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<table>
<thead>
<tr>
<th>Date</th>
<th>Action</th>
<th>Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 March 2015</td>
<td>Implement in considering all applicable planning applications.</td>
<td></td>
</tr>
<tr>
<td>August 2016 – Post Adoption of FIFEplan</td>
<td>Review and seek Scottish Ministers approval as statutory supplementary guidance.</td>
<td></td>
</tr>
</tbody>
</table>

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1.0 Introduction

1.1 The Scottish Government in Scottish Planning Policy statements and relevant Circulars has indicated that Planning Obligations can be used to address the potentially negative impact of developments by overcoming specific obstacles to the granting of planning permission.¹ This supplementary guidance sets out Fife Council’s approach to using Planning Obligations to secure strategic infrastructure necessary as a consequence of new development.

1.2 This policy guidance is consistent with Scottish Government Circular 3/2012: Planning Obligations and Good Neighbour Agreements in that it sets out the basis for planning obligations which will require to be met as a consequence of new development proposals. The Circular provides specific tests for planning obligations against which this guidance and subsequent planning application decisions are measured. These Circular tests are:

- necessary to make the proposed development acceptable in planning terms (Circular 3/2012 paragraph 15),
- serve a planning purpose (Circular 3/2012 paragraph 16) and, where it is possible to identify infrastructure provision requirements in advance, should relate to development plans,
- relate to the proposed development either as a direct consequence of the development or arising from the cumulative impact of development in the area (Circular 3/2012 paragraphs 17-19),
- fairly and reasonably relate in scale and kind to the proposed development (Circular 3/2012 paragraphs 20-23), and;
- be reasonable in all other respects (Circular 3/2012 paragraphs 24-25)

1.3 It also recognises, however, that any development will not proceed unless it is commercially viable and it therefore provides for some flexibility around the phasing and extent of such planning obligations. Section 7 covers the financial viability of individual development proposals as this relates to negotiation over planning obligations, and seeks to incorporate flexibility over the timing and means of securing obligations rather than over the principle of obligations in itself.

1.4 This approach continues in the spirit of the adopted Local Plans which have been subject to previous Local Plan Examinations. For all new development, it is the intention of Fife Council that new impacts on Education, Transportation and Community Infrastructure will be addressed and mitigation identified where additional impacts result. This will normally be secured via Local Development Plan (FIFEplan) requirements and legal agreements under Section 75 of the Planning Etc. (Scotland) Act 2006. Figure 1 outlines the anticipated stages of this process and how this guidance applies.

1.5 This guidance follows a consultation on Draft Planning Obligations Supplementary Guidance published in 2013 alongside the FIFEplan Main Issues Report and consultation undertaken alongside the FIFEplan Proposed Plan in late 2014. Many of the comments received during consultation have influenced this version.

¹ Circular 3/2012: Planning Obligations and Good Neighbour Agreements
of the guidance. In particular the approach to strategic transportation infrastructure has been simplified and clarity provided on the types of development or land uses which are considered liable for planning obligations. In all cases this guidance and the approach advocated is consistent with Scottish Government Circular 3/2012.

1.6 This Guidance replaces Financial Frameworks published alongside adopted Fife Local Plans and is referenced within policies 3 and 4 of the Local Development Plan (LDP) Proposed Plan. It is an approved expression of Fife Council planning policy and will be a material consideration in considering applicable planning applications. Following adoption of the LDP (August 2016) Scottish Ministers’ approval will be sought to approve this Guidance as part of the Development Plan.
Figure 1 Planning Obligations Process Summary

1. Is the development type applicable?
   - See Figure 2

   Yes

   Only Local or site specific obligations required

   No

2. Does an exemption apply or are there no cumulative impacts?
   - See paragraph 2.8

   Yes

3. What are the strategic impacts from the development?
   - See Figure 7 for the Strategic Development Areas

   4. Draft planning condition and legal agreement

   5. Agree and monitor receipt of obligations

   Transport (See chapter 3)
   - Housing developments: Apply cost per unit from Figures 3 & 4 (deduct affordable units)
   - Commercial Developments: Establish "net additional" trips from Transport Assessment data and apportion impact(s).

   Education (See chapter 4)
   - Gross contribution: Apply formula* from Figure 5
   - Net contribution: Establish mix of tenure house types
     - Deduct affordable units
     - Apply bedroom tariff

   Community (See chapter 5)
   - Affordable Housing
   - Greenspace
   - Public Art
   - Employment Land

*Education estate costs will be available from Fife Council. Regular reviews of this in line with Housing Land Audit data and Development Plan will occur.
2.0 Planning Obligations

2.1 Planning obligations will be requested by Fife Council as planning authority to address impacts arising from proposed development activity consistent with the tests set out within Scottish Government Circular 3/2012. The Circular places the onus on planning authorities to consider the conclusion of planning obligation agreements as an integral part of improving planning performance and as an appropriate means of ensuring that no significantly detrimental impacts arise locally as a result of new development.

