (Figure 2) for the Strategic Land Allocation is based upon the following key considerations:

- Assessment of landscape capacity through consideration of landform and landscape features;
- Main features retained and determine location of development – burn corridors, ridge lines, tree belts, hedgerows, woodlands, boundary walls, transport corridors, and existing built heritage should be identified and incorporated within the form of development;
- High quality landscape to the western edge of Kirkcaldy identified as a Local Landscape Area;
- Historic growth pattern of Kirkcaldy;
- Proximity of Designed Landscape of Raith Estate, Beveridge Park and Balwearie golf course;
- Balance between need to integrate successfully with the town, provide for low density ‘executive’ housing and landscape quality has determined location for growth and the boundary within the Local Plan - land around Invertiel and Tyrie Farms; and
- Ridge line running east – west across the site is the primary constraining factor in determining capacity and scope of development.

Note: Figure 2. The Kirkcaldy South West Development Concept Plan provides an indication of broad areas of development. More detailed analysis will determine the exact location of residential and open space provision as the masterplan progresses.

Key Land Uses

Kirkcaldy South West Strategic Land Allocation will contain the following key land uses:

- 1,000 houses phased over the period from 2011 to 2026 including a minimum 15% affordable units;
- Community facilities;
- A new community primary school with associated recreation and play facilities;
- A mixed use neighbourhood centre;
- Park and play area provision;
- Sustainable urban drainage systems;
- Structural landscaping; and
- New and enhanced footpath/cycle links to town centre, coastal path network and surrounding parks/leisure facilities.

Phasing of Development and Infrastructure

The phasing of the residential element of the development is:

<table>
<thead>
<tr>
<th>Phasing timescale</th>
<th>2011-2016</th>
<th>2016-2021</th>
<th>2021-2026</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No of Units</td>
<td>400</td>
<td>500</td>
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<td>1,000</td>
</tr>
</tbody>
</table>

This phasing is indicative based upon the 2010 Housing Land Audit.
Although the development at Kirkcaldy South West will be implemented over a long period it is important that key infrastructure is implemented early in the process for use by the new residents of the area and to provide facilities for the wider community.

Mechanisms for providing infrastructure and community facilities must be agreed prior to the commencement of development and triggers will be agreed as to the points at which various infrastructures must be provided.

The detailed phasing and implementation of individual elements of the development will be agreed through the next stage of the masterplanning process. It is anticipated that the initial phase will include:

- Areas of strategic open space and advanced planting of strategic landscape areas to be agreed by Fife Council;
- The neighbourhood centre;
- Community primary school facing onto the B9157 (exact phasing and implementation will be agreed with Fife Council Education Service);
- Sustainable urban drainage system based on the appropriate assessments of drainage requirements for the whole development area and designed to function as an integral part of the development;
- Access/junction and transport corridor upgrades including new footpaths/cycleways to coastal path, the town centre, Balwearie Golf Course, and Beveridge Park;
- Introduction of a new bus/enhanced existing service to provide a sustainable and alternative mode of travel to key destinations within the town;
- Recycling facilities; and
- CHP/Renewable provision for on site energy generation.

Key Design Requirements

A key objective of Fife Council in the development of Kirkcaldy South West as a Strategic Land Allocation is to ensure that exemplar design principles are met. These principles and best practice guidelines are set out in a number of documents including the Fife Masterplans Handbook, the Fife Urban Design Guide, Fife Council’s Transportation Development Guidelines, Supplementary ‘Designing Streets’ Guidance, PAN 83 ‘Masterplanning’ and Local Plan policies. Development proposals should also be supported by the use of design briefs, statements and design codes.

Kirkcaldy South West will cater for a range of housing needs and provide a wide choice in tenure, type and size of property to create mixed communities and offer choice. This should include flexible housing/care for the elderly. Any future provision should reflect best practice. 15% of the units in Kirkcaldy South West will be affordable housing (low cost home ownership and rented accommodation) which must be provided on site and assimilated within private development. The approved Fife Structure Plan requires an overall average density of 25 units per hectare. Residential areas will vary in density and it is anticipated that the development area will provide for both lower density ‘executive’ housing and higher densities located around the neighbourhood centre (potentially above retail and commercial ground floor uses), public transport nodes and at key gateways. As a guide, average densities per gross developable area should be taken as 20 - 30 units per hectare.

Development must be arranged to allow direct and frequent connections throughout the area, to areas of interest, neighbourhood centres and public transport. Existing routes, principal points of interest, views and landscape features will influence the urban form. In particular key ridges must be protected from development. Public spaces must be well integrated within a wider movement network to ensure active use. Neighbourhood centres and other key hubs should incorporate a range of uses to promote vibrant places and support public transport.

Streets must be designed to meet the aspirations of Designing Streets and Fife Council’s Supplementary ‘Designing Streets’ Guidance. Residential streets must be designed to provide a higher priority to pedestrians and cyclists and function as well-designed places in their own right.

New housing should include strong building lines and active frontages along pedestrian and vehicle routes. Prominent buildings and natural features should be utilised to act as focal points and gateways, arterial routes and strategic views should be protected, enhanced and created. Points of arrival must be designed to recognise their importance in relaying the overall character of a place. These areas must protect existing characteristics (such as key views) and use the new urban form to reinforce local identity.
The style and detail of development (layout, materials and urban form) must respect local architecture and take account of local character. Key elevations and gables should incorporate architectural elements to emphasise their importance.

Public art should be integrated into the development where appropriate with its detail and location being agreed as part of the masterplanning process. Art should reflect the local history, landscape or natural heritage of the area and the design of the new development.

Greenspace, Landscape Conservation and Management

A network of green spaces must be provided that complement existing landscape features and ridge lines and provide linkages between areas of open space and the wider landscape. Connectivity of green space including the provision of quality path networks and habitats are key to meeting the objective of sustainable places.

Different scales of greenspace will be provided across the development site from sub regional greenspace facilities to areas of incidental tree planting and open space that provides the setting for development on the site. This follows national standards for greenspace. Areas of strategic greenspace and the green network are identified in Figure 2 and will include the creation of new linear green space and strengthening areas of mature woodland. More detail will be added through the masterplanning process which will clearly identify new structural planting and demonstrate its relationship to the existing landscape character.

The single most important asset of the area is the existing landscape and the overarching objective must be to preserve and enhance its character. This will be achieved through the development of a landscape framework which will aim to retain visually prominent areas of the site such as the ridge lines and upper slopes, ecologically sensitive areas such as the Site of Special Scientific Interest (SSSI) at Invertiel Quarry, river corridors, woodland belts and stone dykes. The whole site is adjacent to a designated a Local Landscape Area and as such development in this location must have particular regard to the nature and topography of the landscape and accommodate the requirements of the Local Landscape Area policy outlined in this Local Plan.

Sustainable Urban Drainage Systems (SUDS) shall form part of a public space hierarchy. In particular SUDS facilities shall be designed so as to allow their full integration into both the landscape structure and the community into which it will be located. In this regard SUDS facilities should avoid the use of fencing/railings that isolate them from the community – rather they should be open and accessible allowing activity at its fringes and providing a valuable resource for promoting biodiversity.

Energy Conservation and Renewable Energy

In order to achieve the objectives of creating low and zero carbon communities new housing development should incorporate energy efficient features and on site zero and low carbon equipment. Areas for renewable energy provision and low/zero carbon technologies should be included within the site. This will include small scale renewables/micro generation and the identification of sites for local energy generation. Land for local energy generation will be identified through the masterplanning process. These should be in central locations. The layout and urban form must respond to the local microclimate, topography and landscape in order to create an inherently energy efficient development.

Transport and Infrastructure Requirements

A transportation assessment must be undertaken prior to development of the masterplan to consider the impact of the new development on the transport network. This should be produced in consultation with Transport Scotland.
Road Infrastructure

Prior to development beginning on site there must be agreement on the financial structure through which transport network improvements and public transport provision will be delivered. These transport network improvements will include, access/junction and transport corridor upgrades with a focus on improving existing routes to the town centre and waterfront, local network improvements and contributions to other strategic transport network improvements based on the methodology set out in the financial framework.

Public Transport Facilities

A key requirement in the development of Kirkcaldy South West is the identification of new and enhanced public transport services. These services should be of a high enough frequency to offer a viable alternative to the private car and connect to key destinations. New or enhanced services should be delivered as soon as the development is occupied. Access for buses into the new development must be incorporated into masterplanning proposals.

Pedestrian/Cycling Facilities

Positive measures to encourage walking and cycling to, from and within the development areas will be required. These will include the provision of safe, attractive and convenient path networks that create links to facilities, bus stops, car parks, public spaces, green corridors and the main access points to the surrounding areas. Particular emphasis should be placed on providing new and enhanced footpath/cycle links to the town centre and increasing the permeability of the site for pedestrians to the town centre, waterfront, coastal path, golf course and town parks. Regard should be had to Fife Council’s emerging Core Path Plan. The principle path framework is identified in Figure 2.

Community Facilities

Neighbourhood Centre

A key aspect of the development in Kirkcaldy South West is the creation of a neighbourhood centre that will serve as a focal point for the new community. The existing farm buildings at Invertiel Farm will be converted and adapted to provide for local facilities such as small scale retail, religious/church facility, family pub/restaurant, crèche, small hotel, recycling centre, and sport and leisure facilities. The provision of small scale business/office facilities to encourage ‘walk to work’ and start up businesses in the locality will also be required and the centre as a whole will be designed to encourage pedestrian/cycle activity and safety in order to reduce car journeys.

This centre should not impact on the existing town centre at Kirkcaldy. The centre will accommodate a range of retail, commercial, community and healthcare uses and have good links to public transport.

Although the focus of community facilities will be in neighbourhood centres there will be a requirement for facilities to be located in the wider development framework area. The precise location of these facilities will be determined through more detailed masterplanning which should include provision for the following facilities:

- Primary school;
- A small scale local retail facility on the eastern edge of the development to be located within walking distance of the adjacent Seafield housing development;
- Small areas of public open space including children’s play areas;
- Local green corridors linking strategic green infrastructure internally and to the wider area; and
- Two recycling points.

Any retail provision in Kirkcaldy South West will be for local use, serving the neighbourhood whilst protecting the function of Kirkcaldy Town Centre.
Primary School

A site for a new community primary school has been identified in Figure 2. The suggested site lies adjacent to the B9157 and the proposed new neighbourhood centre. The new primary school will be funded by the developers and subject to further assessment by Fife Council on the provision of ancillary recreational/community facilities. Appropriate contributions to secondary school provision in Kirkcaldy will also be determined by Fife Council.

Developer Contributions

Development within Kirkcaldy South West Strategic Land Allocation will be required to contribute towards a number of infrastructure projects on which the development will directly impact and to mitigate any adverse environmental impact brought about by the development. Contributions will be determined by the scale of this impact.

Infrastructure and facilities that developers will be expected to provide or contribute towards include:

- Provision of a primary school;
- Contribution towards a new secondary school, including improvements to existing facilities;
- Contribution to strategic transport network improvements;
- Provision of (or contribution to, where the facilities to be provided may also relate to meeting an existing deficiency) community facilities within the site (as set out above);
- Provision of pedestrian and cycle links both within the site and linking to existing external networks;
- Provision of structural planting to provide a green network across the site;
- Provision of a Sustainable Urban Drainage System relating to development on the site;
- Provision of local transport infrastructure and road/junction improvements; and
- Contribution towards public transport within the site and to the wider area.

Full details are set out in the Local Plan Financial Framework.

Procedural Requirements

Masterplanning

The progression of the development of the site must be through a masterplanning exercise, agreed by Fife Council. It must be produced in line with the Fife Masterplans Handbook (or any Fife Council guidance that supersedes it). It is anticipated that one masterplan will be produced reflecting the nature of the site.

All masterplans will subject to Environmental Assessments. The scope of these will be agreed with Fife Council during the early stages of the masterplan process.

Submission of Planning Application

Planning applications must conform to the principles included in this framework and any relevant Fife Council guidance including the Fife Masterplans Handbook, the Fife Urban Design Guide and Fife Council’s Supplementary ‘Designing Streets’ Guidance. Planning applications should be fully supported by detailed design briefs and statements as set out above.
Figure 2: Kirkcaldy South West Development Concept
3. Planning issues beyond Local Plan period (Post 2021):

- Continuation of town centre regeneration through the provisions in the Kirkcaldy Town Centre and Waterfront Masterplan;
- Later phases of Kirkcaldy East and Kirkcaldy South-West Strategic Land Allocations; and
- Predicted traffic growth for Kirkcaldy will continue to bring increasing pressures on traffic flows and parking in the town centre. Consequently, Transportation Services are considering options for future Park and Choose sites near the A92 Corridor at Redhouse and Chapel interchanges.

Table 1: Kirkcaldy and Dysart Areas of Mixed Use

Existing areas of mixed use are identified on the Proposals Map:

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>KDY01</td>
<td>Coal Wynd</td>
<td>2.6</td>
<td>The co-location of compatible uses will be supported within this area.</td>
</tr>
</tbody>
</table>
| KDY02                   | Forth Avenue/Bennochy Road | 13.5     | The preferred uses for this site are:  
  - Higher Education; and  
  - Employment uses – Class 4, 5 & 6. |
| KDY03                   | Gallatown               | 6.4       | The co-location of compatible uses will be supported within this area.                                               |
| KDY04                   | Pathhead                | 2.3       | This area represents an opportunity to utilise brownfield and other development sites to promote new residential and employment investment in support of broader area regeneration. |
| KDY05                   | Victoria Road           | 4.3       | This area represents an opportunity to utilise brownfield and other development sites to promote new residential and employment investment in support of broader area regeneration. |
Table 2: Kirkcaldy and Dysart - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Use Class/type</th>
<th>Area (ha)</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>KDY06</td>
<td>8 Anderson Street</td>
<td>Housing</td>
<td>0.1</td>
<td>9</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KDY07</td>
<td>Bellfield Crescent</td>
<td>Housing</td>
<td>2.7</td>
<td>80</td>
<td>Private Sector/ Housing Association</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>KDY08</td>
<td>Fourways, Bridge Street</td>
<td>Housing</td>
<td>0.2</td>
<td>24</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KDY09</td>
<td>Capshard North</td>
<td>Housing</td>
<td>11.7</td>
<td>189</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>KDY10</td>
<td>Chapel 4a</td>
<td>Housing</td>
<td>13.5</td>
<td>224</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KDY11</td>
<td>Chapel Extension, John Smith Business Park</td>
<td>Housing</td>
<td>12.9</td>
<td>380</td>
<td>Private Sector</td>
<td>This site has outline planning permission. Any development proposals must reflect the development requirements document that has been prepared for this site. This includes the requirement for a 5m wide tree belt to be planted along the eastern boundary.</td>
</tr>
</tbody>
</table>

Any development proposals must reflect the development requirements document that has been prepared for this site. This includes the requirement for a 5m wide tree belt to be planted along the eastern boundary. The design of the housing development must follow the Urban Design principles set out in the Creating A Better Fife Urban Design Guide and the Fife Masterplans Handbook. In particular, the following principles must be adhered to:
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Connectivity - the development must be well connected to the immediate area and the rest of the town. This must include a road link into the adjacent business park;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Permeability - it must be easy to move through the development via a number of alternative routes both vehicular and pedestrian;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Legibility – it must be easy to identify your location within the development and to find your way around the development;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Private: public space – it must be easy to work out which spaces are public and which are privately owned;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Front: back – it must be clear which are the fronts and which are the backs of the houses. All houses must front onto and be accessed from the street to generate activity; this leads to safer environments;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Open space – All open space must be overlooked by the fronts of surrounding houses;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Residential roads - The design of roads within the development must comply with national &quot;Designing Streets&quot; policy; and</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Energy supply and demand – carbon based emissions should be minimised through improved energy efficiency and energy supply from low or zero carbon sources.</td>
</tr>
<tr>
<td>Lead agency</td>
<td>Estimated capacity (Housing)</td>
<td>Use Class/Type</td>
<td>Area (ha)</td>
<td>Location</td>
<td>Proposals Map Reference</td>
<td></td>
</tr>
<tr>
<td>------------------</td>
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<td>----------</td>
<td>------------------------</td>
<td></td>
</tr>
<tr>
<td>Private Sector</td>
<td>3.4</td>
<td>Housing</td>
<td>72</td>
<td>Former School Site, Chapel</td>
<td>KDY12</td>
<td></td>
</tr>
<tr>
<td>Housing Association</td>
<td>0.5</td>
<td>Housing</td>
<td>16</td>
<td>Land north of 70-92 Cheviot Road</td>
<td>KDY13</td>
<td></td>
</tr>
<tr>
<td>Private Sector</td>
<td>199</td>
<td>Housing</td>
<td>199</td>
<td>Dumfriker Maltings</td>
<td>KDY14</td>
<td></td>
</tr>
<tr>
<td>Private Sector</td>
<td>1.9</td>
<td>Housing</td>
<td>119</td>
<td>Ferrard Road</td>
<td>KDY15</td>
<td></td>
</tr>
<tr>
<td>Private Sector</td>
<td>1.0</td>
<td>Housing</td>
<td>10</td>
<td>Hendy Road</td>
<td>KDY16</td>
<td></td>
</tr>
<tr>
<td>Private Sector</td>
<td>2.0</td>
<td>Housing</td>
<td>26</td>
<td>267-261 High Street</td>
<td>KDY17</td>
<td></td>
</tr>
<tr>
<td>Private Sector</td>
<td>0.2</td>
<td>Housing</td>
<td>5</td>
<td>Katherine Street</td>
<td>KDY18</td>
<td></td>
</tr>
<tr>
<td>Private Sector</td>
<td>0.5</td>
<td>Housing</td>
<td>14</td>
<td>92 Nicol Street</td>
<td>KDY19</td>
<td></td>
</tr>
</tbody>
</table>

Additional waste water infrastructure may be required to accommodate this housing development.

The Fife Council Education Service has declared this site as surplus to their requirements.

Any future development proposals must include retail units at ground floor level along the High Street elevation.

This site has planning permission.

This site is identified as a Local Plan allocation.
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>KDY20</td>
<td>199 Nicol Street</td>
<td>0.1</td>
<td>Housing</td>
<td>6</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KDY21</td>
<td>Training School, Oriel Road</td>
<td>0.3</td>
<td>Housing</td>
<td>28</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KDY22</td>
<td>18 Pottery Street</td>
<td>0.2</td>
<td>Housing</td>
<td>6</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KDY23</td>
<td>45 Pottery Street</td>
<td>0.2</td>
<td>Housing</td>
<td>5</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KDY24</td>
<td>Seafield, phase 3</td>
<td>11.2</td>
<td>Housing</td>
<td>158</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>KDY25</td>
<td>161-169 St Clair Street</td>
<td>0.04</td>
<td>Housing</td>
<td>8</td>
<td>Private Sector</td>
<td>This site has planning permission and is under construction.</td>
</tr>
<tr>
<td>KDY26</td>
<td>Viewforth Terrace</td>
<td>0.6</td>
<td>Housing</td>
<td>25</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. A higher density residential development is appropriate on this site given its location along a public transport corridor.</td>
</tr>
<tr>
<td>KDY27</td>
<td>Wright Place</td>
<td>1.2</td>
<td>Housing</td>
<td>35</td>
<td>Housing Association</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KDY28</td>
<td>Former Forbo Nairn site</td>
<td>6.2</td>
<td>General Employment</td>
<td>-</td>
<td>Private Sector</td>
<td>A Flood Risk Assessment must be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>Reference</td>
<td>Lead agency</td>
<td>Estimated capacity (Housing)</td>
<td>Use Class/type</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Proposals Map Reference</td>
</tr>
<tr>
<td>-----------</td>
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<td>------------------------</td>
</tr>
<tr>
<td>KDY29</td>
<td>Private Sector</td>
<td>-</td>
<td>Business Park Class 4</td>
<td>John Smith Business Park, Chapel</td>
<td>15.9</td>
<td>KDY29</td>
</tr>
<tr>
<td>KDY30</td>
<td>Private Sector</td>
<td>-</td>
<td>General Employment</td>
<td>Mitchelston A</td>
<td>7.5</td>
<td>KDY30</td>
</tr>
<tr>
<td>KDY31</td>
<td>Private Sector</td>
<td>-</td>
<td>General Employment</td>
<td>Mitchelston B</td>
<td>0.8</td>
<td>KDY31</td>
</tr>
<tr>
<td>KDY32</td>
<td>Private Sector</td>
<td>-</td>
<td>General Employment</td>
<td>Mitchelston C</td>
<td>7.4</td>
<td>KDY32</td>
</tr>
<tr>
<td>KDY33</td>
<td>Private Sector</td>
<td>-</td>
<td>General Employment</td>
<td>Mitchelston D</td>
<td>12.9</td>
<td>KDY33</td>
</tr>
<tr>
<td>KDY34</td>
<td>Private Sector</td>
<td>-</td>
<td>General Employment</td>
<td>Mitchelston E</td>
<td>1.1</td>
<td>KDY34</td>
</tr>
<tr>
<td>KDY35</td>
<td>Private Sector</td>
<td>2,850</td>
<td>See Kirkcaldy East Strategic Land Allocation development framework</td>
<td>Kirkcaldy East Strategic Land Allocation</td>
<td>197</td>
<td>KDY35</td>
</tr>
</tbody>
</table>

- This site has outline planning permission. Any development on this site must comply with the conditions of the planning consent and the design must reflect the guidance set out in the John Smith Business Park Design Guide.
- This site is identified as a Local Plan allocation.
- This is a prominent site along a major approach road into Kirkcaldy. This site is suitable for a high quality building to form a gateway into Mitchelston Industrial Estate.
- See the Kirkcaldy East Strategic Land Allocation development framework for details of planning requirements (above).
- Fife Council will seek contributions from developers to address shortfalls in infrastructure provision and to mitigate any adverse environmental impact.
<table>
<thead>
<tr>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
<th>Lead agency</th>
<th>Estimated capacity (Housing)</th>
<th>Use Class/type</th>
<th>Area (ha)</th>
<th>Location</th>
<th>Proposals Map Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brought about by proposed development. The Financial Framework identifies the contributions required for development. A Flood Risk Assessment of the land around the Kingslaw Burn and a Transportation Assessment for the entire development site must be undertaken prior to development on this site. Detailed proposals, including applications for planning permission in principle, must demonstrate that the development would not adversely affect the integrity of the Firth of Forth SPA either alone or in combination with other plans or projects.</td>
<td>Private Sector</td>
<td>1,000</td>
<td>See development framework</td>
<td>101.9</td>
<td>Kirkcaldy South-West Strategic Land Allocation</td>
<td>KY36</td>
</tr>
<tr>
<td>Fife Council will seek contributions from developers to address shortfalls in infrastructure provision and to mitigate any adverse environmental impact brought about by proposed development. The Financial Framework identifies the contributions required for development. A Flood Risk Assessment must be undertaken prior to development on this site.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Invertiel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use Class/type</td>
<td>Area of Mixed Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area (ha)</td>
<td>11.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>KDY37</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lead agency</td>
<td>Private Sector</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated capacity (Housing)</td>
<td>-</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information**

Detailed proposals, including applications for planning permission in principle, must demonstrate that the development would not adversely affect the integrity of the Firth of Forth SPA either alone or in combination with other plans or projects.

This site is identified as a Local Plan allocation. Fife Council will work with landowners, other public agencies, the private sector and the community to promote the co-ordinated redevelopment of Invertiel. This area represents an opportunity to utilise brownfield and other development sites to create a mixed use scheme that will regenerate Invertiel. The Invertiel area forms a key gateway into Kirkcaldy and occupies a prominent location at the southern end of the Esplanade. This site will also serve as an important entrance to Fife from Edinburgh through the introduction of a hovercraft service. Given this prominence any proposed development must be of high quality and demonstrate compliance with key placemaking principles. A Strategic Development Framework will be produced by Fife Council to provide appropriate guidance for development within this area. Preferred uses within this area: Hovercraft terminal and associated commuter parking (see proposal KDY63), Residential use.
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
</table>
|                        |          |           |                |                            |             | • Commercial uses including convenience or comparison retail in accordance with the sequential approach, and hotels, restaurants or other catering facilities;  
|                        |          |           |                |                            |             | • Class 4 office accommodation; and  
|                        |          |           |                |                            |             | • Leisure, tourism and visitor facilities.  
|                        |          |           |                |                            |             | As well as the land uses identified above, any development proposals will be expected to include the following:  
|                        |          |           |                |                            |             | • Environmental improvements to the Invertiel Burn corridor including townscape and biodiversity improvements; and  
|                        |          |           |                |                            |             | • Enhancements to the Fife Coastal Path.  
|                        |          |           |                |                            |             | In addition, the car park to the south of this site has the potential to provide visitor facilities serving Seafield Beach and provide a gateway function to the Fife Coastal Path. Redevelopment of the wider area must not prejudice this aspiration.  
|                        |          |           |                |                            |             | The hatched areas are extensions to the existing designated AMU.  
|                        |          |           |                |                            |             | Any retail development within this area must be justified in terms of the sequential approach set out in the Scottish Planning Policy, and Fife Council's retail capacity study.  
|                        |          |           |                |                            |             | A Flood Risk Assessment must be undertaken prior to development on this site.  

Adopted Mid Fife Local Plan 2 Settlement & Landward Plans
As a precautionary measure all works on/along the sea wall and high tide line must be restricted to avoid the winter period (September – March). Detailed proposals, including applications for planning permission in principle, must not propose development within the intertidal area. In addition, proposals must demonstrate that the development would not adversely affect the integrity of the Firth of Forth SPA, either alone or in combination with other plans or projects.

### Settlement & Landward Plans

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Estimated capacity (Housing)</th>
<th>Use Class/type</th>
<th>Area (ha)</th>
<th>Location</th>
<th>Proposals Map Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Sector</td>
<td>-</td>
<td>Area of Mixed Use</td>
<td>2.4</td>
<td>John Smith Business Park</td>
<td>KDY38</td>
</tr>
<tr>
<td>Private Sector</td>
<td>-</td>
<td>Area of Mixed Use</td>
<td>19.7</td>
<td>Mitchelston South</td>
<td>KDY39</td>
</tr>
<tr>
<td>Fife Council/ Further Education Providers/ Private Sector</td>
<td>-</td>
<td>Area of Mixed Use</td>
<td>5.1</td>
<td>Nairn Street</td>
<td>KDY40</td>
</tr>
</tbody>
</table>

This site is identified as a Local Plan allocation. The preferred uses for the site are: Hotel and conference facilities; and Business Park Class 4.

The co-location of compatible uses will be supported within this area. In the area west of Carberry Road uses will be restricted to car sales and Class 4 uses.

The hatched areas are extensions to the existing designated AMU.

This means this land has the potential to be redeveloped. The preferred uses for this site are: Education; Hotel and conference facilities; and Business Park Class 4.
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
</table>
| KDY41                  | Den Road      | 2.5       | Brownfield     | 63                        | Private Sector | - General employment:  
- Civic/justice facility; and  
- Care home.  

The redevelopment of the listed linoleum works is a priority for this site and must be addressed through any proposal submitted for any part of the site.

No residential development will be supported unless it is proven to the satisfaction of the planning authority that no residential amenity issues will be created.

This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses for this site are:

- Residential; and/or  
- General Employment.

Any residential capacity is dependent on the mix of end uses.

If the site is developed for industrial uses, access to the site must be taken via Den Road. If the site is developed for residential then access cannot be taken from Den Road and traffic should be routed towards Dunnikier Road Via Thornhill Drive.
<table>
<thead>
<tr>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Proposals Map Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Former car sales garage, Millie Street</td>
<td>0.6</td>
<td>Brownfield</td>
<td>15</td>
<td>Private Sector</td>
<td>KDY42</td>
</tr>
<tr>
<td>Junction Road</td>
<td>1.0</td>
<td>Brownfield</td>
<td>50</td>
<td>Private Sector</td>
<td>KDY43</td>
</tr>
</tbody>
</table>

A Flood Risk Assessment must be undertaken prior to development on this site. As there is a culvert north of the site, the flood risk assessment should demonstrate that should the culvert screen become blocked the flood route does not impact on the development site.

This site is identified as a development opportunity. This means the land has the potential to be redeveloped. The preferred use for this site are:

- Residential and/or
- General employment

This is a prominent site along a principal transport corridor through Kirkcaldy. The design of any development on this site must be of high quality and follow the urban design principles set out in Creating A Better Fife: Fife Urban Design Guide and the Fife Masterplans Handbook.

Any residential capacity is dependent on the mix of end uses.