2.2 Impacts of new development will generally be obvious, however, it is for Fife Council as planning authority to identify and agree solutions with development interests or service providers. Circular 3/2012 confirms this, requiring that agreements on planning obligations (other than those covered by the planning permission conditions) can be considered - provided there is a direct relationship to the development proposal.

2.3 For this guidance, priorities to be addressed are educational provision, transport and community requirements. It is understood, however, that these obligations impact on viability and residual land values, therefore care has been taken to apportion costs reasonably on development sites.

Basis of Planning Obligations

2.4 Within the Local Development Plan (LDP), additional housing, employment and leisure allocations are provided to meet the needs of the existing and future population. The LDP provides planning policies to ensure that any impacts from new development are identified where they occur and are mitigated. This supplementary guidance provides a level of detail which is not appropriate for FIFEPlan policies and should assist with implementation of planning obligations or infrastructure requirements against specific planning applications.

2.5 This guidance describes when planning obligations will be sought, how methodologies will be applied when considering transportation and educational impacts in addition to providing site specific requirements for Strategic Development Areas. The primary focus is placed on managing obligations deemed strategic which will address proportionate impacts on education and transport infrastructure on a tariff basis. This may apply to a single site or to smaller sites where there will be a cumulative impact.

2.6 Local infrastructure remains important particularly where the site specific provision of access, open space, landscaping, affordable housing, water supply and sustainable urban drainage systems including waste water drainage networks are necessary to serve new development. In all cases local improvements will be the responsibility of landowners or developers and shall be undertaken timeously in accordance with planning permission conditions or associated legal agreements.

Principal Obligations

2.7 Investment in transport, community infrastructure and education facilities will ensure that any public infrastructure detriment is addressed at the appropriate stage of the development. Planning obligations will be sought for differing types of development proposals dependent on the scale, location and particular circumstances of the proposal (see Figure 2, below). The detail provided is not exhaustive but is intended to
guide at the earliest stage where planning obligations will apply. Other separate supplementary guidance will also be relevant, particularly that published on Affordable Housing which prescribes Housing Market Area provision and clear percentage targets for respective locations.

**Figure 2 – Planning Obligation Categories and Development Types**

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Transport</th>
<th>Education</th>
<th>Affordable Housing</th>
<th>Greenspace</th>
<th>Public Art</th>
<th>Employment Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential (10 - 49) and Use Class 9</td>
<td>•</td>
<td>• (C*)</td>
<td>•</td>
<td>•</td>
<td>(C)</td>
<td>(C**)</td>
</tr>
<tr>
<td>Residential (49 or more) and Use Class 9</td>
<td>•</td>
<td>• (C*)</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>(C***)</td>
</tr>
<tr>
<td>Retail (2500 sqm or more) and Use Class 1</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>•</td>
<td>(C)</td>
</tr>
</tbody>
</table>

- = Direct Provision  (C) = Contribution
(C*) = Contribution subject to catchment school/s impact.
(C**) = Only contribute where there is a loss of existing or proposed employment land
(C***) = Contribution to include serviced plots or equivalent commuted sum (see 5.12-5.14).

2.8 The thresholds for development types stated within Figure 2 and this guidance are considered to be reasonable when assessing the scale of development against probable impacts and is consistent with the thresholds within other guidance including that on affordable housing. Caveats will apply should mitigating circumstances or individual site characteristics require refinement or reassessment. This is likely however to only be based on the nature extent and cumulative impact of the proposed development. As such, strategic obligations will not be sought for:

- Construction of individual sites of less than 10 houses (expect as part of a multi-phase development);
- Listed building conversions, brownfield sites or changes of use;
- Special needs housing including sheltered housing inclusive of bespoke design and management features;
- Student or holiday accommodation;
- Town centre redevelopment;
- Affordable housing (in line with the Council’s definition);
- Railway infrastructure development and
- Development of employment use classes 4, 5 and 6 (as specified in the *Town and Country Planning (Scotland) Use Classes Order 1997*).

2.9 This guidance on planning obligations will not be applied retrospectively to a site which has full or planning permission in principle. If a revised application is submitted which seeks to alter the number of units specified in planning permission/s or briefs, in general terms this guidance will not be applied if the application is for an equal or smaller number of units/density of development. If, however, the application is
for a greater number of units/density of development then it will be treated as a new proposal and an amendment or variation to any existing legal agreement required. Revised planning applications, and those for renewal or variation of planning permissions, will be subject to the provisions of this guidance and to Development Plan policies.
As this supplementary guidance will be periodically reviewed, consideration will be given to updating the need for particular planning obligations and their association with the various development types.