This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses for this site are:

- Residential and/or
- General Employment.
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td>This is a prominent site along key transport corridors through Kirkcaldy. The design of any development on this site must be of high quality and follow the urban design principles set out in <em>Creating A Better Fife: Fife Urban Design Guide</em> and the <em>Fife Masterplans Handbook</em>.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>A higher density residential development is appropriate on this site given its location close to the centre of Kirkcaldy and the density of surrounding new residential developments.</td>
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<td>Any residential capacity is dependent on the mix of end uses.</td>
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<td>Access to site must be taken from Junction Road.</td>
</tr>
</tbody>
</table>
| KDY44                   | Millie Street | 1.1        | Brownfield     | 28                           | Private Sector | This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses for this site are:  
  - Residential; and/or  
  - General Employment. |
|                         |          |           |                |                              |             | This is a prominent site along key transport corridors through Kirkcaldy. The design of any development on this site must be of high quality and follow the urban design principles set out in *Creating A Better Fife: Fife Urban Design Guide* and the *Fife Masterplans Handbook*. |
Any residential capacity is dependent on the mix of end uses. Access onto St. Clair Street must be via an upgraded junction.

This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses for this site are:
- Residential
- General Employment

The estimated capacity for this site reflects the potential for the refurbishment of the category C listed building for flatted development.

Any residential capacity is dependent on the mix of end uses.

This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses for this site are:
- Residential
- General Employment

This is a prominent site along key transport corridors through Kirkcaldy. The design of any development on this site must be of high quality and follow the urban design principles set out in Creating A Better Fife: Fife Urban Design Guide and the Fife Masterplans Handbook.

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposals Map Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Road/Lawson Road</td>
<td>KDY45</td>
</tr>
<tr>
<td>Smeaton Road</td>
<td>KDY46</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Use Class/Type</th>
<th>Estimated capacity (Housing)</th>
<th>Area (ha)</th>
<th>Lead agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential; and/or General Employment</td>
<td>20 Brownfield</td>
<td>0.4</td>
<td>Private Sector</td>
</tr>
<tr>
<td>Residential; and/or General Employment</td>
<td>70 Brownfield</td>
<td>1.4</td>
<td>Private Sector</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
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</tbody>
</table>
| KDY47                   | Victoria Road, Former Power Station | 0.8       | Brownfield     | 40                         | Private Sector | A higher density residential development is appropriate on this site given its location and the density of surrounding new residential developments.  
Any residential capacity is dependent on the mix of end uses.  
Access to site must be taken from Smeaton Road.  
If this site is developed for residential use a buffer zone must be established between the housing and the adjacent employment sites. This buffer must be a minimum of 15m wide and take the form of a landscaped bund.  
A Flood Risk Assessment must be undertaken prior to development on this site. As there is a culvert north of the site, the flood risk assessment should demonstrate that should the culvert screen become blocked the flood route does not impact on the development site.  
This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses for this site are:  
- Residential; and/or  
- Employment; and/or  
- Commercial uses including convenience or comparison retail in accordance with the sequential approach. |
<table>
<thead>
<tr>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Victoria Road</td>
<td>0.9</td>
<td>Brownfield</td>
<td>45</td>
<td>Private Sector</td>
<td>Any retail development of this site must be justified in terms of the sequential approach set out in the Scottish Planning Policy, and Fife Council’s retail capacity study. This is a prominent site along key transport corridors through Kirkcaldy. The design of any development on this site must be of a high quality and follow the urban design principles set out in Creating A Better Fife: Fife Urban Design Guide and the Fife Masterplans Handbook. The redevelopment of the Category B listed power station building and enhancing its urban setting are priorities for this site. The rehabilitation of the existing listed Victoria Power Station building should be incorporated into any development proposals for the site, unless this is shown by the results of a structural survey of the building not to be economically viable. A higher density residential development is appropriate on this site given its location close to the centre of Kirkcaldy and the density of surrounding new residential developments. Any residential capacity is dependent on the mix of end uses. This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses for this site are:</td>
</tr>
</tbody>
</table>

Reference: KDY48
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>0.6</td>
<td>Town Centre opportunity site</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Town Centre opportunity site. This means this land has the potential to be redeveloped. The preferred use for this site is retail. Detailed guidance on urban design principles to be applied to this site is available in the <em>Kirkcaldy Town and Waterfront Masterplan</em>.</td>
</tr>
<tr>
<td>KDY49</td>
<td>Below Mercat North</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>This is a prominent site along key transport corridors through Kirkcaldy. The design of any development on this site must be of a high quality and follow the urban design principles set out in <em>Creating A Better Fife: Fife Urban Design Guide</em> and the <em>Fife Masterplans Handbook</em>. A higher density residential development is appropriate on this site given its location close to the centre of Kirkcaldy. Any residential capacity is dependent on the mix of end uses. Access to site must be taken from Victoria Road. A Traffic Assessment is required due to the proximity of the site to a major traffic corridor and the nearby signalised junction.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
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<td>Any car parking spaces that are lost through redevelopment of this site must be replaced within Kirkcaldy town centre.</td>
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<td>A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>KDY50</td>
<td>Charlotte Street</td>
<td>0.7</td>
<td>Town Centre opportunity site</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Town Centre opportunity site. This means this land has the potential to be redeveloped. The preferred uses for this site are:</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>• Residential;</td>
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<td>• Leisure;</td>
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<td></td>
<td>• Retail; and</td>
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<td></td>
<td></td>
<td>• Parking facilities.</td>
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<td></td>
<td>Vertical mixed uses are encouraged. Any residential capacity is dependent on the mix of end uses.</td>
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<td></td>
<td>Detailed guidance on urban design principles to be applied to this site is available in the Kirkcaldy Town and Waterfront Masterplan.</td>
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<td>Any car parking spaces that are lost through redevelopment of this site must be replaced within Kirkcaldy Town Centre.</td>
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<td>A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
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</tbody>
</table>
| KDY51                   | Redburn Wynd | 0.3       | Town Centre opportunity site        | 11                         | Private Sector | This site is identified as a Town Centre opportunity site. This means this land has the potential to be redeveloped. The preferred uses for this site are:  
  * Residential:  
  * Commercial: and  
  * Leisure uses.  
  Higher density residential development is appropriate on this site given its location in Kirkcaldy Town Centre.  
  Detailed guidance on urban design principles to be applied to this site is available in the *Kirkcaldy Town and Waterfront Masterplan*.  
  The retention of the Category “B” listed building is encouraged, together with the tenements fronting High Street. The possibility of reopening the cinema should be investigated and if this is not possible, other leisure uses should be considered in the development of this site.  
  A Flood Risk Assessment must be undertaken prior to development on this site. |
<p>| KDY52                   | The Postings | 1.1       | Town Centre opportunity site        | -                          | Private Sector | This site is identified as a Town Centre opportunity site. This means this land has the potential to be redeveloped. The preferred uses for this site are: |</p>
<table>
<thead>
<tr>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
<th>Lead agency</th>
<th>Estimated capacity (Housing)</th>
<th>Use Class/type</th>
<th>Area (ha)</th>
<th>Location</th>
<th>Proposals Map Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Retail - redevelopment of the site with enlarged convenience retail provision; Opportunity for residential use above retail. Vertical mixed uses are encouraged. Any residential capacity is dependent on the mix of end uses. Detailed guidance on urban design principles to be applied to this site is available in the Kirkcaldy Town and Waterfront Masterplan. Any car parking spaces that are lost through redevelopment of this site must be replaced within Kirkcaldy Town Centre. This site is identified as a Town Centre opportunity site. This means this land has the potential to be redeveloped. The preferred uses for this site are: Private Sector-Town Centre opportunity site 1.6 Thistle Street</td>
<td>Thistle Street</td>
<td>1.6</td>
<td>Town Centre opportunity site</td>
<td>KDY53</td>
<td>KDY53</td>
<td></td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<td>Any car parking spaces that are lost through redevelopment of this site must be replaced within Kirkcaldy town centre.</td>
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<td></td>
<td>A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
</tbody>
</table>
| KDY54                   | Tolbooth Street | 0.6      | Town Centre opportunity site | -                  | Private Sector | This site is identified as a Town Centre opportunity site. This means this land has the potential to be redeveloped. The preferred uses for this site are:  
  - Leisure; and  
  - Retail  
In October 2008 committee approved a replacement swimming pool to be developed on this site.  
Vertical mixed uses on this site are encouraged.  
Development will need to ensure that links through to the High street are maintained.  
Detailed guidance on urban design principles to be applied to this site is available in the *Kirkcaldy Town and Waterfront Masterplan*.  
Any car parking spaces that are lost through redevelopment of this site must be replaced within Kirkcaldy town centre.  
A Flood Risk Assessment must be undertaken prior to development on this site. |
### Settlement & Landward Plans

<table>
<thead>
<tr>
<th>Proposal Ref</th>
<th>Area (ha)</th>
<th>Location</th>
<th>Use Class/Type</th>
<th>Lead agency</th>
<th>Estimated capacity (Housing)</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>KDY55</td>
<td>-</td>
<td>Chapel area</td>
<td>Recreational Facilities</td>
<td>Fife Council</td>
<td>-</td>
<td>Land will be reserved for recreational/open space facilities at Chapel, Kirkcaldy</td>
</tr>
<tr>
<td>KDY56</td>
<td>1.8</td>
<td>Chapel Area - North of Chapel Retail Park</td>
<td>Leisure/Community Facilities</td>
<td>Private Sector</td>
<td>-</td>
<td>This site is identified as a Local Plan allocation for community facilities in Chapel. Proposals include: Small budget hotel, Family bar/restaurant, Private children’s nursery, Private leisure facility (e.g. gym or other uses), Place of worship with associated community hall, and Local convenience shop (not exceeding 3 - 5,000 sq. ft).</td>
</tr>
<tr>
<td>KDY57</td>
<td>1.5</td>
<td>Kirkcaldy Ice Rink</td>
<td>Leisure/Community Facility</td>
<td>Private Sector</td>
<td>-</td>
<td>This site is identified as a Local Plan allocation and will be safeguarded for leisure use.</td>
</tr>
<tr>
<td>KDY58</td>
<td>-</td>
<td>Playing Fields, Randolph Road and Windmill Road</td>
<td>Leisure/Community Facilities</td>
<td>Fife Council</td>
<td>-</td>
<td>These sites are identified as a Local Plan allocation for leisure and/or community facilities. They are to be safeguarded for the longer term as locations for Fife Council-Leisure/Community Facilities-Playing Fields, Randolph Road and Windmill Road. These sites are identified as a Local Plan allocation for leisure and/or community facilities. They are to be safeguarded for the longer term as locations for Fife Council-Leisure/Community Facilities-Playing Fields, Randolph Road and Windmill Road.</td>
</tr>
</tbody>
</table>

1. If one of these sites is developed leading to a loss of playing fields, adequate replacement provision must be made in line with the requirements of the Scottish Planning Policy.
<table>
<thead>
<tr>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Proposals Reference</th>
<th>Proposals Map Reference</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosslyn Gardens, Kirkcaldy</td>
<td>1.6</td>
<td>Leisure/Community Facility</td>
<td>-</td>
<td>NHS Fife</td>
<td>KDY59</td>
<td>Rosslyn Gardens, Kirkcaldy</td>
<td>This land is safeguarded for future health facilities to serve the Kirkcaldy East Strategic Land Allocation and surrounding communities.</td>
</tr>
<tr>
<td>West Kirkcaldy</td>
<td>-</td>
<td>New Cemetery</td>
<td>-</td>
<td>Fife Council</td>
<td>KDY60</td>
<td>West Kirkcaldy</td>
<td>A site search will be undertaken within the Local Plan period to identify and reserve land for a new cemetery on the western side of Kirkcaldy.</td>
</tr>
<tr>
<td>Chapel Level</td>
<td>-</td>
<td>Infrastructure Upgrade</td>
<td>-</td>
<td>Fife Council</td>
<td>KDY61</td>
<td>Chapel Level</td>
<td>Improvements will be implemented to the Chapel Level road corridor in Kirkcaldy in conjunction with new housing developments to the north of the road and the expansion of Victoria Hospital. These include extension of the dual carriageway to Hendry Road, safe crossing facilities for pedestrians and cyclists to encourage local people to walk or cycle for short trips, or to gain access to bus stops. These improvements will occur within the Plan period with funding contributions from residential and retail developments.</td>
</tr>
<tr>
<td>Kirkcaldy East Strategic Land Allocation</td>
<td>-</td>
<td>Redhouse roundabout to Standing Stane Link Road</td>
<td>-</td>
<td>Fife Council</td>
<td>KDY62</td>
<td>Kirkcaldy East Strategic Land Allocation</td>
<td>Fife Council will safeguard land for the two potential routes of the Standing Stane Link Road and prejudicial developments will be resisted. The route of Standing Stane Link Road passes through the Kingslaw site and will require to be provided as part of the development of the site due to the traffic implications the development will exert on the A915 and the surrounding road network.</td>
</tr>
<tr>
<td>Inverteil</td>
<td>1.2</td>
<td>Other Transportation Proposal</td>
<td>-</td>
<td>Private Sector</td>
<td>KDY63</td>
<td>Inverteil</td>
<td>A proposal for a hovercraft link between Kirkcaldy and Edinburgh has been identified and the Fife end of the operation is likely to be based at the Stagecoach premises in Inverteil. This proposal</td>
</tr>
<tr>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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</tbody>
</table>
| has been identified as a specific allocation within the overall masterplan area (see proposal KDY37) to allow the emerging masterplan to take cognisance of any planning application for the hovercraft facility. In addition to this allocation, a ramp will require to be provided to the east of the site to allow access to (and from) the Firth of Forth. Kirkcaldy waterfront has the potential to be a major asset within Kirkcaldy. The Kirkcaldy Town and Waterfront Masterplan proposes a series of environmental improvements along Kirkcaldy Esplanade, including improvements to the sea wall. The proposed refurbishment of the sea wall should provide a level of improvement that will reduce potential inundation of the site by sea water to the minimum level that can reasonably be achieved.

Kirkcaldy waterfront has the potential to be a major asset within Kirkcaldy. The Kirkcaldy Town and Waterfront Masterplan proposes a series of environmental improvements along Kirkcaldy Esplanade, including improvements to the sea wall. The proposed refurbishment of the sea wall should provide a level of improvement that will reduce potential inundation of the site by sea water to the minimum level that can reasonably be achieved. The refurbishment of the sea wall will be undertaken within the Plan period.

As a precautionary measure all works on/along the sea wall and any access taken over the foreshore (September – March). Detailed proposals, including applications for planning permission in principle, must not propose development within the immediate area. In addition, proposals must demonstrate that the development would not adversely affect the integrity of the Firth of Forth SPA either alone or in combination with other plans and projects.

<table>
<thead>
<tr>
<th>Lead agency</th>
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<tbody>
<tr>
<td>Fife Council</td>
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<tr>
<th>Estimated capacity (Housing)</th>
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<tr>
<th>Use Class/type</th>
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<tr>
<td>Other Transportation Proposal</td>
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<th>Area (ha)</th>
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<table>
<thead>
<tr>
<th>Location</th>
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<tbody>
<tr>
<td>Kirkcaldy Esplanade</td>
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</table>

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>KDY64</td>
</tr>
<tr>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<tr>
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</tr>
<tr>
<td>The Redhouse and Gallatown roundabouts will be upgraded. An additional roundabout is to be constructed along the A921 between these junctions to provide enhanced access into Michelin Industrial Estate and new development at Kirkcaldy East development framework. Developers will be required to contribute to funding of the upgrade via a levy payment set out in the Financial Framework.</td>
</tr>
<tr>
<td>The Central Fife Retail Park will be remodelled and expanded to include the provision of a DIY store. This site has planning permission for an expansion of the retail park. Bus penetration must be provided through the retail park to link to the Robert Adam roundabout.</td>
</tr>
<tr>
<td>This site has the potential for additional non-food retail development after 2016, if capacity exists to support this without harming Kirkcaldy Town Centre. Development will require to make a financial contribution to the dualling of the spine road between the Robert Adam roundabout and Chapel Level.</td>
</tr>
</tbody>
</table>

<table>
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<tr>
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<th>Area (ha)</th>
<th>Location</th>
<th>Proposals Map Reference</th>
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</thead>
<tbody>
<tr>
<td>Fife Council</td>
<td>-</td>
<td>Infrastructure Upgrade</td>
<td>-</td>
<td>Redhouse, Mitchelston and Gallatown Roundabouts</td>
<td>KDY65</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>Retail Park Expansion</td>
<td>3.5</td>
<td>Central Fife Retail Park North</td>
<td>KDY66</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>Retail Park Expansion</td>
<td>2.4</td>
<td>Central Fife Retail Park South</td>
<td>KDY67</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>Regeneration and Townscape Heritage Initiatives</td>
<td>-</td>
<td>Dysart Conservation Area</td>
<td>KDY68</td>
</tr>
</tbody>
</table>

*Adopted Mid Fife Local Plan*
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<th>Use Class/Type</th>
<th>Notes:</th>
</tr>
</thead>
<tbody>
<tr>
<td>KDY69</td>
<td>Fife Council</td>
<td>-</td>
<td>-</td>
<td>Main Road/rail approaches into Kirkcaldy</td>
<td>Environmental and development improvements</td>
<td>A development framework will be produced for the Walled Garden at Ravenscraig Park within the period of the Local Plan. The development framework may include proposals for allotments, small-scale businesses (related to on-site activities); and education facilities focused on health, well-being and recreation.</td>
</tr>
<tr>
<td>KDY70</td>
<td>Public Sector/Private Sector</td>
<td>-</td>
<td>2.9</td>
<td>Ravenscraig Park</td>
<td>Other Proposal</td>
<td>Notes: KDY60 - This proposal is not identified on the Proposals Map due to the large area of search. Once a specific site is identified, this will be reflected within future versions of the Local Plan.</td>
</tr>
</tbody>
</table>
KDY69 - This proposal is not identified on the Proposals Map due to the number of routes being assessed. Any specific proposals identified within the study will be reflected within future versions of the Local Plan.

See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Leven, Buckhaven, Methil, Methilhill, Kennoway, Windygates, Baintown & Bonnybank

Leven, Buckhaven, Methil & Methilhill Settlement Plan

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population: 24,942**
2. **The Planning issues to be addressed in this Local Plan are:**
   - Halting and reversing the population decline by promoting further sites for house building;
   - Supporting existing businesses, this includes ensuring that new development does not negatively impact on the operation of existing businesses. Helping to create future growth by identifying good quality employment land to meet the current shortage and assist economic regeneration;
   - Developing vacant and/or derelict sites throughout the area but especially along the coast where there are many significant regeneration opportunities;
   - Supporting the development of Energy Park Fife on the former Kvaerner Yard at Methil;
   - Creating a new local centre for Buckhaven and Methil within the Levenmouth Strategic Land Allocation providing a focus for retail and commercial development, community and healthcare uses and public transport;
   - Supporting regeneration initiatives;
   - Supporting transportation improvements to make Levenmouth a more easily accessible location that will attract new investment. This will include the Standing Stane Link Road and the potential reopening of the Levenmouth Rail Link and a new rail station in Leven;
   - Development of an enhanced road network to serve Levenmouth, increasing accessibility to Lower Methil, the waterfront area and Energy Park Fife. The ‘Levenmouth Link’ project consists of the provision of new roads, upgrading some existing stretches of road, and safeguarding a route to enhance accessibility to Energy Park Fife. The indicative lines of the new roads are identified on the proposals map:
     - Percival Road, Muiredge to Sea Road, Methil – an indicative line for this road is shown on the proposals map; the final route of the road will be established through the masterplanning process for Levenmouth Strategic Land Allocation;
     - South Street, Methil to Riverside, Leven; and
     - Leven Vale via Kirkland Sidings to Banbeath, Leven.

Three existing stretches of road will require to be upgraded:

- Percival Road, Cameron Farm – Muiredge;
- Sea Road and Swan Brae, Methil; and
- Riverside and Leven Vale, Leven.
In addition, a route from Swan Brae to South Street, Methil as shown on the proposals map, is safeguarded as the proposed access to Energy Park Fife.

It is proposed that these works be part-funded through planning obligations related to the realisation of development values generated by associated and significant sites that are identified for development in the Local Plan.

- Further investigation of Levenmouth’s tourism potential. This includes supporting measures that will enhance the area’s appeal as a visitor destination and encourage accommodation and other facilities for visitor activity such as cultural heritage, golf, walking and cycling particularly relating to the Fife Coastal Path. Tourism development opportunities include:
  - Environmental improvements and facility upgrades at Leven Promenade, along the Fife Coastal Path, within the Leven Valley corridor and at Silverburn Park;
  - Redevelopment of Methil Power Station. This is considered to be a key site within Levenmouth and has potential to be developed for a quality hotel, tourism or leisure use; and
  - A potential heritage steam engine attraction run by the Kingdom of Fife Railway Preservation Society from their base at Kirkland Marshalling Yard in Leven.

- A development plan is being prepared for Silverburn Park. This will examine the possibility of limited development within the park to cross subsidise future improvements and new facilities in the park; and

- Fife Council Bereavement Services will investigate sites for a new cemetery in Leven.

Levenmouth is a key area for development with a Strategic Land Allocation identified for the area.
Levenmouth Development Framework

This development framework applies to proposal LVA01.

Development Proposal

The approved Fife Structure Plan 2006 – 26 identifies Levenmouth as a location for a Strategic Land Allocation. This site will be developed in a phased manner over and beyond the Local Plan period. The vision is to assist the regeneration of Levenmouth by the introduction of 1,650 new houses into the area and at the same time developing a new road from the Fife Energy Park to the A915 serving Mid-Fife and beyond.

Key Considerations

The Development Concept for the Strategic Land Allocation will be based upon the following key considerations:

- Assessment of landscape capacity through consideration of landform and landscape features;
- Retain main features including burn corridors, ridge lines, tree belts, hedgerows, woodlands, boundary walls, transport corridors, and existing built heritage to determine the location and form of the development;
- Planning of the site will take consideration of ground conditions;
- Development should not extend west beyond the B930 (Percival Road); and
- Connectivity to public transport networks.

The Area of Search identified in Figure 1 includes some existing housing, employment and brownfield sites which are in addition to the approved Fife Structure Plan allocation of 1,650 houses.

Note: More detailed analysis will determine the exact location of residential and open space provision as the masterplan progresses.

Key Land Uses

Levenmouth Strategic Land Allocation will contain the following key land uses:

- Phased development of 1,650 houses;
- 15ha of business land;
- A new road link (at developer expense) between the A915 and the Fife Energy Park;
- Community Facilities;
- Park and play area provision;
- Structural landscaping;
- Retail provision; and
- A primary school.

Phasing

Indicative phasing for the Levenmouth Strategic Land Allocation (Housing Land Audit 2010)

<table>
<thead>
<tr>
<th>Phasing timescale</th>
<th>2006-2011</th>
<th>2011-2016</th>
<th>2016-2021</th>
<th>2021-2026</th>
<th>Post 2026</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No of Units</td>
<td>0</td>
<td>45</td>
<td>200</td>
<td>250</td>
<td>1,155</td>
<td>1,650</td>
</tr>
</tbody>
</table>

Although the development at Levenmouth will be implemented over a long period it is important that key infrastructure is implemented early in the process for use by the new residents of the area and to provide facilities for the wider community.
Mechanisms for providing infrastructure and community facilities must be agreed prior to the commencement of development and triggers will be agreed as to the points at which various infrastructures must be provided.

The precise phasing of the various aspects of the development, including how the new road link to the Fife Energy Park is delivered, must be agreed as part of the masterplan for the development.

**Key Design Requirements**

A key objective of Fife Council in the development of Levenmouth as a Strategic Land Allocation is to ensure that exemplar design principles are met. These principles and best practice guidelines are set out in a number of documents including the *Fife Masterplans Handbook*, the *Fife Urban Design Guide*, Fife Council’s *Transportation Development Guidelines*, Supplementary ‘Designing Streets’ Guidance, PAN 83 ‘Masterplanning’ and Local Plan policies. Development proposals should also be supported by the use of design briefs, statements and design codes.

The Levenmouth Strategic Land Allocation will cater for a range of housing needs and provide a wide choice in tenure, house types and size of property to create mixed communities and offer choice. This should include flexible housing/care for the elderly. Any future provision should reflect best practice. 5% of the units in Levenmouth will be affordable housing (low cost home ownership and rented accommodation) which must be provided on site and assimilated within private development. The Fife Structure Plan requires an overall average density of 25 units per hectare. Residential areas will vary in density and it is anticipated that higher density will be located around neighbourhood centres (potentially above retail and commercial ground floor uses), public transport nodes and at key gateways.

As a guide, average densities per gross developable area should be taken as:

- **High/Medium Density** – 30 - 45 units per hectare; and
- **Lower Density** – 20 - 30 units per hectare.

Development must be arranged to allow direct and frequent connections throughout the area, to areas of interest, neighbourhood centres and public transport. Existing routes, principal points of interest, views and landscape features will influence the urban form. In particular key ridges must be protected from development. Public spaces must be well integrated within a wider movement network to ensure active use. Structural landscaping should be used to define the urban form and reinforce local identity.

Neighbourhood centres and other key hubs should incorporate a range of uses to promote vibrant places and support public transport.

Streets must be designed to meet the aspirations of *Designing Streets* and Fife Council’s Supplementary ‘Designing Streets’ Guidance. Residential streets must be designed to provide a higher priority to pedestrians and cyclists and function as well-designed places in their own right.

New housing should include strong building lines and active frontages along pedestrian and vehicle routes. Prominent buildings and natural features should be utilised to act as focal points and gateways, arterial routes and strategic views should be protected, enhanced and created. Points of arrival must be designed to recognise their importance in relaying the overall character of a place. These areas must protect existing characteristics (such as key views) and use the new urban form to reinforce local identity.

The style and detail of development (layout, materials and urban form) must respect local architecture and take account of local character. Key elevations and gables should incorporate architectural elements to emphasise their importance.

Public art should be integrated into the development where appropriate with its detail and location being agreed as part of the masterplanning process. Art should reflect the local history, landscape or natural heritage of the area and the design of the new development.
Greenspace, Landscape Conservation and Management

A network of green spaces must be provided that complement existing landscape features and provide linkages between areas of open space and the wider landscape. Connectivity of green space including the provision of quality path networks and habitats are key to meeting the objective of sustainable places.

Different scales of greenspace will be provided across the development site from sub regional greenspace facilities to areas of incidental tree planting and open space that provides the setting for development on the site. This follows national standards for greenspace. The masterplanning process will clearly identify new structural planting and demonstrate its relationship to the existing landscape character.

Sustainable Urban Drainage Systems (SUDS) shall form part of a public space hierarchy. In particular SUDS facilities shall be designed so as to allow their full integration into both the landscape structure and the community into which it will be located. In this regard SUDS facilities should avoid the use of fencing/railings that isolate them from the community – rather they should be open and accessible allowing activity at its fringes and providing a valuable resource for promoting biodiversity.

Energy Conservation and Renewable Energy

In order to achieve the objectives of creating low and zero carbon communities new housing development should incorporate energy efficient features and on site zero and low carbon equipment. Areas for renewable energy provision and low/zero carbon technologies should be included within the site. This will include small scale renewables/micro generation and the identification of sites for local energy generation. Land for local energy generation will be identified through the masterplanning process. These should be in central locations. The layout and urban form must respond to the local microclimate, topography and landscape in order to create an inherently energy efficient development.

Transport and Infrastructure Requirements

A transportation assessment must be undertaken prior to development of the masterplan to consider the impact of the new development on the transport network. This should be produced in consultation with Transport Scotland.

Road Infrastructure

Prior to development beginning on site there must be agreement on the financial structure through which transport network improvements will be delivered. These transport network improvements will include the link road between the A915 and the Fife Energy Park, local network improvements and contributions to other strategic transport network improvements based on the methodology set out in the financial framework.

Public Transport Facilities

A key requirement in the development of Levenmouth is the identification of new and enhanced public transport services. These services should be of a high enough frequency to offer a viable alternative to the private car and connect to key destinations. New or enhanced services should be delivered as soon as the development is occupied. Access for buses into the new development must be incorporated into masterplanning proposals.

Development of the Levenmouth Strategic Land Allocation, with the introduction of 1,650 new houses, will strengthen the campaign to re-introduce a rail link between Leven and the East Coast Main Line.
Pedestrian/Cycling Facilities

Positive measures to encourage walking and cycling to, from and within the development areas will be required. These will include the provision of safe, attractive and convenient path networks that create links to facilities, bus stops, car parks, public spaces and the main access points to the surrounding areas. Particular emphasis should be placed on ensuring that new developments are permeable for pedestrians within the development and from the existing urban areas. Regard should be had to Fife Council’s emerging Core Path Plan.

Community Facilities

Neighbourhood Centres

A key aspect of the development in Levenmouth should be the creation of distinct neighbourhood centres that will serve as a focal point for the new community. These centres are located to reflect 400m walking catchments ensuring that most residents within the new development will be within easy walking/cycling distance of a neighbourhood centre. The centres will also be easily accessible by public transport and from adjacent communities. This accessibility will help to support a variety of services within the centres. Good linkages will also be provided to existing local services in the surrounding areas.

The centres will accommodate a range of retail, commercial, community and healthcare uses including a limited number of small shop units serving the neighbourhood whilst protecting the function of Leven Town Centre. Use classes 1, 2, 3, 4 and complementary sui generis uses will be encouraged. Each neighbourhood centre should be designed to have subtly different characters from each other through the choice of street furniture, surfacing details and planting.

It is important that the new centres do not adversely impact on the existing town centre at Leven or the existing local centres at Methil, Methilhill and Buckhaven.

Although the focus of community facilities will be in neighbourhood centres there will be a requirement for facilities to be located in the wider development framework area. The precise location of these facilities will be determined through more detailed masterplanning which should include provision for the following facilities:

- A primary school (exact phasing and implementation will be agreed with Fife Council Education Service);
- Healthcare facilities;
- Sport and leisure facilities (including pub/restaurants);
- Small areas of public open space including children’s play areas;
- Local green corridors linking strategic green infrastructure internally and to the wider area; and
- Recycling points at a ratio of 1 per 500 houses.

Opportunities for facilities such as pubs and restaurants should be considered particularly facing onto public spaces and as conversions of the existing farm buildings on the site.

If any playing fields are lost through development adequate replacement provision must be provided in line with the requirements in Scottish Planning Policy.

Business Development

The approved Fife Structure Plan identifies a requirement of 15 hectares of business and employment land in Levenmouth. This land shall be identified through the masterplan process. This land is in addition to existing employment land supply such as the former Diosynth site at Muiredge. Existing businesses operating within the Strategic Land Allocation require to be relocated or accommodated as part of the masterplan process.
Developer Contributions

Development within Levenmouth Strategic Land Allocation will be required to contribute towards a number of infrastructure projects on which the development will directly impact and to mitigate any adverse environmental impact brought about by the development. Contributions will be determined by the scale of this impact bearing in mind that developers are likely to encounter difficult ground conditions within the site which may be costly to remediate.

Infrastructure and facilities that developers will be expected to provide or contribute towards include:

- Contribution to an upgrade of Buckhaven High School;
- Provision of a new primary school;
- Provision of a link road between the A915 and the Fife Energy Park;
- Contribution to other strategic transport network improvements;
- Provision of local transport infrastructure and road/junction improvements;
- Provision of community facilities within the site (as set out above);
- Provision of pedestrian and cycle links both within the site and linking to existing external networks;
- Provision of structural planting to provide a green network across the site;
- Provision of a sustainable urban drainage system relating to development on the site; and
- Contributions towards public transport within the site and to the wider area.

Full details are set out in the Local Plan Financial Framework.

Procedural Requirements:

Masterplanning

The progression of the development of the site must be through a masterplanning exercise, agreed by Fife Council. It must be produced in line with the Fife Masterplans Handbook (or any Fife Council guidance that supersedes it). It is anticipated that one masterplan will be produced reflecting the nature of the site.

All masterplans will subject to Environmental Assessments. The scope of these will be agreed with Fife Council during the early stages of the masterplan process.

Submission of Planning Application

Planning applications must conform to the principles included in this framework and any relevant Fife Council guidance including the Fife Masterplans Handbook, the Fife Urban Design Guide and Fife Supplementary ‘Designing Streets’ Guidance. Planning applications should be fully supported by detailed design briefs and statements as set out above.
Levenmouth Strategic Land Allocation Area of Search
3. Planning issues beyond Local Plan period (Post 2021):

- Later phases of the Levenmouth Strategic Land Allocation as will be identified by the masterplan.

Table 1: Levenmouth - Areas of Mixed Use

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEV01</td>
<td>Mountfleurie/ Kirkland Sidings</td>
<td>5.5</td>
<td>This area is suitable for a range of employment generating uses, such as light industrial, office, service uses, and small-scale retailing, providing for local needs. Care and limited residential provision may also be appropriate. Developments which promote greater traffic usage of Montgomery Drive will not be permitted. Developments which are prejudicial to the proposed access road through the area will not be permitted. A Flood Risk Assessment must be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>BKN01</td>
<td>Muiredge</td>
<td>4.2</td>
<td>This area presents an opportunity to use brownfield and other development sites to promote new residential and employment investment in support of broader area regeneration.</td>
</tr>
<tr>
<td>MET01</td>
<td>Kirkland</td>
<td>2.7</td>
<td>This area presents an opportunity to use brownfield and other development sites to promote new residential or employment investment in support of broader area regeneration.</td>
</tr>
<tr>
<td>MET02</td>
<td>Methil No 3 Dock</td>
<td>7.9</td>
<td>A mix of non-retail, employment-generating uses will be promoted for the undeveloped part of this site, including industrial, office, leisure and other service uses. A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>MET03</td>
<td>Steelworks Brae</td>
<td>1.0</td>
<td>This designation reflects the current mix of uses including residential and car repair uses. Further compatible uses, which don’t have a detrimental effect on residential amenity, will be promoted to support broader area regeneration.</td>
</tr>
</tbody>
</table>
Table 2: Leven - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEV02</td>
<td>Leven Vale South</td>
<td>3.1</td>
<td>Housing</td>
<td>75</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>LEV03</td>
<td>Leven Vale West</td>
<td>11.0</td>
<td>Housing</td>
<td>200</td>
<td>Private sector</td>
<td>This site has planning permission and is under construction.</td>
</tr>
<tr>
<td>LEV04</td>
<td>North Street/Brewery Wynd</td>
<td>0.3</td>
<td>Housing</td>
<td>8</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation. Access must be gained via a new mini roundabout junction at Brewery Wynd/Nairn Street.</td>
</tr>
<tr>
<td>LEV05</td>
<td>Mountfleurie</td>
<td>1.2</td>
<td>Business, light industrial</td>
<td>-</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>LEV06</td>
<td>Riverside Road</td>
<td>1.8</td>
<td>General Employment</td>
<td>-</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation. This site should not be developed in isolation but considered together with the wider Durie Foundry and industrial sites in the vicinity, with access from an upgraded Leven Vale road. A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>LEV07</td>
<td>Kirkland Sidings</td>
<td>9.2</td>
<td>Area of Mixed Use</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. This means this land has the potential to be redeveloped. The preferred uses for this site are:</td>
</tr>
</tbody>
</table>

Adopted Mid Fife Local Plan
2 Settlement & Landward Plans
### Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information

- Railway heritage and ancillary purposes; and General Employment. Developments which are prejudicial to the proposed access road through the area will not be permitted.
- A Flood Risk Assessment must be undertaken prior to development on this site. Following appropriate consultation a development plan will be produced for Silverburn Park within the period of the Local Plan. This will examine the possibility of limited development within the park to cross subsidise future improvements and new facilities in the park.
- Any proposed residential development adjacent to the railway must be set back from the railway line.

### Lead agency
- Fife Council

### Estimated capacity (Housing)
- -

### Use Class/type
- Development Plan
- Rail halt safeguarding
- Rail line safeguarding

### Area (ha)
- -

<table>
<thead>
<tr>
<th>Location</th>
<th>Proposals Map Reference</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silverburn Park</td>
<td>LEV08</td>
<td>Fife Council</td>
</tr>
<tr>
<td>Bawbee Bridge</td>
<td>LEV09</td>
<td>Fife Council</td>
</tr>
<tr>
<td>Thornton to Leven rail line</td>
<td>LEV10</td>
<td>Fife Council</td>
</tr>
</tbody>
</table>

- A Flood Risk Assessment must be undertaken prior to development on this site.
- Land at the Bawbee Bridge, Leven, will be safeguarded for the provision of a rail halt and station facilities associated with the possible long-term re-introduction of passenger rail services to Levenmouth.
- A Flood Risk Assessment requires to be undertaken prior to development on this site.
- The Thornton to Levenmouth spur is in private ownership and should be safeguarded for future rail use. The rail line must also be safeguarded against prejudicial development on adjacent land. Any proposed residential development adjacent to the railway must be set back from the railway line.
### Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
</tbody>
</table>

**Note:**
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.

**Leven seafront**
### Table 3: Buckhaven - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>BKN02</td>
<td>Denbeath Parish Church</td>
<td>0.2</td>
<td>Housing</td>
<td>12</td>
<td>Private sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>BKN03</td>
<td>Shore Street/East High Street</td>
<td>0.2</td>
<td>Housing</td>
<td>8</td>
<td>Housing Association</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>BKN04</td>
<td>Land north of 39 East High Street</td>
<td>0.3</td>
<td>Housing</td>
<td>11</td>
<td>Housing Association</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>BKN05</td>
<td>Factory Road</td>
<td>0.2</td>
<td>Brownfield</td>
<td>5</td>
<td>Private sector</td>
<td>This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred use is residential. Public access along the Coastal Path to the west of the site must be maintained at all times both during and after development.</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>MET04</td>
<td>Land south of Durie Street</td>
<td>0.4</td>
<td>Housing</td>
<td>12</td>
<td>Housing Association</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>MET05</td>
<td>Methilhill House</td>
<td>0.4</td>
<td>Housing</td>
<td>9</td>
<td>Private sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>MET06</td>
<td>Sea Road/Chemiss Road</td>
<td>1.0</td>
<td>Housing</td>
<td>24</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation. Access to this site must be taken from Sea Road at a location to be agreed with Fife Council.</td>
</tr>
<tr>
<td>MET07</td>
<td>Aberhill</td>
<td>7.0</td>
<td>Area of Mixed Use</td>
<td>-</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation. This area presents an opportunity to use brownfield and other development sites to promote new residential and employment investment in support of broader area regeneration. A masterplan should be developed for this area to drive and coordinate investment. The hatched areas are extensions to the existing designated AMU.</td>
</tr>
<tr>
<td>MET08</td>
<td>Glencast Foundry</td>
<td>5.6</td>
<td>Brownfield</td>
<td>&lt;100</td>
<td>Private sector</td>
<td>This site is identified as a development opportunity. This means this land has the potential to be redeveloped. Due to existing road and junction capacity issues any residential development on this site which is accessed off Methil Brae must not exceed 100 units. Alternatively, it may be able to upgrade Methil</td>
</tr>
<tr>
<td>Location</td>
<td>Use Class/type</td>
<td>Area (ha)</td>
<td>Lead agency</td>
<td>Estimated capacity (Housing)</td>
<td>Reference</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>----------------</td>
<td>----------</td>
<td>-------------</td>
<td>-----------------------------</td>
<td>-----------</td>
<td></td>
</tr>
<tr>
<td>Rear Bayview Park, Kirkland Road</td>
<td>Brownfield</td>
<td>1.8</td>
<td>-</td>
<td>-</td>
<td>MET09</td>
<td></td>
</tr>
</tbody>
</table>

Brae from Methilhaven Road to the proposed development site and Kirkland Walk from Methilhaven Road to Methil Brae to residential core road standards as set out in Fife Council’s Transportation Development Guidelines. This would allow a reassessment of housing provision based on Methil Brae north of Kirkland Walk being considered as a housing road. In accordance with the advice given in the Transportation Development Guidelines, a maximum of 200 residential units would then be permissible off this stretch of Methil Brae. Allowing for the existing properties in this area, a maximum of approximately 190 new units would be acceptable.

The design of any development on this site must be of high quality and follow the urban design principles set out in Creating A Better Fife: Fife Urban Design Guide and the Fife Masterplans Handbook. Any development on this site must provide a formal landscaped walkway along the River Leven frontage that links the areas of protected open space to the west and east of this site.

A Flood Risk Assessment requires to be undertaken prior to development on this site. This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses within this site are:
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>MET10</td>
<td>Land to the east of Aberhill Primary School</td>
<td>0.3</td>
<td>Brownfield</td>
<td>4</td>
<td>Private sector</td>
<td>This site is identified as a development opportunity. This means this land has the potential to be redeveloped. Due to access constraints, development of this site for residential use would be limited to 4 units.</td>
</tr>
</tbody>
</table>
| MET11                   | Methil Power Station             | 4.4       | Brownfield     | -                           | Private sector | This site is identified as a development opportunity. This means this land has the potential to be redeveloped. Given the prominence of this site within the Levenmouth area any proposed development must be of high quality. A design framework will be produced by Fife Council to provide detailed design guidance for development within this area. The preferred uses within this area are:  
  • Leisure; and  
  • Tourism  
  A Flood Risk Assessment must be undertaken prior to development on this site.  
  The existing interconnector must be retained and safeguarded for renewable energy uses on site where consistent with the primary uses of leisure and tourism. |
## Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information

All access must be taken via existing site accesses and not over the foreshore. All works must be restricted to avoid the winter period (September – March).

Detailed proposals including applications for planning permission in principle, must not propose development within the intertidal area; and Proposals must demonstrate that the development would not adversely affect the integrity of the Firth of Forth SPA either alone or in combination with other plans or projects.

This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses on this site are:
- Hotel;
- Leisure; and
- Tourism

A Flood Risk Assessment requires to be undertaken prior to development on this site.

A new recycling centre or extension to the existing recycling facility is proposed along Methil Brae.

This site is identified as a Local Plan allocation.

---

<table>
<thead>
<tr>
<th>Proposal Reference</th>
<th>Lead agency</th>
<th>Use Class/Type</th>
<th>Area (ha)</th>
<th>Location</th>
<th>Estimated capacity (Housing)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MET12</td>
<td>Private sector</td>
<td>Brownfield</td>
<td>2.9</td>
<td>Riverside</td>
<td>-</td>
</tr>
<tr>
<td>MET13</td>
<td>Fife Council</td>
<td>Recycling centre</td>
<td>-</td>
<td>Methil Brae</td>
<td>-</td>
</tr>
<tr>
<td>MET14</td>
<td>Scottish Enterprise</td>
<td>Renewable energy assembly</td>
<td>-</td>
<td>Energy Park Fife</td>
<td>-</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
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<tr>
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<tr>
<td></td>
<td></td>
<td></td>
<td>fabrication and research and development</td>
<td></td>
<td>Energy Park Fife, Methil is a project of national importance and is highlighted within the Scottish Government’s National Planning Framework 2 and Renewable Action Plan. This facility will create renewable energy assembly, fabrication, and research and development facilities. In addition, the potential exists to demonstrate renewable energy generation on site where appropriate.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The Leven Link Road project (LVA03) proposes road enhancements to make Lower Methil, the waterfront area and Energy Park Fife more accessible.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>A Flood Risk Assessment requires to be undertaken prior to development on this site;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Access must be taken via existing site accesses and not over the foreshore;</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>All works adjacent to the sea wall must be restricted to avoid the winter period (September – March);</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Detailed proposals including applications for planning permission in principle, must not propose development within the intertidal area; and</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Proposals must demonstrate that the development would not adversely affect the integrity of the Firth of Forth SPA either alone or in combination with other plans or projects.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
</tr>
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<td>-------------------------</td>
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<td>-----------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>MET15</td>
<td>Methil Docks</td>
<td>18.2</td>
<td>Port Facility</td>
<td>-</td>
<td>Private sector</td>
</tr>
<tr>
<td>MET16</td>
<td>Lower Methil/ Wellesley Road</td>
<td>-</td>
<td>Regeneration Strategy</td>
<td>-</td>
<td>Fife Council</td>
</tr>
</tbody>
</table>

Note: See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
2 Settlement & Landward Plans
### Table 5: Levenmouth Area - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>LVA01</td>
<td>Sea Road, Muireedge, Percival Road, Cameron</td>
<td>Area of search 107.0</td>
<td>Levenmouth Strategic Land Allocation – Area of Search</td>
<td>1,650</td>
<td>This site is identified as a Local Plan allocation. The area of search includes some existing housing, employment and brownfield sites which are in addition to the Fife Structure Plan allocation. The Strategic Land Allocation extends beyond the Local Plan period. Development requirements are outlined in the Levenmouth Development Framework text above.</td>
</tr>
<tr>
<td>LVA02</td>
<td>Land at Cupar Road, Leven</td>
<td>5.4</td>
<td>Levenmouth Strategic Land Allocation – Cupar Road</td>
<td>100</td>
<td>This site is identified within the Levenmouth Strategic Land Allocation. The proposed density reflects its location and the need to establish a landscape framework including a robust boundary to the north and east. Any other specific development requirements/contributions are to be defined through the action programme.</td>
</tr>
<tr>
<td>LVA03</td>
<td>Levenmouth Link Road</td>
<td>-</td>
<td>Other Transportation Proposal</td>
<td>-</td>
<td>An augmented road network for Levenmouth is identified on the Proposals Map, linking economic regeneration areas and sites. It shall be developed in a phased manner during the period of the Local Plan, and its route will be safeguarded from prejudicial development. The line of the road through the Levenmouth Strategic Land Allocation is indicative only - the final route will be determined through the masterplanning process. The</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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</tr>
<tr>
<td>LVA04</td>
<td>Levenmouth area</td>
<td>-</td>
<td>Housing Renewal</td>
<td>-</td>
<td>Levenmouth Housing Project Team, with the support of the Fife Housing Partnership, will continue with the regeneration of poor housing stock within Levenmouth through improvements to existing stock and the demolition and redevelopment of under-utilised dwellings.</td>
</tr>
</tbody>
</table>

Notes:

LVA04 – This proposal is not identified on the Proposals Map due to the large geographical area that the proposal covers.

See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Kennoway & Windygates Settlement Plan

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population**: 6,529
2. **The Planning issues to be addressed in this Local Plan are**:
   - Manage new development to maintain the individual identity of Kennoway and Windygates and prevent further coalescence between them and surrounding settlements; and
   - Support proposals for expanding the existing Diageo operations at Cameron Bridge. Proposals include a new freight rail halt and a combined heat and power plant.

### Table 1: Kennoway - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEN01</td>
<td>Langside Crescent</td>
<td>0.3</td>
<td>Housing</td>
<td>5</td>
<td>Private sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KEN02</td>
<td>Hallfields Farm 5a</td>
<td>3.5</td>
<td>Housing</td>
<td>66</td>
<td>Private sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>KEN03</td>
<td>Old Station Road</td>
<td>1.2</td>
<td>Housing</td>
<td>30</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>KEN04</td>
<td>East of Sandy Brae Industrial Estate</td>
<td>3.5</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>KEN05</td>
<td>Kennoway School</td>
<td>2.4</td>
<td>Brownfield</td>
<td>-</td>
<td>Private sector</td>
<td>This site is identified as a development opportunity. This means the land has the potential to be redeveloped. The preferred use for this site is residential.</td>
</tr>
</tbody>
</table>
Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.

Kennoway
### Table 2: Windy gates - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>WDY01</td>
<td>Balcurvie Meadows</td>
<td>2.9</td>
<td>Housing</td>
<td>55</td>
<td>Private sector</td>
<td>This site has planning permission and is under construction.</td>
</tr>
<tr>
<td>WDY02</td>
<td>Johnstone Terrace</td>
<td>0.7</td>
<td>Housing</td>
<td>24</td>
<td>Housing Association</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>WDY03</td>
<td>Land at the Temple</td>
<td>3.4</td>
<td>Housing</td>
<td>50-75*</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lower density development is required in the northern portion of the site.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>A new landscaped boundary should be established to the north and west of the site.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Two points of access are required one from Cameron Crescent and the other from an upgraded link through Durie Place. A range is given for the capacity of this site; the amount of development that the site can accommodate will depend on the detailed layout, design considerations and access arrangements to the site.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Any other specific developer requirements/contributions will be defined through the Action Programme.</td>
</tr>
<tr>
<td>WDY04</td>
<td>Cameron Bridge A</td>
<td>5.7</td>
<td>Employment</td>
<td>-</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation for employment use to allow expansion of the existing Diageo operations.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
</tr>
<tr>
<td>-------------------------</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
<tr>
<td>WDY05</td>
<td>Cameron Bridge B</td>
<td>5.8</td>
<td>Employment</td>
<td>-</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation for employment use to allow expansion of the existing Diageo operations.</td>
</tr>
<tr>
<td>WDY06</td>
<td>Cameron Bridge C</td>
<td>2.8</td>
<td>Rail freight Facilities</td>
<td>-</td>
<td>Private sector</td>
<td>This site is identified as a Local Plan allocation. Land at Cameron Bridge, Windygates, will be safeguarded for the provision of rail freight facilities associated with the operation of the adjacent and nearby Diageo plants. A Flood Risk Assessment requires to be undertaken prior to development on this site.</td>
</tr>
</tbody>
</table>

Note:  
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Baintown & Bonnybank Settlement Plan

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1) Population: 126

2) The Planning issues to be addressed in this Local Plan are:

- Manage new development to maintain the individual identity of Bonnybank and Baintown and prevent further coalescence between them and surrounding settlements.

Table 1: Bonnybank - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>BON01</td>
<td>Sunningdale Law View Gardens</td>
<td>0.4</td>
<td>Housing</td>
<td>7</td>
<td>Private sector</td>
<td>This site has planning permission.</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Lochgelly

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. **Population:** 5,993
2. **The Planning issues to be addressed in this Local Plan are:**
   - Expansion of Lochgelly. Public consultation in spring 2006 showed that there is overwhelming support from the community in Lochgelly for proposals to expand the town; there has also been considerable interest from landowners and developers in the proposals. The areas being considered as development sites are identified on the Proposals Map;
   - Regenerating the former mining community of Lochgelly by promoting areas of new development to attract new investment and jobs;
   - Quality and role of town centre;
   - Pipeline safeguarding; and
   - Lochgelly is identified as a location for a Strategic Land Allocation for 1,400 houses and 25 hectares of employment and business land in the Approved Fife Structure Plan. The Structure Plan also identifies that additional units may be allocated to Lochgelly Strategic Land Allocation from the additional strategic supply proposed through Proposal PH3. An additional 350 units have been allocated to Lochgelly Strategic Land Allocation. The Local Plan therefore needs to identify land for 1,750 houses and 25 hectares of employment land in the period up to and beyond 2026. Further expansion will follow post 2026. Development will be linked to the public transport network and will drive the regeneration of the town through improving the town centre, creating employment opportunities, and enhancing the town’s identity. There is also the potential for an upgrade to the railway station and new park and ride facilities.
Lochgelly Development Framework

Development Proposal

The approved Fife Structure Plan 2006 – 2026 identifies Lochgelly as a location for a Strategic Land Allocation. A number of sites around the town will be developed in a phased manner over and beyond the Local Plan period. The vision for Lochgelly is to develop a compact urban town, with new development in sustainable, well connected locations with a viable and vibrant town centre. This vision for Lochgelly has been supported by the selection of Lochgelly Strategic Land Allocation as an exemplar project as part of the Scottish Government’s Scottish Sustainable Communities Initiative.

Key Considerations

The Development Concept (Figure 1) for the Strategic Land Allocation is based upon the following key considerations:

- Assessment of landscape capacity through consideration of landform and landscape features;
- Main features retained and determine locations of development – burn corridors, ridge lines, tree belts, hedgerows, woodlands, boundary walls, transport corridors, and existing built heritage should be identified and incorporated within the form of development;
- Reinforce, support and regenerate the town centre;
- Development within walking distance of the town centre;
- Connectivity to public transport networks;
- Optimise (and enhance) available community infrastructure;
- Create public spaces as a focus for neighbourhoods;
- Creation of a strong landscape framework; and
- The Health and Safety Executives’ Planning Advice for Development near Hazardous Installations (PADHI) Guidance on development within consultation zones around major hazardous sites and pipelines.

Note: Figure 1. The Lochgelly Development Concept Plan provides an indication of broad areas of development. More detailed analysis will determine the exact location of residential and open space provisions as the masterplan progresses.

Key Components

The expansion of Lochgelly will contain the following main components;

- Phased development of 1,750 houses including a minimum of 5% affordable units;
- 25ha of business land;
- Community facilities and regeneration;
- New education facilities and contribution to Lochgelly High School;
- Town centre improvements;
- Improvements to facilities and parking at Lochgelly Rail Station;
- New recycling point provision at a ratio of 1 per 500 houses;
- Public art;
- Park, play and sports provision; and
- Structural landscaping.
Phasing

Indicative Phasing for the Lochgelly Strategic Land Allocation (Housing Land Audit 2010)

<table>
<thead>
<tr>
<th>Phasing Timescale</th>
<th>2006-2011</th>
<th>2011-2016</th>
<th>2016-2021</th>
<th>2021-2026</th>
<th>Post 2026</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No of units</td>
<td>0</td>
<td>75</td>
<td>225</td>
<td>350</td>
<td>1100</td>
<td>1750</td>
</tr>
</tbody>
</table>

A number of town centre improvements will need to be implemented at the early stages of Phase 1. Specific projects will be identified through a Town Centre Improvement Plan. The Town Centre Improvement Plan will link town centre improvement projects directly to phases of new housing development in Lochgelly. This approach will ensure that improvements to Lochgelly town centre are delivered early on in the development of the Strategic Land Allocation.

The main requirements for the two main phases of the project are as follows:

The detailed phasing and implementation of individual elements of the development will be agreed through the masterplan(s) to include:

- Town centre Improvements as identified in the Town Centre Improvement Plan;
- Areas of strategic open space identified in the concept diagram;
- All strategic planting identified in the concept diagram;
- 1,750 housing units (to include 5% affordable housing provision);
- Community facilities;
- Sustainable Urban Drainage Scheme (SUDS);
- Improvements at Lochgelly Rail Station;
- Financial contribution to improvements at Lochgelly High School;
- New recycling points;
- 25 Ha Business/employment land;
- Primary care health centre; and
- Primary school.

Key Design Requirements

A key objective of Fife Council in the development of Lochgelly as a Strategic Land Allocation is to ensure that exemplar design principles are met. These principles and best practice guidelines are set out in a number of documents including the Fife Masterplans Handbook, the Fife Urban Design Guide, Fife Council’s Transportation Development Guidelines, Supplementary ‘Designing Streets’ Guidance, PAN 83 ‘Masterplanning’ and Local Plan policies. Development proposals should also be supported by the use of design briefs, statements and design codes.

The Lochgelly Strategic Land Allocation will cater for a range of housing needs and provide a wide choice in tenure, house types and size of property to create mixed communities and offer choice. This should include flexible housing/care for the elderly. Any future provision should reflect best practice. 5% of the units in Lochgelly will be affordable housing (low cost home ownership and rented accommodation) which must be provided on site and assimilated within private development. The approved Fife Structure Plan requires an overall average density of 25 units per hectare, however it does allow for higher densities to be applied where appropriate. It is considered that an overall average density of 28 units per hectare is appropriate in Lochgelly. This will help to achieve the vision for Lochgelly Strategic Land Allocation as a compact and sustainable urban extension and reflects existing housing densities in Lochgelly, the good public transport links throughout the town, and the proximity of the new development areas to Lochgelly town centre. Higher housing densities will be located around neighbourhood centres (potentially above retail and commercial ground floor uses), public transport nodes and at key gateways.

As a guide, to be developed through the masterplanning process, average densities per gross developable area should be taken as:

- High/Medium Density – 30 - 45 units per hectare; and
- Lower Density - 20-30 units per hectare.
Development must be arranged to allow direct and frequent connections throughout the area, to areas of interest, neighbourhood centres and public transport. Existing routes, principal points of interest, views and landscape features will influence the urban form. In particular key ridges must be protected from development. Public spaces must be well integrated within a wider movement network to ensure active use. Neighbourhood centres and other key hubs should incorporate a range of uses to promote vibrant places and support public transport.

Streets must be designed to meet the aspirations of Designing Streets and Fife Council’s Supplementary ‘Designing Streets’ Guidance. Residential streets must be designed to provide a higher priority to pedestrians and cyclists and function as well-designed places in their own right.

New housing should include strong building lines and active frontages along pedestrian and vehicle routes. Prominent buildings and natural features should be utilised to act as focal points and gateways, arterial routes and strategic views should be protected, enhanced and created. Points of arrival must be designed to recognise their importance in relaying the overall character of a place. These areas must protect existing characteristics (such as key views) and use the new urban form to reinforce local identity.

The style and detail of development (layout, materials and urban form) must respect local architecture and take account of local character. Key elevations and gables should incorporate architectural elements to emphasise their importance.

Public art should be integrated into the development where appropriate with its detail and location being agreed as part of the masterplanning process. Art should reflect the local history, landscape or natural heritage of the area and the design of the new development.

Greenspace, Landscape Conservation and Management

A network of green spaces must be provided that complement existing landscape features and provide linkages between areas of open space and the wider landscape. Connectivity of green space including the provision of quality path networks and habitats are key to meeting the objective of sustainable places.

Different scales of greenspace will be provided across the development site from sub regional greenspace facilities to areas of incidental tree planting and open space that provides the setting for development on the site. This follows national standards for greenspace. The masterplanning process will clearly identify new structural planting and demonstrate its relationship to the existing landscape character.