Unilateral Undertakings
2.10 Following the Planning etc. (Scotland) Act 2006 developers are now able to enter into unilateral agreements to make an appropriate contribution in relation to the impact of their proposals. Where a unilateral undertaking does occur it may still be necessary for the developer to meet the cost of other infrastructure required to support the development proposal. In all cases early dialogue with Fife Council is encouraged to understand the terms of the undertaking and the nature of likely development impact/s.
3.0 Transportation Impacts

3.1 Fife Council is aware of the impact that traffic from new development can have on the transport network across Fife. As such, Fife Council has undertaken an assessment of probable traffic impacts appraising committed development and additional land use allocations in the SESplan areas of Fife against the 2012 Strategic Regional Model. This approach has enabled the implementation of a transportation methodology which manages new impacts from development but is sufficiently flexible to promote development and stimulate economic growth.

Transportation Methodology

3.2 The transportation methodology relates to strategic interventions identified within the Development Plan. These road network interventions are detailed on Figure 5 of this Guidance and the LDP proposal map. The methodology draws on forecast traffic flows from development and assesses these against identified strategic road network interventions. Using the Strategic Regional Model (2012) developed and maintained by SEStran, AM and PM peak traffic flows are considered alongside a zoned assessment of likely additional traffic flows from proposed development. As the strategic regional model is by its nature approximate, the methodology for this supplementary guidance focuses on the proximity of strategic transport interventions to the three main settlement centres within the SESplan areas of Fife. This ensures that proposed development makes an equitable and reasonable contribution to strategic transport improvements with costs apportioned relative to the location of development and probable additional strategic traffic impact. Local measures will be identified in site specific Transport Assessments prepared by site promoters. Any additional strategic infrastructure identified as necessary will be subject to inclusion in updates to this guidance as it is periodically reviewed.

The methodology therefore considers:

a) The number of housing units within a development;
b) the relationship and impact on SRM traffic zone/s
c) The proximity of the development to strategic transport interventions identified as being required to deliver the LDP strategy. (Figure 4) and
d) The cost of strategic transport interventions (Figure 5) and

3.3 For this supplementary guidance, Figure 3 indicates obligation levels for applicable development within the defined zones. Figure 4 illustrates the defined zones and highlights the location of proposed housing allocations against the location of necessary strategic transport interventions stated in Figure 5.

3.4 The identification of core, intermediate and outer zones is predicated on the Fife Council (2009) ‘gravity model’ approach which apportioned the impact of proposed housing allocations on the strategic road network against how close a site or site/s were to identified strategic transport interventions. This 2009 methodology largely remains, albeit refreshed, to calculate an average ‘impact weighting’ percentage against the current transport assessment costs per zone and per development.

3.5 The zones illustrated are based on logical and likely travel patterns or usage of the road network verified largely by a high level assessment of likely traffic movements for FIFEplan. The zones strive to apportion obligations relative to the costs within that zone and the relative impact (location) of new development. Where sites within a
particular zone have previously had a lower cost applied relative to location, (within the previously published adopted Fife Local Plans Financial Frameworks) costs increases have occurred within this guidance to reflect the need for improvements to the whole transport network within the prescribed zone. This also ensures a proportionate and usable approach to allocated sites within the Local Development Plan, FIFEplan.

3.6 Sites within the outer zone, will on this basis be attributed the lowest obligation level, given the probability that trip generation in these locations is more dispersed and in turn has a differing traffic impact. In locations of dispute, a judgement will be applied dependent on the scale, impact and nature of the development proposal in question. Those sites falling within or between multiple zones will be required to pay both zone costs reflecting the probability that traffic impacts from new development here will have equally attributable impacts. In most cases where a developer elects not to pay the strategic transport obligations cost works to the equivalent value or a transport assessment proving otherwise will be necessary. Any transport assessment in that respect should consider cumulative impact based on the zone/s most affected by the additional traffic movements.

3.7 Assessment of traffic impacts must also include non-housing uses such as retail or commercial leisure development as these uses are often major generators of traffic movements. In this spirit this supplementary guidance does seek a contribution relative to the type of the development proposed. Figure 2 categorises this providing an indication of the applicability and thresholds for non-housing uses. These will be assessed on a site by site basis with regard to net additional trips against the respective transport intervention costs within each zone.

3.8 This approach ensures that strategic growth set out within the Fife Development Plan is provided for and that smaller allocations for housing and other uses are accommodated in a proportionate manner. The principle of this methodology is well accepted within transportation planning in so far as the closer a development is to a ‘congestion hot spot’ the greater the impact and need for mitigation. Accordingly strategic transport zones have been configured to reflect infrastructure need and to reflect anticipated additional total transport pressures from new development.

**Figure 3 - Strategic Transport Zone Estimated Cost**

<table>
<thead>
<tr>
<th>Notional Location</th>
<th>Intervention Zone</th>
<th>Cost Per dwelling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dunfermline Core</td>
<td></td>
<td>£5,100</td>
</tr>
<tr>
<td>Dunfermline Intermediate 5km</td>
<td></td>
<td>£1,800</td>
</tr>
<tr>
<td>Glenrothes &amp; Thornton Core</td>
<td></td>
<td>£3,300</td>
</tr>
<tr>
<td>Glenrothes Intermediate 5km</td>
<td></td>
<td>£500*</td>
</tr>
<tr>
<td>Kirkcaldy Core</td>
<td></td>
<td>£5,700</td>
</tr>
<tr>
<td>Kirkcaldy Intermediate 5km</td>
<td></td>
<td>£900*</td>
</tr>
<tr>
<td>Various Outer Zone</td>
<td></td>
<td>£700</td>
</tr>
</tbody>
</table>

*Sites located within these intermediate zones will require to pay both zone costs to reflect the inter-relationship of likely traffic impacts across each zone.
(Costs stated are subject to verification in costed Transport Assessments. Updates have been applied from 2009 base up to August 2014 against Building Cost Information Service (BCIS). Further updates at time of assessment will be necessary in line with BCIS or comparable industry standards)
Figure 4 - Strategic Transport Zones
Intervention Costs and Funding

3.9 In all cases it is important that planning obligations sought regarding the transport network are reasonable. Where intervention costs are priced over a period of several years, obligations will be index linked against BCIS or similar comparable industry standards, and subject to independent verification where necessary. The costs identified within the supplementary guidance are therefore subject to review and revision as proposals or the Development Plan demand. Developers or site promoters are solely responsible for local and onsite requirements but may through Transport Assessments consider revised strategic interventions where these can be proven as suitable alternatives in line with the strategy of the Local Development Plan. In all cases local and strategic works must be timely and costed, given the potential inter-relationship with other development sites.

3.10 Strategic transportation improvements will generally be funded from cumulative financial contributions although, where strategic road infrastructure is within or directly serving a development site, the whole cost of the intervention as it applies to that site will normally be the responsibility of the relevant developer. Where financial contributions toward transport interventions are provided it will be the responsibility of Fife Council to manage infrastructure provision. This will allow Fife Council to manage strategic transport network improvements as circumstances demand. In practice, this is likely to be across sub areas of South Fife (Dunfermline area including parts of M90), Mid Fife (Glenrothes and Kirkcaldy including parts of A92). Other opportunities for capital monies and the handling of planning obligations will also be explored for North Fife should other trunk road improvements be identified as funding priorities or if the Cupar northern relief road requires this.

3.11 To remain compliant with Circular 3/2012, it will be important for Fife Council to only utilise transport obligations for the purpose that they were originally intended and to ensure delivery of interventions in line with legal agreements and the agreed phasing of development sites.

Transport Assessments

3.12 Transport Assessments have to date been completed for the Strategic Development Areas at West/North West Dunfermline, Lochgelly, Kirkcaldy East and Kirkcaldy South West, allowing updates to be made to the strategic transport interventions sought within this guidance. Transport assessment work undertaken for other development schemes should otherwise and likewise take account of all current transport policy, and should include:

a) Consideration of new government and local targets for carbon reduction and transport modal split\(^3\);

b) A no net detriment\(^4\) assessment of development traffic, which will look to mitigate the adverse effects of development traffic only (i.e. without a need to allow for underlying traffic growth);

c) Consideration of the potential effects of land uses other than housing development. (e.g. retail and leisure development); and

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\(^3\) "Modal split" is the number of trips or percentage of travellers using a particular type of transportation.

\(^4\) No net detriment is based on the relative percentage of development traffic versus background traffic at identified locations calculated against a base year and the projected year of opening.
d) Local rail infrastructure requirements including a commitment to consult Network Rail where development may impact on the rail network

3.13 Proposed sustainable transport measures to promote the use of public transport including improved walking and cycling routes to railway stations will be expected to be included with planning applications and Transport Assessments submitted in support of them, with the measures being directly funded by developers.

3.14 Where a Transport Assessment is submitted in support of a planning application this should quantify in detail the likely impacts on the rail network; including level crossing use and station capacity. Transport Assessments should take cognisance of impacts to existing rail infrastructure to allow any necessary developer contributions towards rail to be calculated.
Figure 5: Strategic Transport Interventions