Sustainable Urban Drainage Systems (SUDS) shall form part of a public space hierarchy. In particular SUDS facilities shall be designed so as to allow their full integration into both the landscape structure and the community into which it will be located. In this regard SUDS facilities should avoid the use of fencing/railings that isolate them from the community – rather they should be open and accessible allowing activity at its fringes and providing a valuable resource for promoting biodiversity.

Energy Conservation and Renewable Energy

In order to achieve the objectives of creating low and zero carbon communities new housing development should incorporate energy efficient features and on site zero and low carbon equipment. Areas for renewable energy provision and low/zero carbon technologies should be included within the site. This will include small scale renewables/micro generation and the identification of sites for local energy generation. Land for local energy generation will be identified through the masterplanning process. These should be in central locations. The layout and urban form must respond to the local microclimate, topography and landscape in order to create an inherently energy efficient development.
Transport and Infrastructure Requirements

A transportation assessment must be undertaken prior to development of the masterplan to consider the impact of the new development on the transport network. This should be produced in consultation with Transport Scotland.

Road Infrastructure

Prior to development beginning on site there must be agreement on the financial structure through which transport network improvements will be delivered. These transport network improvements will include local network improvements and contributions to other strategic transport network improvements based on the methodology set out in the financial framework.

Public Transport Facilities

A key requirement in the development of Lochgelly is the identification of new and enhanced public transport services. These services should be of a high enough frequency to offer a viable alternative to the private car and connect to key destinations. New or enhanced services should be delivered as soon as the development is occupied. Access for buses into the new development must be incorporated into masterplanning proposals.

Pedestrian/Cycling Facilities

Positive measures to encourage walking and cycling to, from and within the development areas will be required. These will include the provision of safe, attractive and convenient path networks that create links to facilities, the rail station, bus stops, car parks, public spaces and the main access points to Lochgelly. Particular emphasis should be placed on ensuring that new developments are permeable for pedestrians within the development and from the existing urban areas. Regard should be had to Fife Council’s emerging Core Path Plan.

Community Facilities and Town Centre Improvements

There will be a requirement for community facilities to be provided in the wider development framework area. The precise location of these facilities will be determined through more detailed masterplanning which should include provision for the following facilities:

- Education facilities;
- Healthcare facilities;
- Sport and leisure facilities;
- Town centre improvements as identified in the Regeneration Framework document;
- Small areas of public open space including children’s play areas;
- Local green corridors linking strategic green infrastructure internally and to the wider area; and
- Recycling points at a ratio of 1 per 500 units.

If any playing fields are lost through development adequate replacement provision must be provided in line with the requirements in SPP.

Business Development

The approved Fife Structure Plan identifies a requirement of 25 hectares of business and employment land in the Lochgelly Strategic Land Allocation. Land to the east of Lochgelly is identified on the concept plan for employment use. This land is an ideal site for business development as it is close to the A92 and provides the opportunity to capture strategic traffic into Lochgelly.
Fife Council will carry out a review of the employment land allocation for the Lochgelly Strategic Land Allocation during the Local Plan period.

**Developer Contributions**

Development within Lochgelly Strategic Land Allocation will be required to contribute towards a number of infrastructure projects on which the development will directly impact and to mitigate any adverse environmental impact brought about by the development. Contributions will be determined by the scale of this impact bearing in mind that developers are likely to encounter difficult ground conditions within the site which may be costly to remediate.

Infrastructure and facilities that developers will be expected to provide or contribute towards include:

- Contribution to an upgrade of Lochgelly High School;
- Contribution towards town centre regeneration projects;
- Contribution to strategic transport network improvements;
- Provision of local transport infrastructure and road/junction improvements;
- Provision of new education facilities;
- Provision of community facilities within the site (as set out above);
- Provision of pedestrian and cycle links both within the site and linking to existing external networks;
- Provision of structural planting to provide a green network across the site;
- Provision of a sustainable urban drainage system relating to development on the site; and
- Contributions towards public transport within the site and to the wider area.

Full details are set out in the Local Plan Financial Framework.

**Procedural Requirements:**

**Masterplanning**

The progression of the development of the site must be through a masterplanning exercise, agreed by Fife Council. Masterplans must be produced in line with the Fife Masterplans Handbook (or any Fife Council guidance that supersedes it).

All masterplans will subject to Environmental Assessments. The scope of these will be agreed with Fife Council during the early stages of the masterplan process.

**Submission of Planning Application**

Planning applications must conform to the principles included in this framework and any relevant Fife Council guidance including the Fife Masterplans Handbook, the Fife Urban Design Guide and Supplementary ‘Designing Streets’ Guidance. Planning applications should be fully supported by detailed design briefs and statements as set out above.
Lochgelly Development Concept

2 Settlement & Landward Plans
3. Planning Issues Beyond Local Plan Period (post 2021):
   - Later phases of Lochgelly Strategic Land Allocation

Table 1: Lochgelly - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>LGY01</td>
<td>Cook Square</td>
<td>0.3</td>
<td>Housing</td>
<td>14</td>
<td>Fife Council</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>LGY02</td>
<td>Hugh Place</td>
<td>1.2</td>
<td>Housing</td>
<td>25</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>LGY03</td>
<td>New Farm Fields</td>
<td>7.7</td>
<td>Housing</td>
<td>120</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction. A contribution towards education provision is to be agreed through this planning permission.</td>
</tr>
<tr>
<td>LGY04</td>
<td>South Street</td>
<td>0.5</td>
<td>Housing</td>
<td>25</td>
<td>Housing Association</td>
<td>This site is located at a key entrance to Lochgelly Strategic Land Allocation and must be designed to aid integration between the existing settlement and the new development in the Strategic Land Allocation. The design of any proposed development must be of a high quality and follow the urban design principles set out in Creating a Better Fife: Fife Urban Design Guide and the Fife Masterplans Handbook.</td>
</tr>
<tr>
<td>LGY05</td>
<td>The Avenue</td>
<td>6.6</td>
<td>Housing</td>
<td>90</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>LGY06</td>
<td>West Cartmore</td>
<td>3.7</td>
<td>Housing</td>
<td>60</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>LGY07</td>
<td>Cartmore Industrial Estate Extension</td>
<td>3.6</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation. While a detailed flood risk assessment may not be required, further consideration of topography and/or site layout should be undertaken in the design of the Cartmore Industrial Estate extension on the advice of the Scottish Environment Protection Agency.</td>
</tr>
<tr>
<td>LGY08</td>
<td>Lochgelly Industrial Park</td>
<td>2</td>
<td>General Employment</td>
<td>-</td>
<td>Fife Council</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>LGY09</td>
<td>Lochgelly</td>
<td>112.8</td>
<td>See development framework</td>
<td>1,750</td>
<td>Private sector</td>
<td>This site is identified as a Strategic Land Allocation (SLA). See the Lochgelly SLA development framework for details of planning requirements (above). Fife Council will seek contributions from developers to address shortfalls in infrastructure provision and to mitigate any adverse environmental impact brought about by proposed development. The Financial Framework identifies the contributions required for development.</td>
</tr>
</tbody>
</table>
| LGY10                   | Cartmore Road                     | 0.9       | Brownfield                          | -                           | Private Sector | This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses within this site are:  
  - Education; and  
  - Community uses. |
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Location</th>
<th>Lead agency</th>
<th>Estimated capacity (Housing)</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework) and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>LGY11</td>
<td>0.1</td>
<td>Brownfield</td>
<td>Old Filling Station, Lumphinnans Road</td>
<td>Private Sector</td>
<td>-</td>
<td>This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred use within this site is residential.</td>
</tr>
<tr>
<td>LGY12</td>
<td>1.1</td>
<td>Other Proposal – Commercial/Residential</td>
<td>Former Fab-Tek site</td>
<td>Private Sector</td>
<td>-</td>
<td>This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred use within this site are: commercial, and residential.</td>
</tr>
<tr>
<td>LGY13</td>
<td>0.8</td>
<td>Other Proposal – Commercial/Residential</td>
<td>Adjacent Library, Main Street</td>
<td>Private Sector</td>
<td>-</td>
<td>This area is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses within this area are: retail, and residential.</td>
</tr>
<tr>
<td>LGY14</td>
<td>0.8</td>
<td>Leisure, Community Facilities</td>
<td>Muir Park</td>
<td>Fife Council</td>
<td>-</td>
<td>This site is identified as a Local Plan allocation. The preferred uses within this site are: retail; and residential.</td>
</tr>
<tr>
<td>LGY15</td>
<td>-</td>
<td>Leisure, Community Facilities</td>
<td>Various sites in Lochgelly</td>
<td>Fife</td>
<td>-</td>
<td>These sites are identified as potential locations for a new primary school or other education provision as part of the development of the Lochgelly Strategic Land Allocation. These sites should be safeguarded for educational use until further assessment by Fife Council’s Education Service has been undertaken and preferred site(s) identified.</td>
</tr>
</tbody>
</table>

Fife Council in partnership with the community and developers will seek to replace the blaes running track in Muir Park, Lochgelly with a grass football pitch.
Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.

Lochgelly
Milton of Balgonie

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. Population: 355

Table 1: Milton of Balgonie Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOB01</td>
<td>2-12 Main Street</td>
<td>0.5</td>
<td>Housing</td>
<td>13</td>
<td>Housing Association</td>
<td>This site has planning permission.</td>
</tr>
</tbody>
</table>

Note:
See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
Star of Markinch

There are no Local Plan proposals for this settlement.
Thornton

1. Population: 1,961
2. The Planning issues to be addressed in this Local Plan are:
   - Managing new development to maintain the individual identity of Thornton and prevent further coalescence between Thornton and surrounding settlements.

Table 1: Thornton - Areas of Mixed Use

Existing areas of mixed use are identified on the Proposals Map:

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>THO01</td>
<td>Ore Bridge</td>
<td>2.4</td>
<td>The co-location of compatible uses will be supported within this area. This site has a high risk of flooding, and therefore a flood risk assessment must be undertaken prior to any development which may be proposed for the site.</td>
</tr>
</tbody>
</table>
### Table 2: Thornton - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>THO02</td>
<td>Auction Mart</td>
<td>1.6</td>
<td>Housing</td>
<td>26</td>
<td>Private Sector</td>
<td>This site has planning permission and is currently under construction.</td>
</tr>
<tr>
<td>THO03</td>
<td>Burnbank Terrace</td>
<td>0.3</td>
<td>Housing</td>
<td>6</td>
<td>Private Sector</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>THO04</td>
<td>Land off Main Street</td>
<td>0.1</td>
<td>Housing</td>
<td>6</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. A higher density residential development is appropriate on this site given its location along a public transport corridor. A development contribution towards school provision is required for this site.</td>
</tr>
<tr>
<td>THO05</td>
<td>Rear of Hawthorn Street</td>
<td>1.1</td>
<td>Housing</td>
<td>30</td>
<td>Housing Association</td>
<td>This site has planning permission.</td>
</tr>
<tr>
<td>THO06</td>
<td>The Former Rothes Colliery</td>
<td>9.4</td>
<td>General Employment</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation.</td>
</tr>
<tr>
<td>THO07</td>
<td>Network Rail Land to the east of Thornton</td>
<td>0.4</td>
<td>Brownfield</td>
<td>10</td>
<td>Private Sector</td>
<td>This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses on this site are:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- Residential; and/or</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>- General employment.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Access to this site must be via a new appropriate T-junction onto Station Road. Any residential capacity is dependent on the mix of end uses.</td>
</tr>
<tr>
<td>THO08</td>
<td>Orebank Terrace/ Strathore Road</td>
<td>9.8</td>
<td>Brownfield</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a development opportunity. This means this land has the potential to be redeveloped. The preferred uses on this site are: Residential; and/or General employment. Any residential capacity is dependent on the mix of end uses. Development of this site for residential use would require a roundabout at Strathore Road and substantial upgrading to the junction of Strathore Road and Main Street in the form of a suitable roundabout (if possible) or signalised junction, including a two lane entry from Strathore Road.</td>
</tr>
<tr>
<td>THO09</td>
<td>Riverside</td>
<td>3.5</td>
<td>Brownfield</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a development opportunity. This means the land has the potential to be redeveloped. The preferred use for this land is General Employment. A Flood Risk Assessment must be undertaken prior to development on the site, and any development should ensure no adverse impact on the water quality of the River Ore.</td>
</tr>
<tr>
<td>Proposals Map Reference</td>
<td>Location</td>
<td>Area (ha)</td>
<td>Use Class/type</td>
<td>Estimated capacity (Housing)</td>
<td>Lead agency</td>
<td>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</td>
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<tr>
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<td>---------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>LEV10</td>
<td>Thornton to Leven and Thornton to Westfield rail line</td>
<td>-</td>
<td>Rail use</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. The Thornton to Levenmouth and Thornton to Westfield spur rail lines will be safeguarded.</td>
</tr>
</tbody>
</table>

Notes:
LEV10 – This proposal can be seen on the Plan wide Proposals Map and on the Leven, Buckhaven, Methil, Methilhill, Kennoway, Windygates, Baintown and Bonnybank Proposals Map.

See Action Programme for programming and site details, including the lead agency likely to implement the proposals.
West Wemyss

There are no Local Plan proposals for this settlement.
Landward Area - Development Proposals outwith Settlement Boundaries

The Settlement Plans introductory text explains the purpose of the Settlement Plans and the meaning of the various terms used within the tables. This should be read before reading this Settlement Plan.

1. The Planning issues to be addressed in this Local Plan are:

- Green Business Park at Westfield including facilities for waste management, recycling and reuse operations and renewable energy.

Table 1: Landward - Local Plan Proposals and Development Requirements

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>LW501</td>
<td>Westfield Green Business Park</td>
<td>113</td>
<td>Employment Class 4 Business</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. Planning consent currently exists at the Westfield opencast site for the provision of waste resource recovery facilities and comprehensive rehabilitation and restoration of the site. This includes a materials recycling facility, composting facility, residual waste landfill site, engineering operations associated with comprehensive land restoration and stabilisation of water bodies, land for a sustainable business park, engineering operations to upgrade rail and service road facilities and ancillary office and education facilities. A study was recently commissioned to investigate the feasibility of developing an area of the Westfield site as a Green Business Park. The study concluded that the site has potential for the development of such activities, with national and local policy support in the areas key to the overall concept.</td>
</tr>
</tbody>
</table>
### Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information

<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Planning permission for a Biomass Power Station and associated facilities was approved on 17 September 2008 (07/00170/CEIA) and further Planning Permission (08/02825/EIA) was granted on 25 April 2011.</td>
</tr>
<tr>
<td>LW502</td>
<td>Bankhead Farm</td>
<td>0.5</td>
<td>Area of Mixed Use</td>
<td>-</td>
<td>Private Sector</td>
<td>This site is identified as a Local Plan allocation. Farm diversification/related agricultural uses such as a plant nursery, Class 4 business use and other compatible uses which can be carried on without detriment to the residential amenity of adjoining properties, will be supported within the area of mixed use.</td>
</tr>
</tbody>
</table>
| LW503                   | N/A             | N/A       | Other Proposal  | -                          | Private Sector | The Local Plan strategy supports new development which has a positive environmental impact. Fife Council will support an eco-demonstration project in an appropriate location within Mid Fife provided that the design and layout fully respect the local landscape and settlement patterns and create no adverse visual impact. An eco-demonstration project is one which:  
  - Does not exceed 20 units;  
  - Follows the zero waste zero energy model, making no demands on water, sewerage, power, and waste collection infrastructure; |

Adopted Mid Fife Local Plan

Settlement & Landward Plans 2
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
</table>
|                         |          |           |                |                             |             | • Produces energy from renewable sources on-site and demonstrates a strategy for energy conservation;  
    • Provides an on-site water supply and sewage disposal;  
    • Includes a strategy for the minimisation of waste on site;  
    • Demonstrates low impact and resource efficient building design and construction which is fully reversible, permitting the land to be restored to its former condition after the project ceases;  
    • Includes a sustainable travel plan with a car sharing club removing the need for individual car ownership. The development will not make any allocation for individual car parking;  
    • Includes a strategy for the ecological management & enhancement of the site by using sustainable techniques to provide for the residents economic livelihood & food production; and  
    • Features a research and/or educational aspect.  

All relevant Local Plan policies must be adhered to along with the above criteria.

An eco-demonstration project should be managed by a trust, co-operative, housing association or a similar mechanism in which the residents have an interest and be accompanied by a management
<table>
<thead>
<tr>
<th>Proposals Map Reference</th>
<th>Location</th>
<th>Area (ha)</th>
<th>Use Class/type</th>
<th>Estimated capacity (Housing)</th>
<th>Lead agency</th>
<th>Status/Development requirements (additional to requirements set by Development Plan policies and Financial Framework), and other information</th>
</tr>
</thead>
<tbody>
<tr>
<td>LW504</td>
<td>Mossmorran potential expansion</td>
<td>284</td>
<td>Other Proposal</td>
<td>-</td>
<td>Private Sector</td>
<td>This land is to be safeguarded for the potential expansion of Mossmorran.</td>
</tr>
</tbody>
</table>

Note:

Landward proposals can be found on the plan wide Proposals Map.

*See Action Programme for programming and site details, including the lead agency likely to implement the proposals.*
2 Settlement & Landward Plans
The policies contained in this Local Plan form an integral part of the Fife Development Plan. Their purpose is to provide a consistent framework across Fife for the Council in making decisions on planning applications and to inform business when making investment decisions.

The policies complement and expand upon the more strategic policies of the Fife Structure Plan and should be considered alongside these and the policies of the Fife Minerals Subject Local Plan. The policies should be read in conjunction with the whole Local Plan which comprises the Plan Statement, Settlement Plans, Proposals Map, Action Programme and electronic Designation Maps.

It is important that all of the policies and Designation Maps are considered at an early stage in the planning process to ensure that relevant issues are taken into account.

A development proposal that would be contrary to the key land use based policies and proposals of the Development Plan and which would undermine the spatial strategy of the development plan will be advertised as contrary to the land use policies and proposals of the Development Plan.

The policies have been assessed, and will continue to be assessed, as part of the Strategic Environmental Appraisal (SEA) of the Local Plan.
3 Policies

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D2 Local Employment Agreements

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R2 Convenience Retail Outwith Town Centres
R3 Comparison Retail Outwith Town Centres
R4 Factory Shops
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B2 Protecting Existing Employment/Tourism/Local Community Facilities
B3 Working From Home
B4 Areas of Mixed Uses
B5 Tourism and Hotel Developments
B6 Commercial Leisure Development

Meeting Housing Needs
H1 Development Plan Departures – Housing Sites
H2 Affordable and Special Needs Housing
H3 Houses in Multiple Occupation
H4 Gypsy Travellers and Travelling Show People

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E1 Development Outwith Town and Village Envelopes
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E3 Development Quality – Environmental Impact
E4 Development Quality – Design
E5 Housing Development and Open Space
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C4 Open Space and Urban Parks
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C7 School and Further Education Establishment Grounds
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T1 The Transport Network
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Infrastructure

I1 Renewable Energy
I2 Combined Heat and Power
I3 Water and Sewerage
I4 Flooding and Water Quality
I5 Sustainable Urban Drainage
I6 Telecommunications
I7 Health and Safety Consultation Zones
Implementation

Policy D1

Developer Contributions

For all new development the Council will seek appropriate contributions from developers to ensure adequate infrastructure provision and to mitigate adverse environmental impact brought about by a proposed development. Planning conditions and legal agreements will be informed by a clear methodology to secure appropriate developer contributions related to the impact of each development.

Each Local Plan will include a financial framework which apportions the total cost of infrastructure and services across development(s), and takes into account the locational and cumulative pressures of each. The financial framework will help to illustrate developer requirements within the Local Plan area consistent with statements of national planning policy as set out in Circular 1/2010, and will be reviewed as part of the Local Plan Action Programme.

Developer requirements and contributions will take into account any exceptional development costs arising from specific developments, for example in respect of urban regeneration and affordable housing, and these will be specified where appropriate within the financial framework, which will be updated on a regular basis to reflect any such identified exceptional development costs. This will take into account any relevant viability assessments undertaken on behalf of prospective developers.

The Council will seek either the direct provision of requirements by developers or contributions towards their cost (in whole or part) if these are to be provided by others, including the Council.

Reason

New development can impose a significant burden upon the infrastructure and amenity of a community, stretching existing community resources and creating the need for additional provision or mitigation. Where deficiencies occur, developers will be expected to make an appropriate contribution to any shortfall related to their development as well as providing for all that is required to bring forward that development.

Scottish Executive Circular 1/2010 confirms this approach, detailing Government policy on the use of planning obligations: a planning authority may enter into an agreement with any person interested in land in their district (in so far as the interest of that person enables him to bind the land) for the purpose of restricting or regulating the development or use of that land, either permanently or during such period as may be prescribed by the agreement. http://scotland.gov.uk/Publications/2010/01/27103054/0

The Council will expect the development industry to provide the essential community infrastructure needed to support their developments, including transportation improvements and facilities. The financial framework associated with this Local Plan will assist by providing specific information on the anticipated infrastructure required. Further details are also contained in local plan policies and in supplementary guidance such as Fife Council’s Affordable Housing Policy 2011, Wind Energy 2011 and Fife Urban Design Guide 2005. Each is subject to review and will, where appropriate, be monitored within the Local Plan Action Programme.
3 Policies

Policy D2

LOCAL EMPLOYMENT AGREEMENTS

The use of Local Employment Agreements (LEAs) will be supported for all major developments.¹

Reason

LEAs are a tool that can achieve a number of desired community benefits. By targeting the opportunities created from new investment, it may be possible to improve the levels of social inclusion and employment prospects for Fife residents.

Developers are encouraged to enter into initial discussions at an early stage, particularly before submitting planning applications. Following these discussions and prior to gaining planning approval the business will be encouraged to enter into a Local Employment Agreement with Fife Council, the focus of which will be the provision of employment and training opportunities to targeted groups in Fife. Through LEAs, developers and retailers will identify and agree a range of employment opportunities i.e. jobs, interviews and training places. This arrangement will serve to assist the business to contribute to economic and community benefits and it will also increase the extent to which the benefits of local development are targeted at local communities.

Within the terms of such an agreement, the developer will:

- commit a number of recruitment/training opportunities to targeted groups;
- be actively involved and committed to cascading the agreement’s obligations down to other contractor(s)/sub-contractor(s) involved in the development;
- liaise with a named member of Enterprise, Planning & Protective Services staff, initially, to provide guidance on the company's recruitment and training requirements;
- participate in pre and post recruitment promotional/publicity activities; and
- contribute to evaluation of customised training and recruitment activities.

The local economy will benefit through using this new resource and LEAs will also assist businesses in contributing to economic and community benefits.

LEAs will be negotiated with developers/employers and will form part of legal agreements and Fife Council staff will support their implementation.

¹ Major developments are those defined in the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009.
Growing the Economy

Policy R1

RETAIL CENTRES

i) Within the network of centres, proposals for new retail floorspace in the form of new development, extensions or redevelopment will be supported providing that they are located in town centres. A retail impact assessment will not normally be required for these proposals.

For other locations, a retail impact assessment will be required for developments of greater than 1,000 square metres gross floorspace or more. For all locations outwith town centres, the sequential test will be applied.

ii) The loss or change of use of retail premises in defined town centres and established local centres to non-retail uses will only be supported where:

a. there is a clear community need for the proposed use which outweighs the retailing need; or
b. if part of a group of shops, the loss would not adversely affect the character, vitality and viability of that group; or
c. the proposed use would be an acceptable complementary use to the retail role of the centre; or
d. the premises are vacant with no demand for other retail use.

Reason

Retailing is a key driver of the economy, and appropriate new development should be encouraged, particularly in town centres. Decisions on retail proposals, subject to this policy and policies R2, R3 and R4, will be informed by the most recent Fife Retail Capacity Study. This policy is intended to support new retail development, direct it to the most sustainable locations, and in doing so, support town centres. The retail hierarchy is defined as:

<table>
<thead>
<tr>
<th>Type of centre</th>
<th>Example</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-regional town centres</td>
<td>As defined in the Fife Structure Plan</td>
<td>Smaller catchment areas than city centres but wider than district centres and local centres. Provides a broad range of comparison and food shopping, financial, business, and leisure uses.</td>
</tr>
<tr>
<td>District town centres</td>
<td>As defined in the Fife Structure Plan</td>
<td>Provides a smaller range of comparison and food shopping. Includes some local financial, and leisure facilities.</td>
</tr>
<tr>
<td>Local centre</td>
<td>Burntisland, Methil, Kennoway</td>
<td>Local or neighbourhood catchment.</td>
</tr>
<tr>
<td>Edge of town centres</td>
<td>These will vary between town centres, but they will generally be adjacent to town centre boundaries. They will be within easy and comfortable walking distance of the identified prime retail area. May also overlap with some other commercial centres such as Carnegie Drive Retail Park.</td>
<td>Retailing in such locations should be supportive of and complementary to town centres.</td>
</tr>
<tr>
<td>Commercial Centre(s)</td>
<td>Retail Parks i.e. Saltire Retail Park, Central Fife Retail Park, Halbeath Retail Park, Carnegie Drive Retail Park.</td>
<td>Retail parks specialise in larger format retail units and bulky goods. May have restrictions on the type of goods to be sold.</td>
</tr>
</tbody>
</table>
3 Policies

<table>
<thead>
<tr>
<th>Type of centre</th>
<th>Example</th>
<th>Role</th>
</tr>
</thead>
<tbody>
<tr>
<td>Out-of-centre</td>
<td>Examples such as Asda, Kirkcaldy and Morrisons, St Andrews.</td>
<td>Within urban areas but separated from town centres and commercial centres.</td>
</tr>
</tbody>
</table>

To support the hierarchy of the retail centre network, the sequential approach to capacity and therefore site selection – as promoted by Scottish Planning Policy – will be applied, irrespective of ownership. In order of preference, the sequence of site selection is: first, defined town and local centres; then edge of town centres; then commercial centres; and, finally, out of centre sites. Edge of centre locations will generally be defined as being adjacent to town centre boundaries, and well linked to and within easy walking distance of the town centre. Policy R1 is intended to assist in making Fife’s town centres more distinct and competitive, and ensuring that new retailing is accessible to as many sectors of the community as possible. Retail impact assessments for proposals in town centres will not be required in most circumstances, given the Council’s wish to promote these centres for retail use, but the Council reserves the right to ask for such an assessment if it has reason to believe that a proposal will introduce a scale or type of retail use which will be harmful to the role and character of the centre. In cases where retail impact assessments are required, named operators and the range of goods to be sold should be specified.

New development should be designed to a high standard, be consistent with the character, and role of the centre, be accessible to all sectors of the community. Furthermore, it must not adversely affect residential amenity.

The Approved Fife Structure Plan 2006-26 identifies the district town centres as being Glenrothes, Cupar, St Andrews, Leven, and Cowdenbeath, which should complement the sub-regional town centres of Dunfermline and Kirkcaldy.

Proposals leading to the loss of retail and other commercial floorspace (Use Classes 1, 2, 3; and food and drink, hot food takeaways, and licensed premises) will be assessed against the impact which the proposal will have on the role of the town or local centre. The change of use of retail floorspace to non-retail uses within these centres will have to be justified and will therefore be monitored to assess its impact against the need to ensure that town and other commercial centres continue to provide local shopping facilities. This assessment will include consideration of whether the proposed non-retail use will be compatible with the character and role of the centre, and make a positive contribution to its range of facilities and attractions.

In the case of vacant premises, the Council will need to be satisfied that there is no demand for retail use. This is likely to require evidence that premises have been marketed effectively for retail use for at least 12 months without receiving a reasonable response from prospective occupiers.

Town centres are more than just shopping areas and they provide a range of vital civic, leisure and service facilities for the Plan area. The Local Plan seeks to maintain and promote this character and diversity, which will be monitored through annual town centre audits and health checks.
Policy R2

CONVENIENCE RETAIL OUTWITH TOWN CENTRES

Convenience retail development outwith defined town centres and local centres will be supported where:

a. it can be demonstrated to the Council’s satisfaction that no suitable alternative site is available within or on the edge of town centres, or in local centres;
b. it will not have a detrimental effect, either cumulatively or individually, on the vitality and viability of town and to a lesser extent other local centres;
c. the scale and character of the development is in keeping with the location or role of the settlement; and
d. it provides consumer benefits in terms of choice, quality, minimising the need to travel, accessibility and convenience.

Proposals for convenience shopping development should be well located in relation to the communities they are intended to serve, should be accessible by public transport, and should minimise the need for travel between settlements. They should be informed by the latest up-to-date retail capacity study. Relocation of existing town centre stores over 1,000sqm gross floorspace to locations outwith town centres will not generally be supported.