<table>
<thead>
<tr>
<th>Notional Location</th>
<th>Intervention Zone</th>
<th>Detailed Intervention</th>
<th>Anticipated Total Cost (2014)5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kirkcaldy</td>
<td>Redhouse Roundabout Improvements</td>
<td>Redhouse Roundabout</td>
<td>£9.2 M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Gallatown Roundabout</td>
<td>£1.2 M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mitchelston Road</td>
<td>£5.1 M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Standing Stane Link Road</td>
<td>£6.2 M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Randolph Road Improvements</td>
<td>£0.7 M</td>
</tr>
<tr>
<td></td>
<td>Chapel Interchange and Oriel Road/Forth Street/Abbotshall Road</td>
<td>Chapel Interchange Signalisation</td>
<td>£0.6 M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Oriel Road / Forth Avenue/Abbotshall Road gyratory</td>
<td>£4.2 M</td>
</tr>
<tr>
<td>Glenrothes</td>
<td>Bankhead Roundabout</td>
<td>Bankhead Roundabout signalisation</td>
<td>£1.1 M</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Preston Roundabout &amp; A92 Improvements</td>
<td>£7.2 M</td>
</tr>
<tr>
<td></td>
<td>North Glenrothes (Preston/Leslie/Cadham/Balfarg junctions)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dunfermline</td>
<td>Northern Link Road</td>
<td>Northern Link Road</td>
<td>£13.9 M</td>
</tr>
<tr>
<td></td>
<td>Northern Link Road Improvement of Halbeath Road/Whitefield Road Junction</td>
<td></td>
<td>£1.2 M</td>
</tr>
<tr>
<td></td>
<td>Bothwell Gardens Roundabout</td>
<td>Signalise Bothwell Gardens Roundabout</td>
<td>£0.4 M</td>
</tr>
<tr>
<td></td>
<td>Appin Crescent Bypass / Carnegie Drive.</td>
<td>Town centre /Carnegie Approach Improvements</td>
<td>£0.7 M</td>
</tr>
<tr>
<td></td>
<td>Pitreavie Roundabout</td>
<td>Signalisation of Pitreavie roundabout including widening of approach lanes</td>
<td>£0.8 M</td>
</tr>
<tr>
<td></td>
<td>Kings Road/Admiralty Road Roundabout</td>
<td>Kings Road / Admiralty Road Junction Signalisation</td>
<td>£1.2 M</td>
</tr>
<tr>
<td></td>
<td>Western Distributor Road</td>
<td>Forth Street / Elgin Street Junction / Link Road</td>
<td>£1.0 M</td>
</tr>
<tr>
<td></td>
<td>Western Distributor Road</td>
<td>Grange Drive link road, Rumblingwell / William St Junction, William St. / Pittencrief St Junction, Coal Road / Lovers Loan, Grange Drive / Queensferry Road roundabout</td>
<td>£14.6 M</td>
</tr>
</tbody>
</table>

5 Costs stated are subject to verification in costed Transport Assessments. Updates have been applied from 2009 base up to August 2014 against Building Cost Information Service (BCIS). Further updates at time of assessment will be necessary in line with BCIS or comparable industry standards.
4.0 Educational Provision

4.1 New development across Fife will have an impact on where pupils live and consequently on the pressures placed upon the school estate. Where obligations are necessary to mitigate for additional impacts of development, this will take the form of direct school and nursery provision, or contributions towards the cost of creating new accommodation for increased pupil numbers within existing schools.

Education Methodology

4.2 The provision of adequate education accommodation is a reasonable and necessary obligation for new development where it is apparent that existing facilities cannot cope with the increased demand. Similarly new development will benefit from school or educational provision as an integral part of creating new sustainable communities. Education requirements are calculated by comparing existing school capacity against the phasing of the proposed development and identifying where (and when) shortfalls will occur. Planning obligations requested by the Education Service will therefore be sought catchment area wide taking into account the cumulative impacts of development planned in the Local Development Plan. They will be related to a current or expected permanent capacity issue and could take the form of either:

(a) a financial contribution towards resolving a capacity issue agreed via the formula detailed below in Figure 6 of this supplementary guidance;
(b) a phased release of housing to match the availability of school and nursery places; or
(c) provision of new educational capacity.

4.3 Evolving legislation and policy in education (e.g. maximum pupil numbers per class, additional provision for children under 3 years of age, reduced class sizes) as well as changing demographic assumptions from the National Records of Scotland must continue to be monitored in order to set realistic planning obligations. In Fife this has seen a recent school estate review undertaken to realign and reduce surplus school places. Notwithstanding this review the house building industry will continue to fluctuate, placing particular pressures on educational provision across Fife. In some locations this will see school rolls which had previously been declining, increase.

Costs and Funding

4.4 The level of education obligation per house derives from an estimate of the cost of any additional accommodation or new education facility required as a result of new development. This ensures there is a fair level of planning obligation from each new development which is proportionate to the impact that additional pupils from new housing will have on the school estate.