Reason

Scottish Planning Policy requires the sequential approach to be applied to retail proposals, including those for convenience floorspace with a clear preference for town centre sites. It is essential that developments involving convenience shopping are easily accessible to all sectors of the community, are well served by public transport and minimise the need for travel. Food shopping in particular should be located to satisfy local demand. New development should not adversely affect residential amenity.
A retail impact assessment will be therefore be required for developments of 1,000 square metres gross floorspace or more to assess the retail impact on the role of the town centres and may be required to assess the retail impact on local centres. In cases where retail impact assessments are required, named operators and the range of goods to be sold should be specified.

For all locations outwith town centres, the sequential test will be applied irrespective of ownership.

**Policy R3**

**COMPARISON RETAIL OUTWITH TOWN CENTRES**

Town centre locations will be the preferred location for comparison retailing especially personal goods. Proposals for comparison floorspace outwith these locations will only be supported where:

a. it can be demonstrated to the Council’s satisfaction that capacity does not exist in the existing town centre; and
b. it will not have a detrimental effect on the vitality and viability, either cumulatively or individually, of town centres; and

c. it provides consumer benefits in terms of choice, quality, accessibility and convenience; and

d. the scale and character of the development is in compatible with the location.

The sequential approach to capacity will be adopted, irrespective of site ownership, Town centre sites will be strongly preferred. If no such opportunities exist then local centre sites will be given preference over edge of centre sites which will be given preference over other commercial centres which in turn will be given preference over out of centre locations.

Commercial Centres will focus on the provision of bulky goods and twin trading may only be permitted where the nature of the goods to be sold is not the same as those available in town centres.

Note: Proposals for comparison retailing which is ancillary to wholesaling/distributive business (10% or less of turnover) are exempt from this policy.

**Reason**

Scottish Planning Policy requires the sequential approach to be applied to retail and commercial leisure proposals with a strong preference for town centre sites. It is essential that developments are easily accessible to all sectors of the community, are well served by public transport and minimise the need for travel. It is essential that such proposals do not adversely affect residential amenity and can be adequately accessed by public and private transport. Proposals for comparison retailing, particularly those involving personal goods such as clothing and footwear, will be directed to town centres. With this aim, prospective developers of floorspace not in accord with that approach will require to satisfy the sequential approach (irrespective of ownership), the provisions of Policy R3 and submit a retail impact assessment for proposals in excess of 1,000 square metres gross floorspace. In cases where retail impact assessments are required, named operators and the range of goods to be sold should be specified.

Retail Parks should focus on the sale of bulky/ DIY goods and should complement not undermine the role of town centres. Conditions restricting the sale of particular goods or the format of individual units will be used in support of the sequential test. Twin trading (the presence of a specific type of retailer in both town centre and out of town centre locations) may only be permitted where the range of goods to be sold are not the same as those available in town centres in order to give preference to town centres as more sustainable locations. The range of comparison goods to be sold from out of town or local centre locations such as retail parks may be limited by conditions to exclude the undernoted categories: clothing or footwear; jewellery or watches/clocks; books, CDs, or DVDs/video recordings, including games software.
Policy R4
FACTORY SHOPS

Factory shops which are ancillary to industrial uses and which sell goods manufactured on the premises will be supported provided that they do not affect the vitality and viability of nearby town centres, commercial centres, or employment land; and the development and its surroundings can accommodate the number of shoppers attracted.

Reason
Factory shops which are ancillary to the factory are supported in principle. However, an important consideration is the scale of the proposals and the need to avoid adverse impact on the vitality and viability of nearby town and other commercial centres.

Policy B1
ESTABLISHED EMPLOYMENT AREAS - SAFEGUARDING

Allocated and established employment areas, as identified on the Proposals Map, and others that in the view of Fife Council serve a valuable employment purpose (including business, general industrial, and storage and distribution sites), will be safeguarded for continued industrial and business use. Proposals for change of use will only be supported where:

a. they do not prejudice the available supply of development opportunities for the existing designated use classes within the site; and
b. it is demonstrated that there is no clear evidence of future employment use or development; and
c. the proposed use would not be likely to restrict the range of uses which can be carried out by existing or potential future businesses on neighbouring employment sites; and
d. a 7-year supply of employment land is maintained in settlements above 5,000 population and in clusters in rural areas; or
e. they are appropriate ancillary services that can be demonstrated to meet the needs of employees and complement existing businesses and satisfy the criteria set out in Policy E4.

Reason
The applicant will be required to demonstrate through evidence of marketing at a reasonable rate, which will be determined at the date of the application, for a reasonable time period, that the existing building or site cannot be redeveloped for employment uses (class 4 (business), 5 (general industry), and 6 (storage and distribution) of the Town and Country Planning (Use Classes) (Scotland) Order 1997). Other uses, such as motor showrooms and children’s play centres will not be acceptable in allocated and established employment areas unless it can be demonstrated that there are no sites available within areas identified on the Proposals Map, the proposal satisfies the sequential test, and the proposed development is accessible by public transport and not reliant on the use of the private car. In respect of clause (d), developers may be required to replace lost employment land if development is otherwise acceptable and where the proposal would lead to the 7 year employment land supply (monitored through Fife Council’s Employment Land Audit) not being maintained. In respect of clause (e), ancillary uses will apply only to sites with total employment exceeding 500 jobs or to sites of 6 hectares or more and will relate in scale to the employment area within which they are located.
Policy B2

PROTECTING EXISTING EMPLOYMENT/TOURISM/LOCAL COMMUNITY FACILITIES

There will be a presumption against the loss of facilities that serve a valuable employment, tourism and/or local community purpose such as hotels, public houses, restaurants and leisure facilities. If seeking change of use, applicants will be required to demonstrate that:

a. the existing business is not viable; and
b. the existing building cannot be reused for its existing purpose or redeveloped for a similar local community or tourism purpose; and
c. that equivalent alternative facilities exist for this use elsewhere in the local community.

Reason

The Local Plan strategy aims to promote sustainable communities and to strengthen and enhance the role of town and village centres whilst also supporting additional tourism development and the local economy in rural areas. The loss of local facilities that serve a valuable community/tourism purpose can have a significant impact on the local economy and applicants will be required to demonstrate through evidence of marketing at fair market value for the current market use, for a reasonable time period i.e. 18 months, that the existing building cannot be reused for its existing purpose, that equivalent alternative facilities exist in the local community, and that the site cannot be redeveloped for a local community or tourism purpose.

Policy B3

WORKING FROM HOME

Proposals from occupiers for the part change of use of their house, to permit working from home, will be supported where:

a. there is no adverse effect on:
   - the amenity of the occupiers of the house;
   - the amenity of occupiers of neighbouring premises;
   - the character and appearance of the house and its locality; and
b. there is no advertising on the premises.

A temporary permission is most likely to be granted to permit the Council to review the situation, and to take account of any changes to the intensity or nature of the activities, including business traffic.

Reason

The growth of e-commerce is likely to fuel an increasing demand for working from home. In this respect, dwelling houses can provide suitable accommodation for new and small-scale businesses that create no disturbance to neighbours. The Local Plan does not seek to stifle appropriate initiatives, but nevertheless will protect neighbours from disturbance due to noise, odours or increased callers or traffic. Detailed Guidance Notes on working from home will be produced during the lifetime of the Local Plan.
Policy B4

AREAS OF MIXED USES

The co-location of compatible uses will be supported within the Areas of Mixed Uses identified on the Proposals Map.

Reason

Rigid segregation of land uses within built-up areas is appropriate for incompatible land uses such as housing and heavy industry. Co-location of compatible uses (i.e. uses which do not require special abatement to be employed at the premises in order to avoid nuisance), however, promotes balanced communities, accessibility to services, and more sustainable travel patterns. Areas of Mixed Uses are characterised by a mix of employment sources and commercial and community facilities. Regeneration, and promoting development opportunities within these areas, will expand and diversify the range of facilities and services available to the local population whilst providing localised employment opportunities. Where relevant, the impact upon residential amenity will be an important consideration in assessing development proposals, though it cannot be the sole determinant, as might be the case in entirely residential areas.

Policy B5

TOURISM AND HOTEL DEVELOPMENTS

The development of new hotels, tourist facilities and attractions or the improvement or expansion of existing facilities will be supported where:

a. the proposal is of a scale, nature and design appropriate to its setting;
b. the proposal does not have a material adverse impact on the natural and built environment, or on the vitality and viability of town centres;
c. the proposal is accessible to, or able to be made accessible to, the existing or planned public transport network; and
d. the traffic generated does not have a material adverse impact upon the road network.

Reason

Tourist development is important to the Fife economy. However, it is also important that schemes are well located and site services are available or can be provided. Such development and the resulting scale of increase in visitor pressure are most likely to be acceptable if the proposal forms part of a farm diversification scheme or is located as part of an existing commercial or tourist related business. Holiday accommodation makes an important contribution to visitor accommodation. The Council is committed to improving visitor accommodation throughout the Plan area. It is, however, important to prevent the use of holiday accommodation such as chalets and caravans as permanent residences and the council will produce supplementary guidance on this issue during the lifetime of the Local Plan.
Policy B6

COMMERCIAL LEISURE DEVELOPMENT

Commercial leisure development will be supported where:

a. it satisfies the sequential approach;
b. it is compatible with surrounding uses;
c. there is an identified demand for the facility; and
d. the operation of the proposed facility is, or can be, served by appropriate public transport.

Reason

The sequential approach, promoted by Scottish Planning Policy sets out the preferred order of priority of locations for consideration of retail and leisure proposals as follows: first, defined town centres, then edge of town centres, then other established commercial centres including local shopping areas or retail parks, and finally, out of centre sites. Significant commercial leisure development appropriate to an urban area is best located in or close to a town centre where it can complement other visitor attractions offered and provide good public transport links for access by the community and visitors alike.
Meeting Housing Needs

Policy H1

MAINTAINING AN EFFECTIVE FIVE YEAR LAND SUPPLY AT ALL TIMES

The council shall prepare supplementary guidance within 1 year of adoption of this Plan to address the following:

1. Mechanisms to enable the delivery of brownfield opportunity sites and other sites from the established land supply.
2. A detailed framework, subject to annual monitoring and review, to guide the release of additional housing land where:
   a. a shortfall in the maintenance of a five year effective land supply is identified (the Council may identify appropriate triggers in this respect) which cannot realistically be addressed on sites within the established land supply or through brownfield redevelopment;
   b. effectiveness can be demonstrated and all constraints addressed in order to secure timely delivery; and
   c. the proposal will not undermine the development plan strategy and can achieve compliance with Structure Plan Policy SS1 and other relevant development plan policies.

Reason

The Council has identified a surplus of land to meet the Structure Plan requirements and to provide a range and choice of sites. However, there are recognised shortfalls in the anticipated programming of these sites due to:

- Physical land use planning constraints;
- Infrastructure and the mechanisms for delivery; and
- Market conditions and the ability of the industry to build and sell houses.

The above policy seeks to prioritise development of the established land supply and brownfield sites in accordance with the development plan strategy. The Council is currently exploring alternative approaches to secure the funding of necessary infrastructure and to address developer obligations. A collaborative and flexible approach, working with the development industry, will be required to address these issues. Further work should inform preparation of supplementary guidance, subject to appropriate consultation.

Given the extent of the anticipated delay in delivery of the Strategic Housing Land Allocations, other Local Plan and brownfield sites, some further release of effective housing land may also be required. This should help bridge the delivery shortfall, assist the housebuilding industry to meet housing need and support the local economy. Consequently, the proposed supplementary guidance shall also establish a detailed framework for the consideration of additional housing sites.

This guidance will be subject to annual monitoring and review in order to enable a responsive but cautious approach to address any emerging shortfall. In this context, it may be appropriate to identify the triggers for further release of land. Given the objective of this policy, additional sites should only be considered favourably where the site’s effectiveness is clearly demonstrated with a realistic prospect of delivering houses within the following 5 year period.
3 Policies
Policy H2

AFFORDABLE AND SPECIAL NEEDS HOUSING

The Council will facilitate the provision of good quality affordable housing to meet identified needs. This should be fully integrated into new development and be indistinguishable from other forms of housing. In order to achieve mixed and balanced communities, mixed tenure developments will be promoted: for example, social rented housing, shared equity housing and, low cost housing for sale.

At Housing Market Area (HMA) level, the following overall requirements will apply: (sub areas identified are those where the requirements differ from the HMA)

<table>
<thead>
<tr>
<th>HMA</th>
<th>Sub Area</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dunfermline</td>
<td>Kelty</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>Benarty</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>Lochgelly</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>Cowdenbeath</td>
<td>5%</td>
</tr>
<tr>
<td>Cupar</td>
<td></td>
<td>20%</td>
</tr>
<tr>
<td>St Andrews</td>
<td>Methil</td>
<td>5%</td>
</tr>
<tr>
<td>Kirkcaldy</td>
<td>Buckhaven</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>Kirkcaldy</td>
<td>15%</td>
</tr>
</tbody>
</table>

These requirements will not be sought from sites solely for affordable or special needs housing. As the scale of affordable housing need in the St Andrews & North East Fife Housing Market Area has been demonstrated to be significantly higher than elsewhere in Fife, a requirement of 30% has been established for that area. Percentage requirements will vary outwith the Local Plan cycle in line with the most up to date Housing Needs and Affordability Study and progress made towards achieving targets. This will be reviewed through the Structure Plan Action Plan and supplementary guidance.

In urban areas, the contribution should be provided on-site for sites of 20 units and above and off-site for sites of between 2 and 19 units, inclusive. In rural areas, the contribution should be provided on-site for sites of 10 units and above and off-site for sites of between 2 and 9 units inclusive. Reductions will only apply where there are exceptional circumstances, which clearly demonstrate that a contribution is not possible. Where on-site provision is not possible the contribution should normally be provided within the same locality area or, failing that, within the same Housing Market Area.

Proposals in excess of the Structure Plan housing land requirement but solely for the provision of affordable and special needs housing will be supported where they:

a. are made available for local need, identified in partnership with Fife Council, and will continue to be available for that need; and
b. are non-brownfield sites within or adjacent to the identified settlement limits and no alternative brownfield site is available; and
c. do not prejudice the implementation of Development Plan policies.

The Council’s clear preference will be for built units on site but the provision of serviced land will also be appropriate, depending on local circumstances. Off-site contributions should also take the form of fully serviced land. If this is not achievable, developers may, as a last resort, opt to make a financial contribution to the provision of affordable housing if this is mutually acceptable. The form of the contribution required will be assessed based on development costs and site and market conditions.
The Council will seek provision and retention of affordable housing for successive occupiers/owners through a range of appropriate mechanisms.

Note: Special needs housing provided through this policy should also be affordable.

Reason

Affordable housing is defined as housing of a reasonable quality that is affordable to people on modest incomes, and will include a range of tenures, including property for rent and/or sale and shared ownership. Provision in excess of the above percentage requirements will be welcomed.

Affordable and special needs housing will be exempt from any permitted change of use to a house in multiple occupation, as detailed in Policy H3. It is important that affordable housing should remain available to meet the future needs of local people and the Council will seek retention for successive owners/occupiers for a minimum of 10 years through the use of planning obligations, negotiations with owners/developers, and other mechanisms.

The Fife Housing Partnership (FHP), established in October 2001, is one of the Strategic partnerships within the Council’s Community Planning Framework. It has, amongst its objectives, the provision of good quality special needs housing and a commitment to agreed priority areas and priority housing needs. Fife Council will work in partnership with key stakeholders within the FHP to help to deliver affordable housing. Detailed supplementary guidance is contained within the Supplementary Guidance on Affordable Housing (October 2011). Developers are encouraged to enter into pre-application discussions and further advice on Fife Council’s Affordable Housing Policy can be obtained from Fife Council Housing Service.

Policy H3

HOUSES IN MULTIPLE OCCUPATION

The use of a new build house or flat as a house in multiple occupation (HMO) will not be permitted unless the development is purpose-built for that use. The Council will impose this restriction by applying a condition to planning permissions.

A change of use application for an existing property to be used as a house in multiple occupation will only be permitted if:

a. in the case of a flat with a shared internal stair or entrance, all other properties sharing the stair and entrance are already in multiple occupancy and have planning permission to operate as a HMO;
b. it will not be detrimental to pedestrian or traffic safety arising from car or bicycle parking;
c. it will not be detrimental to the established residential character and amenity; and

d. the property is not designated as affordable housing provided through policies requiring affordable housing (Policy H2 or the earlier policy equivalents).

Reason

This policy aims to achieve some degree of balance between the competing demands for accommodation and the need to maintain balanced and mixed communities. The Council supports the future development of purpose-built house accommodation which can specifically serve the needs of those who may benefit from this type of accommodation. At the same time there is a need to protect new development from being priced out of the market for general needs and affordable homes. The policy therefore prohibits the use of new houses and flats as HMOs and seeks to control the changes in use of existing property for use as HMOs.
Affordable housing provided as a result of policies requiring affordable housing contributions needs to be safeguarded for that purpose to maintain that housing stock. These, too, are protected from change of use to HMOs.

**Policy H4**

**GYPSY TRAVELLERS AND TRAVELLING SHOWPEOPLE**

Fife Council will support proposals identified through the Development Plan or Local Housing Strategy process to establish sites for the accommodation of gypsy travellers and travelling showpeople provided that:

a. the proposal will not result in the loss of prime quality agricultural land;

b. the site is not located within or adjacent to residential areas, strategic employment land or recreational area;

c. there is no adverse effect on sites of ecological value;

d. the site does not create a danger to the health and safety of travellers;

e. the proposal would not lead to excessive establishment or servicing costs;

f. proper management of any site will be undertaken by Fife Council or an appropriate agency;

g. the site is accessible to community services required to meet the needs of site occupants; and

h. the site is not conspicuous from any view from a major road.

In addition, the site must be easily accessible, but not conspicuous from any view from a major road. All road safety concerns must be met in accordance with the Fife Council's Transportation Development Guidelines. Proposals for small, privately owned sites will be assessed against the criteria in this policy.

**Reason**

*Scottish Planning Policy* requires local authorities to have regard to the needs of gypsies/travellers through the Local Housing Strategy and the development plan. Through its Co-operation Policy, the Council recognises gypsy travellers' rights to travel. The Council recognises that it would be inappropriate to use land-use controls to force people to abandon their traditional way of life. Fife Council has, therefore, provided for permanent sites for Gypsy Travellers at: Tarvit Mill, Cupar; Heathery Wood, Kirkcaldy; and Thornton Wood, Kelty. Further public sector provision for gypsy travellers is currently being considered in accordance with Scottish Government Guidance. A total of 6 to 8 sites are required to be found throughout Fife. There is also an opportunity for privately-run sites to be established to meet the recognised demand to accommodate gypsy travellers. Criteria for establishing such sites will help guide site development, which, if completed, will create a better basis on which to enforce action against unauthorised sites.
3 Policies

Safeguarding and Improving the Environment

Policy E1

DEVELOPMENT OUTWITH TOWN AND VILLAGE ENVELOPES

Outwith the settlement limits as defined by town and village envelopes shown on the Proposals Map, development will only be permitted where it is in accordance with policies E15 to E29.

Reason

Town and village envelopes as shown on the Proposals Map define the existing and planned development limits of individual settlements. They prevent the unplanned outward expansion of settlements into the countryside, where developments will be controlled by policies E15 to E29. The envelopes, and the Local Plan allocations within them, have been determined by a variety of factors, including: physical boundaries such as roads, walls, woodlands and landform; the protection of sites of amenity or conservation value; agricultural land quality; whether or not sites have planning permission; and the requirement for additional development land to meet community needs whilst also having regard to the avoidance of settlement coalescence.
Policy E2

DEVELOPMENT WITHIN TOWN AND VILLAGE ENVELOPES

Within the settlement limits as defined by town and village envelopes, development will be supported where:

a. it conforms to relevant Development Plan policies and proposals; or
b. it is for affordable or special needs housing;

and the proposal:

• is not prejudicial to the land supply strategy of the Local Plan;
• is compatible with neighbouring uses; and will not adversely affect the privacy of neighbours;
• respects the character, appearance and prevailing pattern of development of the adjacent townscape in terms of density, scale, massing, design, external finishes and access arrangements;
• does not prejudice comprehensive (re)development; and
• complies with any development brief or other planning guidance which has been agreed or issued by Fife Council.

Reason

Where land falls within the settlement limits, it does not necessarily imply that development will always prove acceptable. Development proposals will still need to satisfy the criteria in Policy E2 which aim to protect and enhance the amenity of built-up areas; whilst support is offered to proposals which maximise the potential of development land. Care must be taken to avoid over-development or damage to any areas of special character, particularly in conservation areas and also to low-density areas comprising larger properties including the development of backland sites.

Policy E3

DEVELOPMENT QUALITY – ENVIRONMENTAL IMPACT

New development must make a positive contribution to the quality of its immediate environment both in terms of its environmental impact and the quality of place it will create. This will be achieved through the application of the following principles which the Council will take into account in assessing planning applications. New development will be expected to:

a. secure the most practicable energy efficiency benefits by use of layout, siting, orientation, building design features, and other energy efficient measures;
b. demonstrate a commitment to landscape protection and improvement taking into account linkages to existing landscape features and the need to provide biodiversity enhancement;
c. include measures to promote, enhance, and add to biodiversity;
d. address foul and surface water drainage issues;
e. include water and energy conservation measures;
f. incorporate appropriate waste recycling, segregation, and collection facilities; and
g. minimise waste by design and during construction.

Developers will also be required to have regard to relevant supplementary planning guidance produced in this regard.
3 Policies

Reason

The Council expects high standards of design and environmental quality in all new developments in order to enhance the built environment and to protect the character of individual areas, in support of the provisions of Scottish Planning Policy. Policy E3 will be applied proportionally to the scale of each development proposal and seeks to ensure that all development makes a positive contribution to its immediate environment.

A key role of the planning system is to support a move towards low and zero carbon development through the use of energy efficient, micro-generating and renewable energy systems. Policy E3 will be applied to assist in achieving this aim as new development takes place. This approach is supported by Policy I1 (Renewable Energy) which sets out the specific requirements for all new developments.

In 2006 the UK ratified the Council of Europe’s European Landscape Convention, an international treaty which highlights the importance of landscape alongside other areas such as biodiversity and cultural heritage. It promotes the protection, management and planning of all landscapes. The Scottish Landscape Forum, set up in 2006 to discuss and present an approach to better care for Scotland’s landscapes, reported to Scottish Ministers in 2007. The recommendations of the Forum are being taken forward by the Scottish Government, including in the review of Scottish Planning Policy. The Forum recognised the importance of designations as part of an ‘all landscapes’ approach and recommended further action to strengthen local landscape designations. Areas of Great Landscape Value (AGLVs) have been reviewed in preparing this Local Plan and replaced with Local Landscape Areas.

Opportunities should be taken to promote, enhance, and add to biodiversity through layout, landscaping, overall design and wildlife corridor links to adjoining areas.

The provision of recycling facilities within housing developments will also be required. Current Fife Council guidance requires provision of facilities at a ratio of 1 per 500 houses. Developers are encouraged to enter into pre-application discussions and further advice can be obtained from Fife Council Environmental Services. The design and layout of new houses must also take account of the need to store recycling bins.

Where larger developments are proposed, or where the site is prominent or environmentally sensitive, a detailed development brief and/or masterplan may be prepared by the Council to guide developers on key issues. The developer will be required to demonstrate that the environmental and traffic impacts of the proposals are acceptable by preparing environmental and transport assessments and drainage impact assessments. For major developments a master and phasing plan, showing all land uses and the timescale for implementation, will also be required to ensure an integrated and comprehensive development. In addition, development must take full account of the Fife Urban Design Guide Creating a Better Fife and, where appropriate, the advice in the Fife Masterplans Handbook.

Finally, the environmental impact of waste from new development can be minimised through the lifecycle of the development from design to construction to end use. The Council encourages developers to avoid and then minimise waste from the early stages of development design and in the case of all non-domestic buildings with a footprint in excess of 500 square metres, water recycling systems must be incorporated into the design of the building, unless it can be demonstrated by the developers that this would jeopardise the commercial viability of the development.
Policy E4

DEVELOPMENT QUALITY – DESIGN

New development must make a positive contribution to its immediate environment in terms of the quality of the development. This will be achieved through the application of the following principles which the Council will take into account in assessing planning applications. New development is required to:

a. demonstrate well thought out design, and high standards of architecture in terms of form, scale, layout, detailing, and choice of materials;

b. make best use of site attributes – particularly landform, trees, and woodland and natural and built heritage features;

c. provide open space which should include individual areas for equipped play, sport, and general recreation appropriate to the scale and nature of the development and secure the long-term maintenance of public and common areas;

d. provide safe and convenient access for pedestrians, cyclists and people with disabilities or impaired mobility, including safe routes to school, links to the core path network and for sustainable modes of transport;

e. protect personal privacy and amenity; and

f. enhance community safety.

The application of innovative design solutions will be supported. To raise and maintain design standards throughout Fife, all development proposals must comply with the principles as described in the Fife Urban Design Guide.

For larger, prominent or sensitive sites, Fife Council will prepare development briefs and masterplans. Developers may also be required to prepare development briefs, masterplans, or design statements and these will be subject to agreement or approval of the Council and must comply with the Fife Masterplans Handbook. Subsequent development will require to conform to the approved guidance.

Reason

The Council expects high standards of design and environmental quality in all new developments in order to enhance the built environment and to protect the character of individual areas, in support of the provisions of Scottish Planning Policy. Policy E4 will be applied proportionally to the scale of each development proposal and seeks to ensure that all development makes a positive contribution to its immediate environment. The Council has also established a Fife Design Review Panel to assist in the review and assessment of design matters for major applications.

Where development in the countryside is acceptable in principle, the design guidelines in Policies E3 and E16 will apply, to ensure high quality. Sensitive location and siting of development is also essential to its successful integration into the natural environment. The Council fully supports the approach set out in PAN44: Fitting New Development into the Landscape and the Scottish Government policy statement Designing Places, the principles of which can be applied to most developments.

New developments shall incorporate proposals to maintain the local diversity and distinctiveness of landscape and townscape character. This includes natural and built heritage features of landscape value such as woodland, hedges, ponds, stone walls, and historic sites/features. Development should also enhance landscape characteristics where they have been weakened and need improvement. Particular consideration should be given to the relationship of the proposed development to the surrounding buildings or landscape. Landscaping using existing or new tree and hedge planting should be included in development proposals to define the edges of development, where appropriate. Developers should also ensure that designs incorporate any requirements for sustainable urban drainage systems (SUDS) at an early stage.

All land forming public open space must be maintained by the developer (or factor on their behalf) or be conveyed to Fife Council for adoption and maintenance on payment to the Council of a lump sum equivalent to a minimum of 25 years maintenance costs, where necessary by binding agreement prior to the granting of planning permission. The refurbishment or restoration of landscape, recreation, and play areas may be
needed within this timescale and, where appropriate, a capital sum will also be sought to cover these costs. On larger sites, a landscape bond will be required as security for the adequate provision of public open space. Open space requirements for housing developments are specifically addressed in Policy E5.

It is also expected that privacy, amenity and safety will be properly taken account of in the design of new development. Safety considerations include both road safety by, for example, providing for pedestrian and cycle use, employing traffic calming measures, restricting access to employment uses through residential areas, and the safety of the public from crime by layout and landscape design which provides open and defensible public space. The UK-wide police initiative Secured by Design gives guidance and supports the principles of ‘designing out crime’ by use of effective crime prevention and security standards. PAN 77: Designing Safer Places highlights the positive role that planning can play in helping to create attractive, well-managed environments which help to discourage antisocial and criminal behaviour.

In addition, development must take full account of the Fife Urban Design Guide Creating a Better Fife, the Fife Masterplans Handbook and national policy guidance in Designing Streets: A Policy Statement for Scotland.

Policy E5

HOUSING DEVELOPMENT AND OPEN SPACE

Housing proposals and mixed use developments of 10 houses or more or greater than 0.5ha in area shall provide 60m$^2$ total open space per household. Provision of accessible and secure equipped play, sport and recreational facilities commensurate with the scale of development is also required. Flexibility may be applied where there is planned occupancy by single persons or the elderly and, for small sites, town centre sites, brownfield sites and where sites are adjacent to existing public open space. Financial contributions for provision will be sought where appropriate.

Developers will be required to ensure that maintenance arrangements and procedures are established for public and common areas. All land forming public open space must be maintained by the developer (or factor on their behalf) or be conveyed to Fife Council for adoption and maintenance on payment to the Council of a lump sum equivalent to a minimum of 25 years’ maintenance costs. The refurbishment or restoration of landscape, recreation and play areas may be needed within this timescale and, where appropriate, a capital sum will also be sought to cover these costs.

Reason

In determining open space requirements for new housing developments, the needs of all age ranges should be taken account of, and consideration will be given to existing local provision, the need for open space in the vicinity, and the type of facilities required. The level and type of facilities required will vary with location, type of housing and market segment. As a minimum, 0.6 hectares of usable open space will be required for every one hundred houses proposed on greenfield sites. Smaller schemes will be assessed on a pro rata basis and financial contributions sought for provision, where appropriate. Policies C4 and C5 deal with established areas of open space and seek to prevent its loss.

This requirement for public open space is currently based on the ‘six acre standard’ guidelines prepared by the National Playing Fields Association (now Fields in Trust). Scottish Planning Policy requires local authorities to carry out an open space audit and prepare a strategy to guide the provision of new and improved open space appropriate to local circumstances.

During the lifetime of this Local Plan, the Council will complete its ongoing work to prepare a Greenspace strategy. This work will inform new minimum standards for open space in development.

Developers will be required to ensure that maintenance arrangements and procedures are established for public and common areas. All land forming public open space must be maintained by the developer (or factor on their behalf) or be conveyed to Fife Council for adoption and maintenance on payment to the
Council of a lump sum equivalent to a minimum of 25 years’ maintenance costs. The refurbishment or restoration of landscape, recreation and play areas may be needed within this timescale and, where appropriate, a capital sum will also be sought to cover these costs.

On larger sites, a landscape bond will be required as security for the adequate provision of public open space.

Policy E6

CONTAMINATED AND POTENTIALLY UNSTABLE LAND

Where development proposals involve sites where land instability or the presence of contamination is suspected, the developer will be required to:

a. submit details of site investigation to assess the nature and extent of any risks presented by land instability or contamination which may be present; and

b. where land instability risks or contamination is known to be present, notify Fife Council of the appropriate remediation measures proposed to render the site fit for its intended use.

Where possible, remediation strategies must be agreed by Fife Council, in conjunction with Scottish Environment Protection Agency and the Coal Authority where appropriate, prior to the determination of any planning application.

Reason

Fife Council will work with Scottish Environment Protection Agency, the Coal Authority, Scottish Water and other agencies, polluters and landowners to prevent or reduce pollution from known contaminants. The Council seeks the remediation of land known to be contaminated, particularly where such land is proposed for development and to this end, has an approved Contaminated Land Inspection Strategy. Any proposals for the redevelopment or re-use of contaminated or unstable land, following appropriate remediation, will be expected to be in accordance with all other relevant planning policies. The benefits of remediation will be taken into account in the assessment of such proposals. The terms of PAN 33: Development of Contaminated Land – are also relevant.
Policy E7

CONSERVATION AREAS

Development and demolition within a Conservation Area, or affecting its setting, shall preserve or enhance its character and be consistent with any relevant Conservation Area appraisal or management plan that may have been prepared for the area.

The design, materials, scale and siting of any development shall be appropriate to the character of the Conservation Area and its setting. Trees that are considered by the planning authority to have amenity value shall be preserved. Given the importance of assessing design matters, outline planning applications will not normally be considered appropriate for developments in Conservation Areas.

Where an existing building, listed or not, contributes positively to the character of the Conservation Area, Policy E9 on demolition shall apply. Where it does not, proposals for demolition will not be considered in the absence of a detailed planning application for a replacement development that enhances or preserves that character. Demolition will not begin until evidence is given of contracts let for the approved development.

Reason

Conservation Areas are areas of special architectural or historic interest, the character of which it is important to preserve or enhance. Changes to their character must be very carefully considered if environmental quality is to be maintained. Authenticity of detail and of overall approach is of paramount importance. Proposals that fail to respect the unique character of the Conservation Area within which they are located will be unlikely to succeed in obtaining consent.

Progress with Conservation Area appraisals and management plans will be reported through the biennial Local Plan Action Programme.

Policy E8

LISTED BUILDINGS

Development affecting a listed building, or its setting, shall preserve the building, or its setting, or any features of special architectural or historic interest which it possesses.

The layout, design, materials, scale, siting and use of any development shall be appropriate to the character and appearance of the listed building and its setting.

Reason

Buildings of special architectural or historic interest are listed by the Scottish Ministers and divided into categories A, B, or C(s). The purpose of listing is to ensure that any demolition, alteration, repair or extension that would affect the building’s special interest is controlled. Listed buildings are part of an important finite asset that should be safeguarded for present and future generations.
Policy E9

DEMOLITION OF LISTED BUILDINGS

Proposals for the total or substantial demolition of a listed building will only be supported where it is demonstrated beyond reasonable doubt that every effort has been exerted by all concerned to find practical ways of keeping it. This will be demonstrated by inclusion of evidence to the planning authority that the building:

a. has been actively marketed at a reasonable price and for a period reflecting its location, condition and possible viable uses without finding a purchaser; and
b. is incapable of physical repair and re-use through the submission and verification of a thorough structural condition report.

RCAHMS shall be formally notified of all proposals to demolish listed buildings to enable features to be recorded.

Reason

Listed buildings are part of an important finite asset that should be safeguarded for present and future generations. The Royal Commission on Ancient and Historical Monuments for Scotland (RCAHMS) shall be formally notified of all proposals for demolition of listed buildings to enable features to be fully recorded.

Policy E10

PROTECTION OF ORCHARDS AND RIGGS

New development shall respect traditional orchards and the historic linear pattern of garden riggs. Development that results in the loss of traditional orchards and garden rigg patterns will be resisted.

Reason

A number of settlements in Fife are characterised by traditional orchards and garden riggs that contribute to local distinctiveness. These will be protected from development which would result in their loss.

Policy E11

HISTORIC GARDENS AND DESIGNED LANDSCAPES

Development affecting Historic Gardens and Designed Landscapes shall protect, preserve, and enhance such places and shall not impact adversely upon their character, upon important views to, from or within them, or upon the site or setting of component features which contribute to their value.
3 Policies

Reason

Historic Gardens and Designed Landscapes provide the setting for historic buildings and enrich the diversity of the Fife landscape. A range of elements, either partial or complete, contributes to a sense of place and adds to community well-being.

The Inventory of Historic Gardens and Designed Landscapes was compiled in 1987 by the predecessor bodies of Historic Scotland and Scottish Natural Heritage. This represented only the first count of obvious candidates for protection and work on supplementary volumes is ongoing. There is currently no legislation to give statutory protection to historic gardens and designed landscapes. However, the Inventory is recognised formally within the planning system. Since 1992, planning authorities – under the terms of the General Development Procedure Order (GDPO) (1992) – are required to consult Historic Scotland and Scottish Natural Heritage on applications that affect Inventory sites.

Inventory sites are designated on the basis of their works of art, historical, horticultural, architectural, scenic and nature conservation value, and the Council will protect them from any development that would adversely affect their overall character including their setting or any feature of value. Protection will also be given to non-Inventory Historic Gardens and Designed Landscapes recorded in Fife Council’s Sites and Monuments Record and to other sites pending their inclusion in the Inventory.

Policy E12

ANCIENT MONUMENTS AND ARCHAEOLOGICAL SITES

Scheduled Ancient Monuments and other identified nationally important archaeological resources shall be preserved in situ, and with an appropriate setting. Developments that have an adverse effect on scheduled monuments or the integrity of their setting shall not be permitted unless there are exceptional circumstances.

All other archaeological resources shall be preserved in situ wherever feasible. The significance of any impacts on archaeological resources and their settings will be weighed against other merits of the development proposals in the determination of planning applications.

The developer may be requested to supply a report of an archaeological evaluation prior to determination of the planning application. Where the case for preservation does not prevail, the developer shall be required to make appropriate and satisfactory provision for archaeological excavation, recording, analysis, and publication in advance of development.

Where compatible with their preservation, proposals for the enhancement, promotion and interpretation of ancient monuments and archaeological sites will be supported.

Reason

The Council has identified a number of Archaeological Sites of Regional Importance in the Plan area, details of which are available from Fife Council’s Archaeologist. These are amongst the most important examples of their type in Fife, and the Council will continue to oppose development that would adversely affect them or their settings. The list identifies Scheduled Ancient Monuments that have been designated by the Scottish Government as being of national importance and are stringently protected by law. The Council will seek to enhance and secure the sensitive management and, where appropriate, interpretation of sites and landscapes, and will continue to extend Fife’s database of our cultural heritage.
Policy E13

STREET FURNITURE

The design and location of street furniture should be appropriate to local characteristics and, where appropriate, should use materials, colours and styles in keeping with the traditional character of its setting, or with any existing street furniture which is being retained.

The application of innovative design solutions will be supported. To raise and maintain design standards throughout Fife, all development proposals must comply with the principles set out in the Fife Urban Design Guide.

Reason

Street furniture such as telephone call boxes, lamp standards, refuse bins, public shelters, and posting boxes collectively influence the appearance of urban streetscapes to a great degree. Most items of street furniture are installed by, or are the responsibility of, local authorities and statutory undertakers. The impact of poorly designed or located street furniture can be significant, however, especially in sensitive settings such as Conservation Areas and close to listed buildings. Consequently, the Council will actively encourage, and expect close liaison with, those bodies responsible for street furniture to promote greater sensitivity in the siting and design of these structures. Consideration will also be given to the requirements of the Disability Discrimination Act 1995 and 2005 in the siting of new street furniture and Fife Council will examine its own areas of responsibility, with a view to using more sympathetic designs and materials (for items such as litter bins) in locations where the highest standards of design are required.

Policy E14

PUBLIC ART

The Council will seek the provision of public art in development proposals. For all major developments\(^2\), and proposals on prominent sites the Council will seek a contribution of at least 1% of the construction cost for the provision of public art as an integral part of the project. For all other applications, an appropriate contribution will be discussed with the developer.

Reason

The aim of this policy is to encourage the inclusion of publicly accessible art and design as part of development proposals. Public art can be permanent or temporary and may include drawing, painting, sculpture, photography, light, sound and music, or live art.

Public art is integral to achieving high quality design. Encouraging public art enhances the appearance of buildings and public spaces and promotes a strong sense of place and community pride. Public art refers to artists working along with local communities, as part of process of creating new spaces and buildings. The Council will encourage developers to involve artists from the start of the planning and design process.

This policy supports a Fife Council wide approach to public art and is in line with national policy and advice. Further guidance is included in the Council’s Urban Design Guide - *Creating a Better Fife* and the *Fife Masterplans Handbook*. Further supplementary guidance on Public Art will also be prepared during the lifetime of the Local Plan.

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\(^2\) Major developments are those defined in the *Town and Country Planning (Hierarchy of Developments) (Scotland)* Regulations 2009 and Circular 5/2009 - Hierarchy of Developments.
Glenrothes
Policy E15

DEVELOPMENT IN THE COUNTRYSIDE

Development in the countryside will be only supported where it:

a. is required for agricultural, horticultural, woodland or forestry operations; or
b. is for new enterprises which either diversify the above land-based businesses to bring economic support to the existing business or add local value by using the products of, or servicing, land-based businesses or other established countryside activities; or
c. diversify or add to the above land-based businesses to bring economic support to the existing business or add local value by using the products of, or servicing, land-based businesses or other established countryside activities; or
d. is for the extension of established businesses; or
e. provides for small scale employment land adjacent to settlement boundaries, which contributes to the Council's employment land supply requirements; or
f. is for facilities for access to the countryside; or
g. is for facilities for outdoor recreation or tourism or other development which demonstrates a proven need for a countryside location; or
h. is for housing (as supported by Policy E16);

and is of a scale and nature compatible with surrounding uses; is well-located in respect of available infrastructure and contributes to the need for any improved infrastructure; will result in an overall enhancement to the landscape and environmental quality of an area; provides employment for local people or supports local services and that equivalent alternative capacity does not exist within the local area (or settlement boundary).

Reason

The “countryside” is defined as the area outwith the town and village envelopes shown on the Proposals Map.

Scottish Planning Policy highlights the need to be aware of the increased demand for new types of development in rural areas. A proactive approach needs to be taken to enable new development, including small-scale housing and business opportunities, to take place in appropriate locations.

One of the objectives of the Plan Strategy is to protect the countryside from unplanned development. However, it is recognised that there are activities which require a countryside location or which are important contributors to the diversification of farms into new enterprises in order to survive as viable businesses. Small scale employment sites adjacent to settlement boundaries which serve to maintain the Council’s employment land supply requirements (monitored through Fife Council’s Employment Land Audit) and which meet the criteria set out in the policy will also be supported.

The protection and enhancement of the built, natural and historic qualities of the countryside are important considerations and these attributes must be maintained and enhanced wherever possible. There are a range of policies which protects these valued environments and where development will not be permitted if there may be adverse environmental impacts which cannot be mitigated. Policy E19 (Local Landscape Areas) and the Fife Landscape Character Assessment will be important considerations in the determination of planning applications.
Policy E16

HOUSING DEVELOPMENT IN THE COUNTRYSIDE

The development of housing in the countryside will only be permitted where it:

a. is required for the operational needs of an agricultural, horticultural, woodland, forestry or other business supported by Policy E15 and will be located as an integral part of the business; or
b. is for affordable housing of modest, limited scale which meets an identified need; or
c. is for a site within an established and clearly defined cluster of dwellings of 5 houses or more; or
d. is for the renovation of a substantially complete building (i.e. external walls are complete and sound to wallhead level) last used as a house; or
e. provides for the rehabilitation and/or conversion of complete or substantially complete existing buildings of traditional long life construction (but excluding proposals involving substantial demolition/rebuilding); or
f. is for the demolition and replacement of a house:

(i) which cannot otherwise be brought up to modern standards at a reasonable cost; or

(ii) where the replacement would be of exemplary siting and design resulting in an overall enhancement to the landscape and environmental quality of the area; or

g. secures the development of a derelict site with ruinous buildings where this would result in an overriding benefit in terms of visual and environmental improvement.

Note: this policy does not apply in land designated as green belt.

Reason

In Scottish Planning Policy the Scottish Government has sought to discourage isolated development in the countryside merited by particular circumstances. Housing development in the countryside could result in the gradual erosion of the rural landscape, its character and qualities. Scottish Planning Policy highlights that, through supporting policies, demand for new housing in the countryside can still be met in a way which can bring social, environmental and economic benefits. The replacement of housing of poor design and condition and change of use of a range of redundant rural buildings can help to support rural businesses and maintain vibrant communities. Policy E19 (Local Landscape Areas) and the Fife Landscape Character Assessment will be important considerations in the determination of planning applications.

The delivery of affordable housing development in rural areas may require development in the countryside to meet local housing needs and provide for development of a modest scale which meets rural needs and is of a scale of development suited to its rural setting. In such circumstances and subject to Policies H2 and E16, development for affordable housing may be supported. Policy H2 and Fife Council Supplementary Guidance on Affordable Housing give detailed guidance on overall requirements and site thresholds. Together, these policies allow for some flexibility in meeting affordable housing needs in rural areas in line with national policy.

Where a new house is proposed as part of a business, the business must be operational for at least 2 years and must be capable of providing the whole or main source of livelihood for the occupant.

The Council will complete its ongoing work to prepare supplementary planning guidance to support this policy.
Policy E17

GREEN BELT

NOTE: this policy is applicable only in the Dunfermline and West Fife and the St Andrews and East Fife Local Plan areas and so is not replicated here.
3 Policies

Policy E18

PROTECTION OF AGRICULTURAL LAND

Irreversible development of prime agricultural land will be supported only if there are overriding national or local circumstances, or if the land is zoned for development in the Local Plan.

Reason

Despite recent changes in agriculture and the trend toward farm diversification, there is still a need to protect prime quality agricultural land as a long-term national resource. Prime quality land is that which falls into Classes 1, 2, and 3.1 as defined by the Macaulay Land Use Research Institute and is the most productive agricultural land.

Policy E19

LOCAL LANDSCAPE AREAS

Development proposed within an Local Landscape Area or outwith the boundary but which may impact upon the designated area, will only be permitted where it has no significant adverse affect on the identified landscape qualities of the area and/or its overall landscape integrity and setting. Proposals must demonstrate, through form, scale, layout, detailing, siting, design, materials, and landscaping, how the development will contribute to the preservation, restoration, or enhancement of the Local Landscape Area and its associated landscape qualities.

Reason

Guidance on Local Landscape Designations published by Scottish Natural Heritage/Historic Scotland (2004) recommends designating locally important landscapes as part of a Scotland-wide 'all landscapes' approach. This advice sets out a refreshed approach to assessing and evaluating landscape character and qualities.

In Fife, AGLVs have been reviewed in preparing this Local Plan and replaced by Local Landscape Areas as advocated in Scottish Planning Policy (2010). This review has enabled a more robust policy approach to be formulated for both landscape designations and the wider landscape. The Local Landscape Areas are identified on the Proposals Map.
Policy E20

WATER ENVIRONMENT

Development will not be permitted where it would have an adverse affect, either directly or indirectly, on the ecological status of watercourses or wetlands or the quality of groundwater.

Reason

Rivers, burns, wetlands, marshes, lochs and ponds are a focus for wildlife and native woodland. They are usually a scenic asset, and are often a recreational resource. The Fife Local Biodiversity Action Plan, together with the policies and proposals in the Local Plan, provides the basis upon which the Council will seek to protect these natural assets. Development that may result in pollution, erosion, channelling, major culverting, the loss of habitat, or any other detriment to the amenity of the watercourse will not be supported. It should also be ensured that development does not compromise the objectives of the Forth Area Management Plan (Draft) 2005-2015 and/or the River Basin Management Plan (Scotland).

The Scottish Environment Protection Agency (SEPA), in partnership with Fife Council and Scottish Water, has responsibility for controlling the quality of run-off into open watercourses. PAN61: Planning and Sustainable Urban Drainage Systems details the role of the different agencies and gives good practice advice. Further information on ecological status and the implications of the Water Framework Directive may be obtained from SEPA. In all development, regard should be had to the terms of Policies I3, I4 and I5.
Policy E21

EUROPEAN PROTECTED SPECIES

Development that will have a significant adverse affect on European Protected Species will not be permitted unless the developer shows that:

a. the proposed development is in the interests of preserving public health or public safety or other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment; and

b. there is no satisfactory alternative; and

c. the proposed development will not be detrimental to the maintenance of the population of the European protected species concerned at favourable conservation status in their natural range.

Where a proposed development is likely to affect European protected species the developer must submit a survey of the status of that species at the site. If present, an assessment must identify what impact the development will have on the protected species and a detailed method statement provided of all the mitigation work that is proposed in relation to the European protected species. This will be required before planning permission can be granted.

Reason

A number of species identified as European Protected Species (EPS) are protected by the Conservation (Natural Habitats etc.) Regulations 1994 (as amended in 2007) which implements the European Habitats and Birds Directives; this provides a more stringent regime for the protection of species than that found in national legislation.

Developers must be aware of the importance of identifying whether or not European Protected Species are found on or near development sites. If activity, including development, is likely to have an adverse affect on a EPS a licence (issued by the Scottish Government) is usually required to carry out work.

The Council, therefore, has a key role relating to European Protected Species as it must not give permission for any development which cannot, subsequently, meet the requirements for a licence. If a development will have an adverse affect on a European Protected Species the three tests necessary for the granting of a licence (points (a)-(c), in the policy text) must be satisfied.
Policy E22

LOCAL BIODIVERSITY AND GEODIVERSITY SITES

Development that may affect a Local Biodiversity Site or Local Geodiversity Site will not be permitted unless the developer submits an appraisal which demonstrates that:

a. the overall ecological integrity of the site will not be compromised; or
b. any significant adverse affects on the site are clearly outweighed by social or economic benefits of significant local importance.

Where development will adversely affect the site, the developer’s appraisal must identify:

- how any anticipated damage will be minimised or mitigated, including replacement habitat for any losses incurred; and
- proposals for the conservation, protection, enhancement and future management of the natural heritage interest of the site.

Where appropriate, planning conditions and agreements will be used to ensure these proposals are achieved.

Reason

Fife has many sites that are important for wildlife, geology and the natural processes that shape the landscape. Some of these sites are of international importance and are known as Natura and Ramsar sites. Others, known as Sites of Special Scientific Interest and National Nature Reserves are important in a Scottish context. European Directives and national legislation protect the natural heritage of these areas. Planning policies to protect these sites from damaging development are included in the Fife Structure Plan 2006-26.

Many more sites in Fife are locally important for their natural heritage interest. They are valuable, individually and in combination with other sites, and their number and diversity provides an important network of habitats. It is essential that these sites are not lost entirely or damaged to such an extent that they become isolated and no longer provide a link in the network or cannot remain as viable refuges. This policy aims to protect Fife’s locally important sites from damaging development. The Nature Conservation (Scotland) Act 2004 places a duty on the Council to protect and enhance these sites.

These sites are known in Fife by several names:

- Listed Wildlife Sites;
- Sites of Importance for Nature Conservation
- Scottish Wildlife Trust Reserves;
- Local Nature Reserves;
- Regionally Important Geological and Geomorphological Sites.

The Council now has the role of establishing and managing a new system of local nature conservation sites and such sites will now be known as Local Biodiversity Sites and Local Geodiversity Sites.

Further information on these local sites is available from the Take a Pride in Fife Environmental Information Centre (TAPIF-EIC).
Policy E23

PROTECTION OF BIODIVERSITY

Development that may affect national and local priority habitats or species, as identified in the Scottish Biodiversity List or Fife Local Biodiversity Action Plan, will not be permitted unless the developer submits an appraisal showing that:

a. there will be no adverse affect on the habitats or species; or
b. any significant adverse affect on the habitats or species is clearly outweighed by social or economic benefits of significant local importance.

Where development adversely affects the habitats or species, the developer's appraisal must show:

- how the damage will be minimised and mitigated, including, where appropriate, replacement habitat for any losses incurred; and
- proposals for the conservation, protection, enhancement and future management of habitats and species (biodiversity). These must ensure that there is net benefit to biodiversity within the development site and also in habitat linkages to the site as appropriate. Particular regard should be given to priority habitats and species of conservation concern identified within the Fife Local Biodiversity Action Plan.

Where appropriate, planning conditions and agreements will be used to ensure these proposals are achieved.

All development should contribute to overall environmental enhancement by taking into account benefits to biodiversity (see Policy E3 Development Quality – Environmental Impact)

Reason

This policy aims to protect priority habitats and species across all of Fife some of which may not fall within the protection afforded by designated sites. Without care, poorly sited and designed development can affect and lead to the loss of species and habitats at any location. To achieve overall benefits for biodiversity it is important to ensure the protection and enhancement of the wider Fife environment wherever development is proposed thus complementing the site protection system, which is at the centre of the biodiversity conservation process, and supporting the regard for landscape features of value to flora and fauna under the Habitats Regulations (Regulation 37).

The Wildlife and Countryside Act 1981 (as amended) and the Protection of Badgers Act 1992 give specific protection to a range of species. The Nature Conservation (Scotland) Act 2004 extended the scope of this protection by placing a duty on local authorities to further the conservation of biodiversity in undertaking their functions and in so doing to have regard to the Scottish Biodiversity Strategy (Scottish Executive, 2004). The Scottish Biodiversity List (2005) was prepared in support of these requirements. It lists the flora, fauna and habitats considered by the Scottish Ministers to be of principal importance for furthering the conservation of biodiversity.

The Scottish Biodiversity Strategy has a key objective of halting the loss of biodiversity and continuing to reverse previous losses through targeted actions for species and habitats. The Fife Local Biodiversity Action Plan 2003-2006 includes a series of actions to protect habitats and species and is the local means of meeting the objective of the Scottish Strategy whilst also taking forward action local to Fife. The Fife LBAP is currently being reviewed along with draft species and habitat action plans.

Further information on species and habitats in Fife is available from the Take a Pride in Fife Environmental Information Centre (TAPIF – EIC).
Policy E24

TREE PRESERVATION ORDERS

Tree Preservation Orders will be designated where a tree or group of trees has an important amenity value, particularly where under possible threat. Support will not be given for works to a tree or woodland protected by a Tree Preservation Order unless it is demonstrated that:

a. the health and appearance of the tree will not be impaired and

- the works are necessary for its continued retention and consistent with good arboricultural practice;
  or
- in the case of a woodland, the proposed works are consistent with the principles of sound woodland management and good arboricultural practice;

or

a. the tree is dead, diseased or dangerous, in which case felling may be necessary.

Where felling is necessary under the terms of this policy, appropriate replacement planting will be required.

Reasons

The Council cannot provide protection to all trees and woodlands. It can, however, designate Tree Preservation Orders, control the felling of trees for development, and enter into agreements with owners of trees and woodlands to encourage proper management and public access. Tree Preservation Orders provide protection in law for significant trees. In assessing the value of a tree or group of trees, the Council will consider the aesthetic, recreational and wildlife value, the rarity, and the value as an example of a particular species. Trees in Conservation Areas are given similar protection to those protected under a Tree Preservation Order.
Policy E25

TREES ON DEVELOPMENT SITES

Where development is proposed on a site where trees are present, consideration will be given to whether, and in what form, development should be supported, having regard to the desirability of retaining and protecting mature and semi-mature trees, and other examples likely to become attractive in amenity terms, or of a rare species. Trees, woodlands, and hedgerows that have a landscape, amenity and/or nature conservation value will be protected from development.

When submitting a proposal for development for a site where trees are present, the developer shall be required to:

a. submit a comprehensive tree survey;

b. identify on site any affected trees; and

c. submit for agreement a programme of works, details of tree protection and landscaping proposals, including any appropriate tree planting.

Reasons

Throughout the Plan area, trees and woodlands support wildlife, provide a diversity of habitats, enhance the amenity of the countryside and built environment and improve air quality. They also provide an important contribution towards recreation and tourism. Their protection and management is an important objective of this Local Plan, particularly where they have been identified by the Inventory of Ancient, Long-Established, and Semi-Natural Woodland.

The Council recognises that trees and woodlands will require sound management which often requires work to the trees themselves. All tree work must comply with BS 3998: 1991 - Recommendations for Tree Work. This will ensure best practice. Tree felling may also require a Felling Licence which requires replanting irrespective of the presence of Tree Preservation Orders (detailed guidance is given in “Tree Felling and Permissions” available from the Forestry Commission). Work to preserve trees solely for reasons of residential amenity will not generally be supported. Policies E24 and E25 will also apply to the protection of street trees, particularly where affected by duct-laying operators. Considerable damage can be caused to trees by the installation of utilities. Work should be carried out in accordance with the guidance set out by the National Joint Utilities Group Publication 10 - Guidelines for the Planning, Installation and Maintenance of Utility Services in Proximity to Trees, April 1995.

Policy E26

NEW TREE PLANTING

New on-site tree planting will be sought as an integral part of new development. Planning obligations will be used to achieve off-site or other additional tree planting and partnerships encouraged to secure tree planting and sustainable woodlands.

Reason

Where trees have to be felled as an element of site development, or are affected by development, it is essential that this is professionally overseen. Replacement planting will be specified to compensate for the loss of any trees. Works should be carried out in accordance with the guidance set out by the National Joint Utilities Group and BS5837: 1991 - Trees in Relation to Construction. There are frequent concerns that trees, particularly when they become mature, will fall on adjacent property. Detailed consideration of the relationships between existing trees and new development is needed and professional arboricultural advice...
must be sought to ascertain potential conflicts. The choice of species for new planting in relation to existing buildings, and within and around development sites, should be influenced by the physical and technical restrictions posed by the site. Planting should seek to relate to existing features and build on local landscape character as identified by the Fife Landscape Character Assessment. Native species should be encouraged wherever appropriate. Works should be carried out in accordance with the detailed recommendations in BS5837: 1991 - Trees in Relation to Construction.

Development on sites adjacent to woodland can affect drainage patterns not just through the development site but also through the woodland. To avoid potential damage to the woodland resource, developers will be held responsible for ensuring that drainage from their site is effectively prevented from entering the adjoining woodland.

Policy E27

THE COAST

Development on the undeveloped coast will not be supported unless it can be demonstrated that:

a. there is a proven need for a coastal location;
b. the proposal avoids the use of greenfield sites and can reuse vacant land;
c. the proposal demonstrates high standards of design and siting;
d. the proposal does not contribute to or is at risk of coastal erosion;
e. the proposal is not subject to nor will it contribute to flood risk;
f. the proposal safeguards cultural and natural heritage resources;
g. the proposal does not prejudice the footpath and/or cycle network; and
h. the proposal does not result in the coalescence of coastal villages.

Development which is proven to require a coastal location or which contributes to the economic regeneration of coastal settlements should be located on the developed coast in the first instance.

Reason

The Fife coast has a varied and distinctive nature with a role to play in the Fife economy and will be protected from unnecessary and unsympathetic developments. Provision will be made for development that requires a coastal location, reuses brownfield land or contributes to the local economy. The coastal zone, the land related to and influenced by the coast, includes land up to 0.25km inland from Mean High Water Springs the coastal landscapes defined in the Fife Landscape Character Assessment and coastal habitats.