The number of additional pupils expected from new housing has been reviewed. Based on 4339 primary pupils and 2536 secondary pupils living in 12269 houses built in Fife from 2004-2013, the updated pupil product is 35 primary school age children and 21 secondary school age children per 100 new houses. This pupil product is based on an evidence based average across Fife and includes pupils expected to attend denominational schools. These therefore update the previous values of 20 primary and 15 secondary age pupils per 100 new houses.
4.5 New education provision will be subject to an education tariff contribution which relates to the number of bedrooms per dwelling proposed as detailed in Figure 6 below. Adopting this tariff approach ensures that developers who build family sized houses (3 bedrooms or more) will pay an appropriate and relative contribution to mitigate the impact of increasing pupil numbers in the local area.

**Figure 6: Secondary and Primary Education Tariff Contribution:**

Formula: \[
\text{Cost of additional (denominational and non-denominational) catchment capacity} \div \text{Net no. of Catchment Homes}^* = \text{Gross contribution per house}
\]

Net contribution per house**/100 X House Bedroom Tariff % = Net contribution per No. of bedrooms

<table>
<thead>
<tr>
<th>Tariff (%)</th>
<th>No. of bedrooms</th>
</tr>
</thead>
<tbody>
<tr>
<td>75 (£/unit)</td>
<td>2</td>
</tr>
<tr>
<td>100 (£/unit)</td>
<td>3</td>
</tr>
<tr>
<td>125 (£/unit)</td>
<td>4</td>
</tr>
<tr>
<td>150 (£/unit)</td>
<td>5</td>
</tr>
<tr>
<td>175 (£/unit)</td>
<td>6+</td>
</tr>
</tbody>
</table>

* Net Homes within this formula are derived by excluding affordable housing provision. ** Contribution level derived per school catchment area cost.

4.6 In considering planning obligations for educational provision, the number of additional pupils from new housing and indicative costs provided within this guidance are based on recent projects and benchmarked against recent build costs within Fife and elsewhere in Scotland. Developers may therefore inform their cost plan projections with education contributions on the basis of:

- **Primary School Cost** (11 class estimated January 2014, index linked for expected costs by late 2015)

<table>
<thead>
<tr>
<th>Specification (assuming standard ground conditions)</th>
<th>Cost per square metre (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Internal Areas (3072 m²)</td>
<td>2800</td>
</tr>
<tr>
<td>COST TO PROVIDE SCHOOL = £8,601,600</td>
<td></td>
</tr>
</tbody>
</table>

- **Secondary School Cost** (1000 pupil facility based on 2011 comparable build school)

<table>
<thead>
<tr>
<th>Specification</th>
<th>Cost per square metre (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Internal Areas (11130m²)</td>
<td>2300</td>
</tr>
<tr>
<td>COST TO PROVIDE SCHOOL = £25,600,000</td>
<td></td>
</tr>
</tbody>
</table>

Costs stated are approximate and based on actual build programme extracts. Further updates will be necessary at time of assessment in line with BCIS or comparable industry standards. Source: Fife Council, 2014.

4.7 To ensure an equitable and fair contribution, planning obligations for educational capacity will be index-linked to the Building Cost Information Service (BCIS). Where planning obligations are required due to capacity risks at denominational schools, contributions may be sought proportionately to reflect their larger catchment areas. These contributions may be in addition to those for non-denominational schools. In certain circumstances, where specific projects have been identified to resolve a capacity issue, it is expected that development interests and
landowners work with Fife Council to align educational provision with development phases. This includes Strategic Development Areas. In the case of Kirkcaldy and Dunfermline North it is anticipated that contributions to the school estate will be used catchment area wide and may offset capacity issues in nearby settlements where a clear and reasonable impact is apparent.

**Educational Estate Assessments**

4.8 Work has been undertaken in appraising the educational estate considering:
   
a) school roll projections (pupil census data),
   
b) minimum classroom numbers required;
   
c) committed or projected housing development (Housing Land Audit data), and;
   
d) pupil numbers generated from new development.

This has enabled the identification of primary and secondary schools across denominational and non-denominational catchment areas within which new development will have an impact which necessitates a planning obligation. Whilst feasibility studies and detailed design work has not necessarily been carried out this will be required prior to any school building works and will be included within the estimated costs.

4.9 Nursery provision and early years care is also an integral part of the Fife Councils’ educational estate provision. In all cases, developers will be required to meet the cost of additional capacity including nursery provision. Developers are therefore advised to work with Fife Council to calculate likely requirements on a case by case basis.

4.10 The educational estate assessment has been prepared against the backdrop of a Fife Council School Estate Strategy which examines the location of school age communities, the impact of new housing developments, and the changing requirements of schools to meet curricular and community demands. It is the purpose of the educational estate assessment to provide detail on schools and catchments areas across Fife ensuring that as development proposals are assessed by the Planning Authority that the best available information on school requirements, capacity and costs is made available. This data will inform Figure 6 described earlier ensuring that obligations sought are fair and proportionate to the new impacts from development. As the Development Plan progresses the educational estate assessments will be updated, informing in turn, period reviews of this Guidance.