Large sections of the Coastal area in Fife contain internationally and nationally designated nature conservation sites and cultural heritage resources. The Nature Conservation (Scotland) Act 2004 and the Habitat Regulations 1994 place requirements on local authorities to further the conservation of biodiversity and these are met through the Approved Fife Structure Plan 2009 policies.

The developed coast has been defined as settlements with a population greater than 2,000 and where there is existing large-scale development for industry, tourism and recreation outwith settlement limits. To maintain and enhance the high quality of the coastline, development that does not require a coastal location will be resisted. Development that, for operational reasons, requires a coastal location, e.g. boatyards, water-based sports, will in the first instance be directed to the developed coast.

The undeveloped coast includes agriculture and forestry land, low intensity recreational uses and smaller settlements which depend on the coast for their livelihood. Development on the undeveloped coast should only be considered where there are no feasible alternative sites within settlements or on previously developed land and where the proposal can be expected to yield social and economic benefits which outweigh any potentially detrimental impact on the coastal environment.

Development proposals will require to provide a full and robust justification for their coastal location.
Policy E28

LANDFILL

Proposals for new landfill sites will not be supported.

Proposals for the improvement or restoration of land by the deposit of waste will only be supported where the purpose is for:

a. agricultural land improvement where a significant improvement in the agricultural land classification grade will be achieved; or
b. land restoration as part of a regeneration project or programme.

Applicants will be required to demonstrate that the improvement is essential for the use of the land and cannot be achieved by other measures. Applicants will also be required to demonstrate that the proposal will not compromise the objectives of the National Waste Strategy for Scotland, National Waste Plan and Area Waste Plan; and will not have a detrimental impact on ground or surface water resources.

Reason

There may be circumstances where disposal of inert waste to land may be justified as part of land reclamation for either agricultural land improvement or as part of a regeneration project or programme. This would be acceptable where there is a genuine need for this to be achieved. There will need to be specific justification for the tipping of waste as the only method of returning land to effective use.

Policy E29

WASTE MANAGEMENT SITES

Existing waste management sites (and sites with extant consents), as identified on the Proposals Map, will be safeguarded for future waste management use and protected from development which may prejudice their existing or future use for waste management. Where appropriate, sites will be safeguarded for expansion, in keeping with the requirements of the Fife Area Waste Plan.

Proposals for new waste management facilities located within or immediately adjacent to existing waste management facilities or within general industrial areas predominately in industrial, storage, or distribution use, on brownfield or previously contaminated land will be supported where they are accompanied by an assessment demonstrating that the following issues have been addressed:

a. proximity to the sources of waste, the best practicable environmental option and minimisation of the transport of waste, particularly by road;
b. the impact of emissions, odour and noise on the environment and communities;
c. the requirements of the National Waste Strategy for Scotland, National Waste Plan and Area Waste Plan; and
d. the impact on ground or surface water resources.

Reason

Proposals for waste management facilities will be assessed against the principles of the National Waste Strategy, National Waste Plan and the Area Waste Plan for Fife. The Area Waste Plan provides a framework for the development of waste management facilities to meet landfill diversion targets. Proposals for new waste management facilities should therefore be accompanied by an environmental statement that demonstrates that those principles outlined in the Area Waste Plan, and other issues arising, have been addressed.
Proposals for new waste management facilities are likely to be acceptable in general industrial areas provided that the proposed site is not in a prominent location or a prime site for industrial development. Such locations are likely to be the most appropriate due to being less likely to conflict with the surrounding land uses, while such locations tend to benefit from good access and road links. Where appropriate, cycle, and pedestrian access will be permitted to waste management facilities subject to overriding health and safety legislation and guidance. The Council will consider the need for buffer zones where there are sensitive receptors nearby, in accordance with national policy.

In considering proposals for any type of new development the Council will also take into account the extent to which they effectively manage and promote the reduction, reuse, recycling and recovery of waste during the construction and operation of the development including any measures for waste separation and collection at source.
Providing for Community Needs

Policy C1

COMMUNITY, CULTURAL AND LEISURE FACILITIES

The development of community, cultural and leisure facilities will be supported where:

a. they will satisfy an identified demand for the facility; or
b. they are located within an edge-of-centre or neighbourhood centre or edge-of-town centre and it can be demonstrated that no suitable sites or premises exist within a town and local centre;

and they:

- do not on their own or cumulatively adversely affect the vitality and viability of town and local centres;
- are easily accessible by and can be served by a choice of means of transport during their hours of operation; and
- are compatible with neighbouring uses.

Reason

At a time of limited financial resources, Fife Council’s programme of proposals for community and leisure facilities is restricted, and unlikely to meet the full range of demands. Considerable emphasis is therefore placed on attracting national agencies and private enterprise to contribute to meeting future needs in the Plan area. Fife Council will seek to take advantage of grants to improve recreational provision, and encourage landowners and local groups to do likewise.

This policy confirms the applicability of the sequential approach, particularly for indoor facilities. Outdoor Class 11 uses within built-up areas tend not to be located in, or be appropriate for, town centres. Suitable proposals could be linked with open space, educational, or ‘green corridor’ land, subject to the Local Plan policy position relevant to these areas.
Policy C2

SPORTS FACILITIES WITHIN SETTLEMENTS

New sports facilities within settlements will be supported in principle where they are compatible with adjacent land uses. Development which would result in the loss of existing sports facilities will not be permitted except where one of the following circumstances apply:

a) the proposed development is ancillary to the principal use of the site;

b) the proposed development involves a minor part of the sports facility which would not affect its use and potential for sport and training;

c) the sports facility that would be lost as a result of the proposed development would be replaced by:-

i) a new sports facility of a comparable or greater benefit for sport and in a location that is convenient for its users; or

ii) the upgrading of an existing sports facility to provide a better quality facility, either within the same site or at another location that is convenient for its users and that maintains or improves the overall playing capacity in the area.

d) it can be demonstrated that there is a clear excess of sports facilities to meet the current and anticipated future demand in the area and that the site in question could be developed without detriment to the overall quality of provision.

Reason

Sport and physical recreation are recognised as being key elements in maintaining a healthy lifestyle. The provision of such facilities can contribute to the health and well being of the community and enhanced quality of life. To support town centres such facilities should ideally be placed here, thereafter the sequential approach applies. Sportscotland will be consulted on any planning application for development that is likely to prejudice or lead to the loss of land used as a sports facility or playing field.

Whilst not an exhaustive list, sports facilities include sports pitches and playing fields, athletic tracks, golf courses, bowling greens, and tennis courts.
Policy C3

SPORTS AND RECREATIONAL FACILITIES IN THE COUNTRYSIDE

Proposals for the provision of formal sports and recreational facilities in the countryside will be supported and will be assessed against the following criteria:

a. the proposal must be of a scale, nature and design appropriate to its setting;
b. it must not have a material adverse impact on landscape, nature conservation or archaeological interests;
c. the traffic generated must not have a material adverse impact on landscape, nature conservation or archaeological interests;
d. there is a locational justification for the development;
e. the proposal would not compromise public safety in the locality;
f. the developer has demonstrated that the use/re-use of vacant or derelict land and buildings and land previously affected by mineral development or forestry schemes has been first considered; and
g. if relevant, must be consistent with Policy E17 (Green Belt).

Reason

The countryside may have potential to accommodate a range of formal sports and recreational facilities. These can range from golf courses and driving ranges to more noisy and potentially intrusive sports facilities such as those for water/jet skiing, motor sports, clay target shooting, flying and paintball/war games. Activities such as these can introduce a level of use that may be alien to the surrounding area. Careful attention must therefore be given to ensuring that uses such as these can be accommodated on sites where the potential risk of damage or disturbance can be managed within an acceptable level. The re-use of previously developed sites should therefore be considered. Attention will be given to the detailed guidance contained in Scottish Planning Policy when dealing with individual applications.

Policy C4

OPEN SPACE AND URBAN PARKS

Existing or proposed open spaces which are identified on the Proposals Map, or others which serve a valuable amenity, wildlife, or recreational purpose, will be protected from development.

Reason

Open space is both a major urban land use and an essential part of the townscape. It provides land for leisure, play, and relaxation through parks, playing fields and children’s play areas. It can act as an amenity buffer between developments and between housing and traffic. In built-up settings, open space can provide an attractive landscaped backcloth and allow views of surrounding buildings, and its enhancement can help towards achieving the objectives of the Fife Local Biodiversity Action Plan. Given the importance of amenity and recreational open space, existing areas will be safeguarded. Development ancillary to the use of land as open space will be considered acceptable. This includes provision of changing facilities and extensions to existing facilities. The Proposals Map shows the main parks, playing fields and amenity space in each community. Other, smaller areas of public open space will also be protected where they serve a valuable amenity or recreational purpose. It should also be noted that during the lifetime of this Local Plan, the Council will complete its ongoing work to prepare a Greenspace strategy. This work will inform new minimum standards for open space in development.
Policy C5

PUBLIC OPEN SPACE

The change of use of public open space to private garden ground will not be supported, where it results in any of the following:

a. a loss of visual amenity; or
b. a reduction in the amount of space available for recreational purposes; or
c. a reduction in open space which has amenity value; or
d. the creation of difficulties in maintaining the remaining open space; or
e. a detrimental impact upon the ecological or nature conservation interest and integrity of the open space or wider green network.

Where the area affected contains trees, these should be retained.

Reason

The incremental loss of small amounts of open space, often in areas which may be less well-used or poorly maintained, can individually or collectively lead to significant reductions in open space which are to the detriment of local amenity. Commonly, such losses are as a result of changes of use or a reduction in the ease and efficiency with which the remaining open space can be maintained. Such changes of use will be resisted where any of these impacts are likely to occur.

Where open space is provided as part of a private development, developers will be required to ensure that maintenance arrangements and procedures are established for public and common areas. All land forming public open space must be maintained by the developer (or factor on their behalf) or be conveyed to Fife Council for adoption and maintenance on payment to the Council of a lump sum equivalent to a minimum of 25 years’ maintenance costs. The refurbishment or restoration of landscape, recreation and play areas may be needed within this timescale and, where appropriate, a capital sum will also be sought to cover these costs.

On larger sites, a landscape bond will be required as security for the adequate provision of public open space.

In determining open space requirements for housing developments, consideration will be given to the existing localised provision, the need for open space in the vicinity, and the type of facilities required. Developers should have regard to open space standards as outlined in Policy E5 and it should be noted that during the lifetime of this Local Plan, the Council will complete its ongoing work to prepare a Greenspace strategy. This work will inform new minimum standards for open space in development.
Policy C6

ALLOTMENTS

The provision of new allotments will be supported for all major developments.

The change of use of allotments to other purposes will not be supported where the allotments remain in use or there is a demonstrable demand for their use, unless appropriate alternative provision is made.

Reason

Alternative uses will not be supported which result in the loss of allotments that are still being cultivated or there is a local demand that could be met by the site. During the lifetime of this Local Plan, the Council will complete its ongoing work to prepare an allotments strategy, which will inform new minimum standards for allotment provision. This work has been considered within the wider context of Fife Council's emerging Fife Greenspace Strategy and Scottish Planning Policy.

Some Settlement Plans identify development requirements for allotments in major developments. These requirements will require the scale and nature of allotments to be agreed with the Council.
Policy C7

SCHOOL AND FURTHER EDUCATION ESTABLISHMENT GROUNDS

School and further education establishment grounds will be protected from non-educational development not related to the educational use of the site.

Reason

School grounds make a significant contribution to the provision of recreational open space. A number of schools are also designated as Community Schools and their grounds and sports facilities are available for wider use. Fife’s Grounds for Learning scheme supports the creation of wildlife areas and environmental improvements within school grounds as part of the school curriculum. The Proposals Map identifies boundaries of primary and secondary schools, and the development of school grounds for non-education purposes will be resisted unless it can be demonstrated that they will not be required in future by the school or wider community. This policy will also be applied to further education establishments.

Policy C8

FOOTPATHS/CYCLEWAYS/BRIDLEWAYS

Existing rights of way and established footpaths, cycleways, and bridleways will be safeguarded and kept open and free from obstruction. Where development affecting such routes is deemed appropriate, suitable re-routing must be provided before the development commences, or before the existing route is removed from use. The Council will seek to maintain and extend the network, where appropriate, for multi-use including walkers, cyclists, horse riders and paths accessible to people of all abilities, by establishing a Core Path Network, and will support new development that contributes to this end.

Reason

There are many paths in the towns, villages and countryside that provide important connections and recreational routes. The Council recognises the value of these paths as safe, convenient and attractive facilities for walkers, cyclists and horse riders. It continuously seeks to identify and signpost established paths in consultation with landowners. As funds permit, a programme of upgrading works will be undertaken to improve the path network. Location plans indicating known routes are available for inspection at Enterprise, Planning & Protective Services offices, and from the Countryside Ranger Service. Fife Council is also preparing a Core Path Plan for Fife as required under the Land Reform (Scotland) Act 2003. This plan will identify a system of paths (core paths) sufficient for the purpose of giving reasonable access for walking, cycling, horse riding and use by the disabled across Fife.
3 Policies
Developing the Transport Network

Policy T1

THE TRANSPORT NETWORK

New development must:

a. be accessible to, or able to be made accessible to, the existing or planned public transport network;
b. be located where road network capacity is or can be made available, but only after access by
other more sustainable modes has been maximised and there is no creation or worsening of a
road safety problem;
c. provide for safe and convenient cycle and pedestrian access or through-routes;
d. provide for, and do not prejudice existing, safer routes to schools and further education sites;
e. provide for secure and convenient cycle parking;
f. provide for the protection and integration of existing routes; and
g. provide for safe routes to stations and major public transportation interchanges; and
h. provide multiple points of access with the surrounding public road network.

Reason

Developers must make adequate provision for pedestrian and cycle movement in proposed schemes, commensurate with the scale of the development proposal. Footpaths and cycleways should be planned to link housing with employment, commercial and leisure areas. They should be segregated from traffic wherever possible, conveniently located for public transport and designed to ensure the personal safety of users. Fife Council’s Transportation Development Guidelines and Supplementary ‘Designing Streets’ Guidance (April 2009) together with design criteria contained in the Fife Urban Design Guide seek to integrate facilities for pedestrians and cycle movement. These guidelines will be applied in determining development proposals. The supplementary guidance also specifies that multiple points of vehicular and pedestrian access should be provided, but there may be justification to relax these standards for small scale development. The requirements of clause (h) of this policy will therefore be subject to agreement on a site by site basis with Fife Council Transportation Services.
Policy T2

TRAFFIC SAFETY IN NEW DEVELOPMENT

Measures to improve safety for all road users are required in all new developments, including footway provision and improvements, construction of suitable traffic calming measures, and the reduction of speeds in residential areas to 20MPH or less where appropriate.

Road layout, construction, access and parking provision should conform to Fife Council’s Transportation Development Guidelines, and Supplementary ‘Designing Streets’ Guidance, the principles set out in the Fife Urban Design Guide and other National Policy Standards where appropriate including the Scottish Planning Policy and the Design Manual for Roads and Bridges. Development proposals likely to generate a significant amount of traffic should be accompanied by Transport Assessments, including, where appropriate, Travel Plans, and Environmental Impact Assessments. Cumulative Transport Assessments will be required to be prepared and funded by developers/landowners working in partnership with the Council where multiple development sites require to be assessed on a cumulative basis.

Reason

A safe residential environment requires that the design and use of roads in exclusively residential streets is delivered in a manner which builds in appropriate traffic calming. New residential development should take account of PAN 76: New Residential Streets, which provides advice on the design of better quality residential streets and focuses on key factors which can create successful street design.

The Council will ensure that all new developments meet satisfactory road safety and traffic management standards for all road users including pedestrians, cyclists, children and the elderly. This will be achieved through the application of Fife Council design criteria contained in the Fife Urban Design Guide, Fife Council Transportation Development Guidelines and Supplementary “Designing Streets” Guidance (April 2009) and other standards, which provide a uniform approach to parking, servicing, layout, road construction and other relevant issues. Compliance with these standards allows roads to be adopted and ensures long-term maintenance and safety.

In the case of both major planning proposals and new road proposals, Transport Assessments and Environmental Impact Assessments will be required to allow the fullest consideration of all relevant issues. Travel Plans may also be required to demonstrate how sustainable travel options can be achieved in cases where development proposals will give rise to significant levels of commuting and/or customer-related travel.

Where roads are to be private, Fife Council will require to be satisfied at the time of granting planning permission that adequate arrangements will exist to ensure maintenance, repair, cleanliness and, in the long-term, replacement of roads/drains/lighting.
# Infrastructure

## Policy I1

**RENEWABLE ENERGY**

A range of technologies for renewable energy generation, including micro-renewables, will be encouraged. Renewable energy developments will be supported provided that:

- **a.** there is no significant adverse impact on local communities, the built and/or natural environment, and other uses and activities;
- **b.** they provide employment opportunities, particularly diversification of the rural economy; and
- **c.** they make use of brownfield or contaminated land, where possible.

All proposals will be required to provide detailed information on associated infrastructure required; including roads and grid connections, impact during construction and operational phases of the development, including visual impact, noise, and odour issues; and provisions for the restoration of the site.

All new developments should make a positive contribution to environmental quality by incorporating on-site zero and low carbon equipment contributing at least an extra 15% reduction in CO2 emissions beyond the 2007 Building Regulations carbon dioxide emissions standard.

Proposals for the combustion of biomass, composting, landfill gas and other technologies will be supported where:

- **d.** they make use of brownfield or contaminated land; or
- **e.** they provide rural employment opportunities and are consistent with other Development Plan policies.

Biomass fuel processing and energy production facilities will be supported where it can be demonstrated that generating efficiency will be enhanced by co-location and, subject to transportation impact, siting and design.

Proposals to abstract geothermal energy from groundwater and other sources will be supported throughout Fife provided that the drilling, engineering and abstraction operations do not:

- **f.** cause unacceptable impacts on the built and natural environment, and residential and other sensitive properties; and
- **g.** do not cause pollution of groundwater.

Proposals for hydro power developments will be supported throughout Fife’s river network provided that they do not cause damage to fisheries, fish and other aquatic life within the river catchment.

Proposals for using solar panels will be supported provided that they comply with Development Plan policy and Planning Customer Guidelines.
Reason

Renewable energy technologies can be used to generate electricity, heat water and provide space heating. The technologies can be developed on a domestic, community or commercial scale. They may be incorporated into new development proposals and introduced to existing development. There is a range of technologies which could be exploited in Fife, including wind, hydro, biomass, waste, geothermal, heat exchange, solar (direct and photovoltaic) and passive solar design. There is also scope for offshore wind-powered developments and other technologies that operate on the coast and on or under the surface of the sea.

A key role of the planning system is to support a move towards low and zero carbon development through the use of energy efficient, micro-generating and decentralised renewable energy systems. When drafted the policy requirement for a minimum of 15% accorded with national guidance contained in the now revoked SPP6: Renewable Energy. It should be noted however that the percentage reduction in CO2 emissions will be regularly reviewed and updated through the Building Regulations within the Local Plan period. When submitted for approval, proposals will have to comply with the latest Building Regulation requirements.
Applicants will be required to provide clear evidence using Standard Assessment Procedure (SAP) 2005 or equivalent, to demonstrate their proposals comply with the policy targets when submitting a planning application or discharging a planning condition. Advice on calculating carbon footprint is available at:

- www.carbontrust.co.uk
- www.themertonrule.org

In order to ensure that all future development contributes to sustainable principles, Fife Council has also prepared a “sustainability checklist” which will be used as a basis for assessing applications for development.

Fife Council also has direct control over renewable energy developments below 50MW (mega watts) and hydro schemes below 1MW and consultee status for larger scale proposals. Scottish Planning Policy, PAN 45: Renewable Energy Technologies and the Annex to PAN 45 dealing with microgeneration, together with guidelines and PANs, guide how Fife Council will address the wide range of renewable technologies that may be developed in Fife during the Plan period.

Whilst some technologies will be suitable for sites within built-up areas (e.g. industrial estates), others will be constrained in their location e.g. landfill gas. There is potential to develop further hydro powered schemes within the Fife river network and potential for abstracting energy from a range of sources of geothermal energy. All schemes must accord with Policy E20 unless there is an over-riding socio-economic reason in favour of development in accordance with Article 4 of the Water Framework Directive 2000.

Solar power can be used for electricity generation, water and space heating and optimum use should be made of site layouts through passive solar design techniques. Coastal applications and landfall installations must not cause or exacerbate coastal flooding or erosion and undergrounding of cables should be used to minimise the impacts in sensitive locations. There is potential for renewable energy technologies in the water off the coast of Fife utilising wind, wave and tide sources. Fife Council will only be a consultee in respect of such proposals. Shoreline installations of less than 50MW and landfall installations from offshore generating plant will be controlled by Fife Council.

The sources of potential commercial and community renewable energy are likely to be in the rural areas of the Plan area and will be considered in the context of the Plan's natural, built and historic environment policies. Within this context, the Council will take a positive view of renewable energy proposals, recognising the wider benefits inherent in the development of renewable energy technology for electricity generation and the employment and economic benefits that they may bring. Any commercial renewable energy electricity generation project will usually require connection to the electricity distribution grid. This can involve the siting of overhead cables or the laying of cables underground. In both instances, visual amenity and protection of the environment will be primary considerations, paying particular regard to the terms of the Fife Landscape Character Assessment. Policy E3 Development Quality – Environmental Impact will also apply.

The exploitation of energy crops and forestry and farm waste are also likely to require countryside locations, both for the crop itself and the associated generating plant as there are benefits of co-locating crops and combustion plants. Such uses may be appropriate in the countryside subject to detailed consideration of their visual impact, noise, traffic generation and pollution control. Where timber is the energy crop full account must be taken of the Indicative Forestry Strategy. Combined heat and power combustion plants remote from crop growing areas may be supported.

All proposals will be assessed against the policy protection given in the Plan to the natural and built environment. Every proposal will be assessed against a range of criteria including landscape, visual, and noise impact as well as the effect on wildlife. While there is scope for commercial and community exploitation of a number of technologies, it is anticipated that the main pressure will be from wind power. Proposals for commercial wind farms will be assessed in relation to Policy R1 of the Fife Structure Plan, and to Fife Council Supplementary Planning Guidance (April 2008) – Wind Energy. The Local Plan designation maps also identify ‘Areas of Search for Wind Turbine Development’ to guide development proposals.

Further detailed guidance on the development of renewable energy technologies is also included in Fife Council Planning Guideline Renewable Energy in Fife and can be viewed at www.fifedirect.org.uk
Policy I2

COMBINED HEAT AND POWER

Proposals for combined heat and power plant will be supported where:

a. the heat or electricity generated contributes to the on-site requirements; and/or
b. any surplus heat or electricity can make a contribution to the wider energy grid or other consumers, and
   c. there is no significant adverse impact on local communities and/or the built and natural environment;
   d. they provide employment opportunities, particularly diversification of the rural economy; and
   e. they make use of brownfield or contaminated land, where possible.

All proposals will be required to provide detailed information on associated infrastructure required; including roads and grid connections, impact during construction and operational phases of the development, including visual impact, noise, and odour issues; and provisions for the restoration of the site.

Reason

Conventional fuel combustion electricity generating units, or heat only industrial operations, are not energy efficient. Their efficiency can be significantly improved by using heat, for example for space or water heating purposes. In formulating proposals for fossil fuel powered combustion operations, developers should fully evaluate the potential for utilising heat energy released. Waste is also a potential heat source and the Area Waste Plan identifies that there may be a need for additional facilities in the form of a thermal treatment or combined heat and power plant by 2013 to meet landfill diversion targets. Further guidance on the thermal treatment of municipal waste is provided by SEPA - www.sepa.org.uk/waste/waste_regulation/energy_from_waste.aspx.
Policy I3

WATER AND SEWERAGE

A public sewer connection must be used, if available, at any development site. Development proposals involving the provision of private waste water treatment plant, biodiscs, septic tanks or similar, will only be supported where:

a. the site is not served by the public sewerage system and it cannot be connected to the public system at reasonable cost;
b. there is no additional detrimental effect to water bodies;
c. the proposed septic tank, biodisc or similar, and associated soakaway is within the application site, is no less than 15 metres from adjoining habitable properties, is no less than 5 metres from the application site boundaries for a single house; and
d. the developer enters into a legal agreement to cover ownership and maintenance where shared drainage systems are involved. (This agreement should also secure connection with public infrastructure if and when that becomes available).

Reason

Private drainage systems, septic tanks and bio-discs have traditionally been important for new development in locations outwith public-sewered areas. Private drainage systems, particularly small treatment plants, have been increasingly viewed as a means of overcoming development constraints affecting public sewerage systems in towns and villages. There is concern, however, over the potential for pollution and environmental hazard, including the effect private systems can have on both ground water and surface water bodies. The general approach adopted will be to discourage private sewerage systems in areas served by a public sewerage system regardless of whether or not there is capacity within the system.

Any discharges to the environment from private systems need authorisation by SEPA under the Water Environment (Controlled Activities) (Scotland) Regulations 2005 (as amended).
Policy I4

FLOODING AND WATER QUALITY

Development will not be supported if:

a. it would increase the risk of flooding
   
   - by reducing the capacity of flood storage or conveyancing areas or by altering the flow characteristics of a river channel, or increasing flows within an area known to flood; or
   
   - through the discharge of additional surface water; or
   
   - by harming flood defences; or

b. it would be at risk from flooding and adequate provision is not made for access to watercourses for maintenance

unless adequate mitigation measures can be secured by conditions attached to a planning permission or a legal agreement.

In areas at known risk from tidal flooding and coastal erosion, development will not be supported unless it is related to coastal defence works. In addition, it is unlikely that development on the functional floodplain will be supported.

In all instances, developers will be required to provide both flood risk appraisals, in support of applications for development in low and medium-to-high known flood risk areas, and drainage impact assessments. Developers will be required to provide or contribute towards costs associated with flood management works. Further guidance is provided in Scottish Planning Policy. In addition, the Fife Flood Appraisal Group is currently preparing a guidance note for use in assessing development proposals. The terms of Policy I5 in relation to SUDS are also applicable.

Reason

Government guidance in Scottish Planning Policy - Flooding and Drainage section (Feb 2010) emphasises that the susceptibility of land to flooding is a material consideration in planning decisions. Under new duties placed upon local authorities by the Flood Risk Management (Scotland) Act 2009, local authorities are also responsible to exercise means to reduce overall levels of flood risk. In making decisions regarding possible flood risk, the Council will apply the precautionary principle; that is, taking action now to avoid possible environmental damage even when the evidence for acting may be inconclusive but the potential impact could be great.

Proposals that include flood mitigation measures will be considered in light of the expected life span of the development and may require provision by the developer for the continued maintenance of these measures. A planning approval will not imply the absence of flood risk. The Risk Framework set out in the national guidance characterises areas for planning purposes by their annual probability of flooding and gives the appropriate planning response. In areas classified as medium to high risk for watercourse and coastal flooding, where the probability of flooding is greater than 0.5% (1:200), new development should be focused on built-up areas and all development must be safeguarded from the risk of flooding. Where there is a perceived risk of flooding, the Council will require to be satisfied that adequate mitigation measures can be put in place to avoid or minimise such risk. Detailed technical advice on preparing flood risk assessments and SEPA's Indicative River and Coastal Flood Map (Scotland) is available from SEPA directly or from their website www.sepa.org.uk/flooding/flood_map.aspx.
Policy I5

SUSTAINABLE URBAN DRAINAGE

Development proposals involving surface water run-off will only be supported where Sustainable Urban Drainage Systems (SUDS) or similar appropriate measures are undertaken. SUDS or similar appropriate measures should:

a. maintain public safety;

b. provide or enhance wetland habitat and biodiversity;

c. provide sufficient attenuation to surface water flows as appropriate; and

d. ensure there is adequate treatment of surface water flows, such that there is no diminution in quality of any receiving watercourse.

Agreement on the design and long-term maintenance of SUDS will be required prior to the commencement of development.

Reason

The Scottish Environment Protection Agency (SEPA), in partnership with Fife Council and Scottish Water, has responsibility for controlling the quality of run-off into open watercourses. PAN61: Planning and Sustainable Urban Drainage Systems details the role of the different agencies and gives good practice advice. The use of SUDS techniques will be required for new developments to achieve attenuation on sites where downstream flooding may be an issue, to improve the quality of water being discharged, and to introduce diverse wildlife habitats into newly created ponds and wetland areas. Development will not be permitted to commence until full details of any SUDS scheme is approved. Specific guidance on appropriate measures and best practice is available from SEPA, or refer to CIRIA publication Sustainable Urban Drainage Systems Design Manual for Scotland and Northern Ireland.
Policy I6

TELECOMMUNICATIONS

Proposals for the installation of telecommunications masts and related infrastructure will be supported, provided that:

a. they cause minimal adverse effects on the character and appearance of the surrounding area; and

b. it can be demonstrated that the environmental impact will be minimised by:

- use of the least obtrusive infrastructure necessary to satisfy the operators’ network requirements;
- consideration of opportunities to share existing masts or telecommunications sites;
- consideration of opportunities to locate on existing buildings or other structures;
- including details to conceal or disguise the installation;
- the siting, scale, design, and colour of the installation, taking account of townscape, landform, built and natural features—with particular reference to the impact on the skyline or horizon, ridges and hilltops;
- its relationship to the natural and built heritage; and
- in the case of equipment replacing existing installations, ensuring that the replacement infrastructure will be less visually intrusive than the existing installation.