4.11 Planning applications for residential development of fewer than 10 houses will not contribute to planning obligations towards educational provision unless they are assessed to have a critical impact on the capacity of primary and secondary schools in the local catchment area. In those cases the methodology outlined in Figure 6 will apply.

4.12 In the case of educational provision where an obligation is proven to be excessively onerous on a development proposal, it is anticipated that the applicant will:
   
   - Rephase proposed development, capping build and sale numbers at an agreed figure;
- Limit the tenure or mix of proposed housing, favouring low ‘pupil generating’ homes;
- Fund reconfiguration of the existing school estate (layout and ancillary space etc.).

4.13 Developers who consider that development cannot proceed based on this guidance may seek independent verification carried out by Fife Council at the cost of the developer. Educational provision should not be excessively onerous on a development proposal as it is apportioned across the entire catchment area.

4.14 In all respects work with Fife Council Education and Children’s Services team will continue to ensure that detailed feasibility work undertaken to appraise the condition and use of the school estate is aligned with the level of contributions or educational provision being sought from new development. All planning applications submitted with a potential impact on education provision will be referred to Fife Council Education and Children’s Services team for a detailed site specific assessment of capacity and impact.
5.0 Community Infrastructure

5.1 Planning obligations sought towards community needs are set out in Figure 2 of this guidance consistent with Fife Council’s strategy for employment, retail and healthcare provision as set out within the Development Plan. Developers of SDAs should also be aware of the potential need for provision of additional wider community and commercial facilities (such as employment and retail) and the potential for joint facilities with other community planning partners including health and social work. Where necessary, land will be zoned and delivered through development frameworks or masterplans for primary healthcare facilities including nursing homes and surgeries.

Affordable Housing

5.2 The provision of affordable housing is an integral consideration for all development proposals and is subject to separate Fife Council supplementary guidance approved in 2014. The Development Plan and separate policy on this subject sets out Fife Council’s policy for the provision of affordable housing through the planning system. In all cases provision on site is generally preferred to enable integration with existing development, assist management or maintenance and to ensure the efficient use of resources.

5.3 Public funding for affordable housing is provided by the Scottish Government through the Housing Association Grant (HAG) regime and council new build subsidy. This funding sets specific benchmarks related to build costs. HAG regulations include costs related to ‘bricks and mortar’ and other costs directly required for the delivery of the development such as play areas or road improvements, however HAG is not eligible to pay for other off site non housing costs such as education payments. The total number of houses comprises the market houses plus the affordable houses. For the purposes of this supplementary guidance, the affordable houses are therefore not included in any financial tariffs.

5.4 Where affordable housing provision is considered by the developer to be unachievable, Fife Council will seek independent advice from the District Valuer and agree (in line with Council policy) a methodology and amounts for the payment of commuted sums in lieu of affordable housing. This methodology is based on national guidance in the form PAN 2/2010 Affordable Housing and Housing Land Audits. Commuted sums are based on the difference between market value for land and the end use value for an affordable housing plot and have been calculated for each Local Housing Strategy area within Fife.

Making Fife’s Places

5.5 Fife Council’s proposed Supplementary Guidance will be prepared in 2015 to set out how planning obligations towards greenspace, public art and associated facilities (such as equipped play areas, sports facilities and community growing spaces) should be implemented. Safeguarded land or direct onsite provision will be agreed with service providers as part of the development process and secured by legal agreement to require the eventual maintenance regime for open space, landscaping and play areas to be binding on all the land covered by the development proposal. Where this is not achievable, Fife Council will seek a commuted sum from the developer for maintenance.
**Open Space**

5.6 Where open space is provided as part of a private development, developers are required to ensure that maintenance arrangements are established for public and common areas. All land forming public open space must be maintained by the developer (or a factor) 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.

<table>
<thead>
<tr>
<th>Table extract: Fife’s Designing Places (2015)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>For between 10 and 50 residential units?</strong></td>
</tr>
<tr>
<td>Provision or contribution towards open space is required either on or off site. Some form of green infrastructure should be provided on site.</td>
</tr>
<tr>
<td><strong>For 51+ residential units?</strong></td>
</tr>
<tr>
<td>Provision of open space required onsite. Contribution to off-site active greenspace may be appropriate in some cases. Some form of green infrastructure should be provided on site.</td>
</tr>
<tr>
<td><strong>Not for residential units?</strong></td>
</tr>
<tr>
<td>Provision of open space and contribution to the enhancement of green networks will be assessed on a site by site basis. The provision of green infrastructure is encouraged as part of all new development.</td>
</tr>
</tbody>
</table>

For 51+ residential units?

- Provision of open space required onsite. Contribution to off-site active greenspace may be appropriate in some cases. Some form of green infrastructure should be provided on site.

| Is your site within 250m walkable distance of an existing open space (as identified in the Fife Greenspace Audit) or a green network? And Is the route to be walked safe and attractive? |

For 51+ residential units?