Note: Applications for planning permission are to be accompanied by a statement on each of the above clauses. Applications for radio telecommunications must also include a declaration that the equipment and installation is in accordance with the Government’s guidelines for public exposure to radio frequency radiation.

Reason

For effective operational purposes, telecommunications antennae require relatively clear lines of sight. This has led to a proliferation of masts in environmentally sensitive locations. The challenge is to balance this operator requirement with the need to ensure that new telecommunications development is an unobtrusive feature of urban and rural areas. This requires sensitive, imaginative and creative design and siting solutions with full consideration of the options available, as set out in PAN 62: Radio Telecommunications.

Masts/antennae should be located where they cause the least environmental impact. Low profile locations on or adjacent to existing telecommunications apparatus, on other isolated structures such as electricity pylons or on high structures such as chimneys are preferred. Only where operators demonstrate that such opportunities are not possible or where these are not the most sensitive environmental options will the Council consider the case for new ground based masts.

It is often possible to conceal apparatus from public view by the use of small-scale equipment, the judicious use of buildings or landscape features and disguise. PAN 62 gives extensive advice on these matters.

Particular attention has to be paid to the siting and design of telecommunications networks and infrastructure where they affect Local Landscape Areas, coastal areas, public open space, green corridors, nature conservation sites, wildlife sites, historic gardens and designed landscapes, conservation areas, listed buildings and scheduled monuments. Operators should refer to the relevant policies within the Plan if any of the above are likely to be affected. Where proposals are in close proximity to schools a visual representation of the beams of greatest intensity strength at various points within the area surrounding the mast must be provided.

Where new masts must be provided, they should avoid visually prominent locations. Masts that are sited on ridges or hilltops or that break the skyline are not generally desirable and should be viewed as a last resort.

Within urban areas, industrial and commercial, as opposed to residential, locations are likely to be more acceptable. Masts should be slim and simple in form and disguised within the landscape or townscape. Large lattice towers should only be used as a means to secure mast sharing. Operators of masts located on prominent roadside locations and in urban areas will also be required to demonstrate how the equipment is to disguised or concealed.
Site boundaries and landscaping should be designed in a sensitive manner and respect local topography, and local building and planting traditions.

Where existing equipment is being replaced, the new infrastructure shall be less visually intrusive. When equipment becomes redundant, it must be removed and the site left in good order at the operator’s expense.

Policy I7

HEALTH AND SAFETY CONSULTATION ZONES

Development proposals within the safeguard consultation zones and pipeline consultation corridors identified on the Proposals Map will be determined in consultation with the Health and Safety Executive and the facility's operators/owners.

Reason

Certain sites and pipelines are designated as notifiable installations by virtue of the quantities of hazardous substance present. The siting of such installations will be subject to planning controls, for example under the Town and Country Planning (Hazardous Substances) (Scotland) Regulations 1993, aimed at keeping these separated from new development with which such installations might be incompatible from a safety viewpoint. In accordance with Circular 5/93, Fife Council will consult the Health and Safety Executive (HSE), as appropriate, about the siting of any proposed notifiable installations. Fife Council and operators prepare emergency contingency plans in respect of these hazards, and have regard to the terms of the Planning (Control of Major Accident Hazards) (Scotland) Regulations 2000.

These installations are subject to the Control of Major Accident Hazard Regulations 1999 (COMAH), the Pipelines Safety Regulations 1996, and the Health and Safety at Work Act 1974. There are likely to be severe restraints on certain types of development. The Health and Safety Executive operates a precautionary policy in assessing risks, consequences and tolerability of risks; and in doing so has regard to the terms of its own document, ‘Risk Criteria for Land Use Planning in the vicinity of Major Industrial Hazards’ in giving its advice.
3 Policies
This glossary is designed to explain specialist terms that are common in planning. It aims to help non-specialist readers. More detailed definitions of planning terms can be found in the Approved Fife Structure Plan (published by Fife Council) and Scottish Planning Policy (SPP) and Planning Advice Notes (PANs) (both published by the Scottish Government).

**Accessibility:** how easy it is to travel within, into, and between places.

**Action:** an action that the Council considers desirable to include in the Plan. The action may not, in itself, be a proposal for how an area of land should be used or developed. But it should contribute to implementing the Plan’s land use aspects.

**Ad hoc:** for the specific purpose, case, or situation at hand and for no other.

**Adoption:** the bringing into force of a Local Plan as part of the Development Plan through a resolution of the Council, as Planning Authority.

**Affordable Housing:** housing of a reasonable quality that is affordable to people on modest incomes. It includes property for rent or sale (or both of these) and shared ownership.

**Alteration:** a change the Council makes to an adopted Local Plan or a change that Scottish Ministers make to an approved Structure Plan.

**Amenity:** This term is used to describe the influence of the many elements that can make a place pleasant to be in. These might include historic buildings, trees, open spaces, green areas and local facilities, such as play areas, sports centres and perhaps even shops. Amenity can also describe the elements that contribute to an area’s distinctive character.

**Approval:** the bringing into force of a Structure Plan as part of the Development Plan through a decision made by the Scottish Ministers, or the agreement of a Finalised Local Plan by the Council.

**Archaeological Area of Regional Importance:** a defined geographical area within which a number of related archaeological sites and monuments exist.

**Area of Mixed Use (AMUs):** An area where various types of development are acceptable, for example homes, shops, offices and leisure facilities. The Local Plan will define what uses are preferred in each individual AMU.

**Area Transport Plan (ATP):** a plan that translates the Local Transport Strategy into local policies and projects. Fife has ATPs covering West, Central and East Fife.

**Area Waste Plan:** a waste management strategy prepared for Fife as part of SEPA’s strategy to implement the National Waste Strategy.

**Article 4 Direction:** an order approved by the Scottish Government allowing the Council to extend its planning controls over work within Conservation Areas that does not normally require planning permission.

**Aspect:** the slope of a site and the direction it faces.

**Basic Community Services:** everyday facilities such as a shop, post office and school.

**Best Practicable Environmental Option (BPEO):** the outcome of a systematic and consultative decision-making procedure, which emphasises the protection and conservation of the environment across land, air and water. The BPEO procedure establishes, for a given set of objectives, the option that provides the most benefits or the least damage to the environment as a whole, at acceptable cost, in the long-term as well as the short-term.

**Biodiversity:** the variety of living things and how they interact with the environment they exist in. A Biodiversity Action Plan (BDAP) encourages and protects this diversity.

**Brownfield:** land or a site that has previously been developed. This could include:

- vacant or derelict land;
- infill sites (sites in a built-up area such as a town or village);
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- land occupied by redundant or unused buildings; and
- land that has already been developed where the Council considers that the purpose it is currently being used for could be intensified, for example adding shops or houses.

It does not include mineral workings, temporary uses, parks and gardens, sports and recreation grounds, woodlands and amenity open spaces (landscaped areas that improve an area’s appearance).

Built Environment: buildings and structures.

Built Heritage: Buildings, (including archaeology) and structures of historic interest and importance.

Campus: group of buildings with a similar or linked use.

Capacity: the estimated number of houses that can be built on site.

Capacity Constraint (transportation): too much traffic for the existing road or rail system.

Census Output Area: the smallest Census Area used, formed by analysing postcodes and accurately nesting these output areas within larger areas such as Council Areas.

Class 2 Offices: offices for financial, professional, and other services as defined in the Town and Country Planning (Use Classes) (Scotland) Order 1997.

Class 4 Business: light industry, research and development, and office use as defined in the Town and Country Planning (Use Classes) (Scotland) Order 1997.

Class 5 General Industry: Use for the carrying on of an industrial process other than one falling within class 4.

Class 6 Storage or Distribution: Wholesale warehouse, distribution centres, and repositories.

Clean Manufacturing: Industrial or commercial processes which have a low environmental impact.

Coalescence: when towns or villages, which were previously separate, merge.

Coastal zone: lands and waters adjacent to the coast that exert an influence on the uses of the sea and its ecology, or whose uses and ecology are affected by the sea. Includes land up to 250 metres inland from Mean High Water Springs and the coastal landscapes defined in the Fife Landscape Character Assessment and coastal habitats.

Commercial Recreation: leisure and recreation facilities provided by the private sector as a business enterprise.

Community Facilities: such as shops, post office, schools, leisure, entertainment, recreation and transport.

Community Planning: the process by which organisations come together to set a joint agenda in the Community Plan for improving the wellbeing of Fife. The Community Plan can be accessed at, and downloaded from www.fifedirect.org.uk.

Committed Sum/Payment: a sum payable for the provision of affordable housing elsewhere in an area as a result of an obligation on another site.

Comparison (Non-Food) Shopping: shopping where the purchaser will compare the prices, quality and quantity before a purchase is made. e.g. clothes, fashion merchandise, electrical goods, furniture, etc.

Conforming: a proposal to use land in a way that conforms to the plans, policies or regulations that affect the site or the area the proposal is for.

Conservation Area: an area designated by a planning authority in accordance with Section 61 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 as being of special architectural or historic interest, the character or appearance of which it is desirable to enhance or preserve.

Constraints: anything that may limit the development potential of a site.

Contaminated Land: land covered by or containing any substance which is:
causing or is presenting a significant possibility of causing harm; or
likely to be causing pollution of controlled waters.

**Convenience (Food) Shopping**: broadly defined as food shopping, drinks, tobacco, newspapers, magazines, confectionery, purchased regularly for relatively immediate consumption.

**Core Paths Plan**: a plan that defines a basic network of paths sufficient for the purpose of giving the public reasonable access throughout their area.

**Countryside**: all areas outwith the settlement boundaries as defined in Local Plans.

**Crown Development**: development undertaken by or on behalf of the Government.

**Density**: the number of houses per hectare.

**Departure Procedure**: special consultation and advertisement procedure that enables the public to make known their views on development proposals not provided for in the Development Plan.

**Derelict Land**: previously developed land that has fallen into a ruinous state and requires treatment or clearance before it can be brought back into beneficial use.

**Developed Coast**: defined as settlements with a population greater than 2,000 or where there is existing large-scale development for industry, tourism and recreation outwith settlement limits.

**Development**: the carrying out of building, engineering, mining or other operations in, on, over or under land or the making of any material change in the use of buildings or other land (a legal definition can be found in the Town and Country Planning (Scotland) Act 1997 and the Planning etc (Scotland) Act 2006).

**Development Brief**: guidance prepared by the Council on the specific layout, design, and planning requirements for a defined area of land. May also be called a planning brief.

**Development Opportunity**: sites that are available for redevelopment, for example for housing, business or leisure uses.

**Development Plan**: Structure Plan and Local Plan(s) that together provide the statutory planning framework for Fife.

**District Town Centre**: the town centres of Cowdenbeath, Cupar, Glenrothes, Leven and St Andrews, as identified in the Approved Fife Structure Plan 2006-2026.

**Domestic renewable energy**: such as small scale wind turbines, geo-thermal heat pumps and solar panels.

**Eco, Environmentally Friendly and Low Impact housing**: housing that is built to a high environmental specification that reduces its energy use and impact on the environment.

**Effective Housing Supply**: the part of the established land supply that is expected to be free of constraints in the 5-year period under consideration and will therefore be available for construction of houses.

**Employment Areas**: all land allocated for employment use in Structure and/or Local Plans, or that has a valid planning consent for such a use. This is split into 3 categories:

- **Strategic Employment Land** – undeveloped land allocated for specific purposes within the Approved Structure Plan (Proposal PE1)
- **Allocated Employment Areas** – undeveloped land allocated for employment use in Structure and/or Local Plans and/or has a valid planning consent for these uses, excluding land identified as a strategic allocation.
- **Existing Employment Areas** – land which has been developed for employment use which should be safeguarded for continued employment use.

**Employment Land Audit**: An annual audit of employment land areas within Fife used to monitor the supply and development of employment areas. The audit, which is available at www.fifedirect.org.uk, should be referred to for a fuller explanation of the terms associated with employment areas.

**Employment Land**: all land identified for business (Class 4) and industrial (Classes 5 and 6) uses.
Environmental Impact Assessment: procedure set out in Environmental Impact Assessment (Scotland) Regulations 1999 that must be followed for assessing likely significant environmental effects of certain types of project, before they can be given development consent.

Established Housing Land Supply: the remaining capacity of sites under construction, sites with planning consent, sites in adopted local plans and, where appropriate, other buildings and land with agreed potential for housing development.

Examination/Public Local Inquiry: a legal process to scrutinise a Local Plan or planning decisions. Inquiries are formal hearings presided over by a member of the Scottish Government’s Directorate for Planning and Environmental Appeals (DPEA), called a Reporter. After the inquiry, the Reporter makes a recommendation on how the Council should proceed. This decision may be appealed to the Court of Session.

Farm diversification scheme: using farms for purposes other than farming.


General Employment: all land identified for business (Class 4) and industrial (Classes 5 and 6) uses.

General needs housing: housing not intended for use by a specific type of resident (for example elderly, infirm, frail or disabled people or students).

General Permitted Development Order (GPDO): part of planning law that defines what does and does not require planning permission. (Full details are in the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 as amended by the Town and Country Planning (General Permitted Development) (Scotland) Amendment Order 1997.)

Green Transport Plan: a plan or strategy that seeks to reduce travel by car for business purposes. It seeks to enhance opportunities for employees or visitors to travel by walking, cycling, or public transport.

Greenfield Release: releasing a Greenfield site (see definition of Greenfield site below) for development.

Greenfield Site: a site which has never previously been developed or used for an urban use or land that has been brought into active and beneficial use for agriculture or forestry i.e. fully restored derelict land.

Ground Conditions/Ground Issues: in Mid Fife this usually refers to concern about an area that has had previous mining activity or industrial uses.

Housing demand: the demand reflects the ability and willingness of individual households to trade in a housing market. It is assessed by directly asking those operating in the market or by research into the workings of the market to reveal relevant factors or trends.

Housing Land Requirement: the outcome of an assessment of housing demand and need (expressed in house units), which reflects the planning strategy and environmental and infrastructure constraints. It includes an element of flexibility to allow for uncertainties.

Housing Market Area: a geographical area which is relatively self-contained in terms of reflecting people’s choice of location for a new home, i.e. a large percentage of people buying a house in the area will have sought a house only in that area.

Housing Need: for the purposes of the Local Plan, housing need is taken to mean demographic need, as indicated by the change in the number of households.

In Situ: in the original position.

Indicative Forest Strategy: a document published by Fife Council, to indicate the suitability, or otherwise, of areas of afforestation.

Infrastructure: basic services such as roads, water, sewerage, gas and electricity, which are necessary for development to take place; it may include schools and community facilities.

Integrated community: communities that include a diverse range of people, activities and land uses.
Inventory of Gardens and Designed Landscapes: Historic Scotland and the former Countryside Commission for Scotland in 1983 published the Inventory. It covers Scotland’s most outstanding historic gardens and includes parks and cemeteries.

Inward Investment: the attraction of businesses and enterprises to an area.

Knowledge Economy: employment related to University or college education, such as research and development, and medi-science.

Landfill: permanently disposing of waste above or below the ground.

Landfill Diversion Target: a target that Fife Council is striving to meet to reduce the quantity of waste disposed of in landfill sites. Increased recycling rates can help achieve this.

Landfill Site: an area of land for the disposal of waste.

Landscape Character Assessment: assessment undertaken by Scottish Natural Heritage which defines the strategic elements which make up the landscape character of the area.

Listed Building: a building of special architectural or historic interest designated by Scottish Ministers. Such buildings are categorised A, B or C(s) to reflect their relative importance.

Local Housing Strategy: the Housing (Scotland) Act 2001 requires local authorities to lead in the assessment of housing supply, needs, demands, and conditions and, through the development of a shared understanding of the operation of local housing markets, to plan and implement a long-term strategy for housing improvement.

Local Landscape Areas (LLAs): an area that the Council designates within its Development Plan to safeguard a locally important area of outstanding beauty.

Local Nature Reserve: designated by Local Authorities where they own or lease the land or have an agreement with the landowner. Designation is usually the result of both a site’s natural heritage interest and its value for education and informal recreation.

Local Plan: part of the Development Plan setting out a detailed land use framework for an area.

Local Transport Strategy (LTS): document explaining the local authority’s transport policies and strategies to the public and setting out the strategic vision for transport provision and an integrated transport network. It is used to support funding bids to the Scottish Government and other bodies.

Long-term Co-operative Housing: housing where facilities can be shared; that is, owned or managed by a group of people with common interests.

Masterplan: a comprehensive plan to guide the long-term physical development of a particular area.

Medium Scale Development Areas: an area for mixed-use development with a minimum of 300 houses.

Micro-Generation (micro-renewables): the production of heat less than 45kilowatts (Kw) and/or electricity less than 50 Kw from zero or low carbon sources.

Mixed Tenure Housing: usually a mix of social rented, affordable and open market housing.

Mixed-Use Development: see areas of mixed use.

Modification: a change that Fife Council makes to an unadopted Local Plan; or that the First Minister makes to a finalised (but not approved) Structure Plan.

Multi-Function Service Centre: a building or property with multiple uses, users, or both.

National Nature Reserve: a site designated by Scottish Natural Heritage, which is considered to be of national importance for its natural heritage interest. National Nature Reserves are managed with nature conservation as the primary objective.

National Planning Framework: a framework prepared by the Scottish Government to guide the development of Scotland to 2025, setting out a vision in which other plans and programmes can share.
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**National Waste Strategy**: a national strategy, by the Scottish Environment Protection Agency (SEPA) for dealing with waste in Scotland.

**Natural Environment**: geology, wildlife, habitats and landscape.

**Natura 2000 site**: part of a European network of Special Protection Areas (SPAs) and Special Areas of Conservation (SACs).

**Night Time Economy**: economic activity, usually leisure and entertainment, that takes place after 5pm.

**Non-Effective Site**: a housing site not expected to contribute to the Housing Land Requirement due to constraints. Such sites may become effective if their constraints are addressed.

**Non-Food (Comparison) Shopping**: shopping where the purchaser will compare the prices, quality and quantity before a purchase is made e.g. clothes, fashion merchandise, electrical goods, furniture, etc.

**Open Space**: open space includes greenspace consisting of any vegetated land or structure, water or geological feature within and on the edges of settlements, including allotments, trees, woodland, paths and civic space consisting of squares, market places and other paved or hard landscaped area with a civic function.

**Outline Planning Permission/Planning Permission in Principle (PPP)**: this means Fife Council has given permission to the principle of a certain type of development to go ahead. Before a development can be built, full planning permission must be obtained.

**Park & Choose**: car sharing scheme combined with Park & Ride (bus and/or rail) to increase the flexibility of modal choice for the return journey, thereby increasing the attractiveness of car sharing to increase car occupancies on congested corridors.

**Park & Ride**: scheme enabling motorists to leave their vehicles at edge-of-town car parks and travel into town centres by public transport.

**Planning Advice for Developments near Hazardous Installations (PADHI guidance)**: guidance issued by the Health and Safety Executive to give planning authorities advice on proposed developments near hazardous installations.

**Planning Advice Notes (PANs)**: issued by the Scottish Government providing advice on good practice and other relevant information.

**Planning Brief**: see development brief.

**Planning Customer Guideline**: a guidance note produced by Fife Council to give detailed advice on a specific topic.

**Planning Permission**: this means Fife Council has given its permission for a certain type of development to go ahead, for example new houses or business premises. The planning permission will set down any conditions which must be followed.

**Planning Permission in Principle (PPP)/Outline Planning Permission**: this means Fife Council has given permission to the principle of a certain type of development to go ahead. Before a development can be built, full planning permission must be obtained.

**Planning Status**: formal support (or refusal) of a proposal for development.

**Policy**: a statement of attitude or intent in response to certain planning issues or circumstances.

**Precautionary Principle**: principle adopted by the UN Conference on the Environment and Development (1992) that in order to protect the environment, a precautionary approach should be widely applied, meaning that where there are threats of serious or irreversible damage to the environment, lack of full scientific certainty should not be used as a reason for postponing cost-effective measures to prevent environmental degradation.
Pressured Area Status: where a shortage of affordable housing creates difficulties in meeting demand for
social rented housing and where these difficulties have been exacerbated by the operation of the Right to
Buy (RTB), local authorities may propose that specific areas be designated by the Scottish Government as
"pressed areas" for purposes of suspending the RTB for some tenants.

Prime Agricultural Land: Classes 1, 2 and 3.1 of the Macaulay soil survey of Scotland. The classes are
termed “land capability” classes reflecting the range of crops that the different soils are able to sustain.

Private Sector Housing: housing for sale or rent provided by private developers or other commercial
organisations. The term ‘owner-occupied sector’ excludes the private rented element.

Proposal: a specific development project that involves physical land use change. This does not allow for
supporting (non-land use) proposals.

Public Local Inquiry/Examination: a legal process to scrutinise a Local Plan or planning decisions.
Inquiries are formal hearings presided over by a member of the Scottish Government’s Directorate for
Planning and Environmental Appeals (DPEA), called a Reporter. After the inquiry, the Reporter makes a
recommendation on how the Council should proceed. This decision may be appealed to the Court of Session.

Public Transport Infrastructure: all facilities used by trains, buses and ferries.

Public Transport Integration: all modes of public transport working together.

Public Transport Corridor: a route used by public transport.

Ramsar Site: a wetland site for birds protected through the Ramsar Convention on Wetlands of International
Importance (1971). These sites contain habitats that have declined worldwide and are often important for
waterfowl and other wetland birds.

RCAHMS: the Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS) is the
public body responsible for recording, interpreting and collecting information about the built environment.

Recommendation: a statement on a land use matter where Fife Council has no direct control over
implementation and where another body is asked to take action.

Regeneration: bringing economic and social activity and environmental improvement into an area.

Regionally Important Geological and Geomorphological Site (RIGS): a geological or geomorphological
site identified as being of local interest or value in educational or research terms due to its geology or
geomorphology. Geomorphology is the science of the physical features of the earth (rocks, for example) on
land and below water.

Regulations: laws that set down procedures that people must adopt.

Renewable Energy: energy that flows from the sun, wind and water. Also includes energy that can be
generated from other “renewable” resources such as crops and waste.

Retail Impact Assessment: a detailed appraisal of the effects of a proposed retail development on the
existing shopping facilities within the catchment of the proposal.

Retail Leakage: the net loss of retail expenditure from the population of a defined area to other places
outside that area.

Retail Warehouse: a large individual retail store with at least 1,000 square metres of selling space with car
parking, selling non-food goods such as DIY, furniture/carpets, electrical goods, gardening goods, and toys.

Review: the revision by the Council of an adopted Local Plan, or of an approved Structure Plan, with a view
to publishing a replacement plan.

Right of Way: a right of passage over private property by a route more or less defined, created by usage
which exists through common law.

Rural Economy: economic and employment activity that takes place in the countryside, includes agriculture,
forestry, tourism and local facilities.
Settlement: term used to identify towns and villages.

Scheduled Ancient Monument: a monument, existing above or below ground, which by virtue of its national archaeological importance has been statutorily protected under the Ancient Monuments and Archaeological Areas Act 1979.

Scottish Index of Multiple Deprivation (SIMD): Scottish Government research that identifies the most deprived areas across Scotland. It is based on 31 indicators in the six individual domains of Current Income, Employment, Housing, Health, Education, Skills and Training and Geographic Access to Services and Telecommunications, giving a comprehensive picture of relative deprivation across Scotland.

Scottish Planning Policy (SPP): guidance issued by the Scottish Government and providing a statement of Government policy on nationally important land use issues and other planning matters, supported, where appropriate, by a locational framework.

Scottish Water: the government body responsible for the water network.

Section 75 Agreement: legally binding agreement under the terms of Section 75 of the Town and Country Planning (Scotland) Act 1997 used to control appropriate planning matters outwith the scope of planning conditions etc. See Circular 12/1996.


Service Sector: enterprises that provide services (rather than or in addition to products).

Shared Sources of Energy: usually refers to combined heat and power plant shared by a number of users.

Shared Ownership Housing: housing owned by a number of residents who may have common interests and share facilities.

Significantly Contrary: a development proposal that would be both contrary to the key land use based policies and proposals of the Development Plan; and that would undermine the spatial strategy of that Development Plan.

Site of Importance for Nature Conservation (SINC): a site identified by a local authority as being of regional or local importance in terms of its nature conservation interest.

Site of Special Scientific Interest (SSSI): a site notified by Scottish Natural Heritage (SNH) under the Wildlife and Countryside Act 1981 as an area of land or freshwater or seawater to the Mean Low Water Mark of Ordinary Spring Tides, which in the view of SNH is of special interest in a national context. SSSIs form the main national designation, which underpins other designations including those of international status.

Small Housing Sites: housing sites of fewer than 5 units.

Special Needs Housing: housing specifically intended for use by particular groups (e.g. older people with additional needs, those with disabilities, people with learning difficulties).

Special Areas of Conservation (SACs): an area defined by international statutory designation as important beyond its national context for the conservation of natural heritage, wildlife, habitats, geology or scenery.

Special Protection Areas (SPAs): an area defined by international statutory designation as important beyond its national context for the protection of natural heritage, wildlife, habitats, geology or scenery.

Strategic Employment site: an allocation in the Structure Plan identified in the Local Plan.

Strategic Environmental Assessment (SEA): an environmental assessment of certain plans and programmes which complies with the EU Directive 2001/42/EC. The environmental assessment involves the preparation of an environmental report; carrying out of consultations; taking into account the environmental
report and the results of the consultations in decision making; provision of information when the plan or
programme is adopted; showing that the results of the environment assessment have been taken into
account.

**Strategic Land Allocation**: an area for development allocated in the Fife Structure Plan 2006-2026 with a
minimum of 300 houses.

**Strategic Transport Improvements**: transport improvements identified in the Fife Structure Plan 2006-
2026 or the Fife Local Transport Strategy 2006-2026.

**Structure Plan**: part of the Development Plan prepared by the Council and setting out broad policy on
matters such as housing, transport, infrastructure, economic development, and the environment.

**Supplementary Guidance**: additional information on a particular subject.

**Superstore**: a single level self-service store selling mainly food, or food and non-food goods, usually with
at least 2,500 square metres of trading floorspace with dedicated car parking.

**Sustainable Communities**: usually communities that meet local needs, such as community facilities and
employment and are well served by public transport.

**Sustainable Development**: development that meets the needs of the present without compromising the
ability of future generations to meet their own needs.

**Sustainable Travel Options**: usually walking, cycling or public transport.

**Sustainable Urban Drainage System (SUDS)**: technique for dealing with problems of flooding and surface
water quality using the best practicable environmental solution.

**Townscape**: a picture or view of a town or a part of a town.

**Town and Village Boundaries**: The line drawn around a settlement (town or village) in the Local Plan that
defines what is within the settlement and what is countryside.

**Traffic Calming**: measures, often applied in residential areas, to reduce traffic speeds.

**Transport Assessment**: an assessment of the full transport impact of a development proposal.

**Travel to Work Area (TTWA)**: Government-defined areas that show the employment catchment of the main
towns in Scotland and which are used for presenting statistical data on employment.

**Tree Preservation Order (TPO)**: an order made by the Council to ensure the efficient management of a
tree or a group of trees.

**Trunk Road**: a major road that is the responsibility of the Scottish Government, for example a motorway.

**Urban Capacity Study**: an assessment of the potential for further housing development within settlement
boundaries, particularly on previously developed land and through conversions of existing buildings.

**Urban Regeneration Company**: a non-profit making company set up to encourage and deliver local or
regional development.

**Use Classes Order**: The Town and Country Planning (Use Classes) (Scotland) Order, 1997 defines 11
classes of development. Planning permission is required to change uses between classes.

**Visibility Splays**: these are areas around a road junction or access that should be free from obstruction so
that motorists can see traffic and pedestrians.

**Waste Arisings**: all waste materials to be disposed of.

**Waste Management**: the reduction, re-use, recovery, treatment, and disposal of waste.

**Windfall Site**: a site not specifically allocated for development in a Local Plan but for which planning
permission for development is granted. For the purposes of the Structure Plan, it is a site not included in
the base effective housing land supply.