- Provision of open space required onsite. Contribution to off-site active greenspace may be appropriate in some cases. Some form of green infrastructure should be provided on site.

| Is your site within 250m walkable distance of an existing open space (as identified in the Fife Greenspace Audit) or a green network? And Is the route to be walked safe and attractive? |

Not for residential units?

- Provision of open space and contribution to the enhancement of green networks will be assessed on a site by site basis. The provision of green infrastructure is encouraged as part of all new development.

| The nature of the requirement will be based on the priorities and recommendations in the Fife Greenspace Strategy and the green network opportunities. The requirement may be onsite provision or an off-site contribution |
Public Art

5.7 The amount of money dedicated to public art should be identified at the start of the design process. The scope and budget agreed in early discussions will be firmed up as proposals are developed, and the contribution will be confirmed before a formal planning submission is made. Once the financial contribution has been established, the public art element of the development should in general be integrated into the overall design of the proposal – building or landscape setting - rather than providing a sum of money to be spent separately. Examples of build types or design techniques are available from Fife Council. All budget lines allocated to public art should be protected by the developer or site promoter; they cannot be seen as a contingency for the general development costs of a site.

5.8 Other uses than those listed in Figure 2 within this supplementary guidance, changes of use, building conversions, minor or householder planning applications will not be expected to make a contribution to public art. Where contributions are sought these will apply to gross floor area including service yard and ancillary buildings. The following process should be used to establish the scale of contributions necessary.

5.9 Contributions will therefore be sought from
- major applications for housing, retail, and hotel and leisure;
- local applications for housing, retail, and hotel and leisure on visually prominent sites evident from main road corridors; or
- where a requirement is specified in a brief.

5.10 In these cases the amount will be established using a formula with necessary adjustments made at the time of calculation for inflation or index linked increases to the stated sums. These rates are based on the type of development proposed and the number of units/ gross floor area as follows:
- Housing [including apartments] - £300 per unit
- Hotel and leisure - £10 per square metre
- Retail - £10 per square metre

Employment Land

5.11 As a cornerstone of the Development Plan strategy, the objective of providing a medium term supply of serviced employment land that is marketable within each of the key settlements is essential. In striving to deliver this, allocations of employment land are essential to augment existing established opportunities for employment within Fife. Employment sites within the SDAs should be funded and developed on an equitable basis by landowners/developers within the SDA and the implementation of such sites will be secured through the planning application process and associated legal agreements.

5.12 In order to maintain a healthy employment land supply and to meet the aspiration of attaining a 40% effective supply position across the 20 key settlements by 2021, the Fife Employment Land Strategy (FELS) supports the Development Plan process guiding a programme of direct interventions for Fife Council to support and, in some cases, directly deliver, effective land for employment development. In this

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6 A key settlement is a location identified within the Fife Employment Land Strategy (FELS) with population in excess of 5000.
respect it is the clear preference of Fife Council that serviced employment land is made available on applicable development sites and transferred to the Council or marketed to ensure a 7 year supply of employment land. Applicable development sites will include those where new development creates a net loss of employment land or those in excess of 49 dwellings. Where a commuted sum contribution is sought or land provided this will be calculated with regard to the existing supply of employment land within the settlement and the additional demand created from new development. This is considered reasonable given the Development Plan strategy to provide for sustainable communities (with plentiful access to local employment opportunities) and given that large developments will have the effect of placing additional demands on local economic development infrastructure,

5.13 Where the provision of land is not considered practical or viable (consistent with Local Development Plan policies) Fife Council, will instead require a commuted sum from the developer/landowner equal to the market value of employment land lost or proportionate to the size of the proposed development area. This sum will represent the Market Value (as defined in the standards of the Royal Institution of Chartered Surveyors) for fully serviced land for Employment Uses (within use classes 4,5 & 6 of the Town & Country Planning (Use Classes) (Scotland) Order 1997) within the local area. Likewise, where allocated employment land is lost to non-employment use, the Council will expect a commuted sum reflecting the market value of that land.

5.14 Where possible, the payment should be paid immediately on issue of planning permission or during the early phase(s) of development to ensure compensation is addressed early in the development timescale to offset the loss.
6.0 **Strategic Development Areas**

6.1 The Fife Development Plan outlines the requirements and contributions expected from developers for each of the Strategic Development Areas (SDAs) in Fife. These growth areas are being progressed in partnership with respective development interests and include the formulation of masterplanning and phasing strategies to secure planned land uses and associated infrastructure.

6.2 This guidance is written at a time of financial challenge for public bodies and the development industry. Nonetheless progress has occurred on each of the SDAs across Fife since their allocation within the Development Plan. This progress has included the completion of Strategic Development Frameworks and, in some cases, approved masterplans and planning applications. The Strategic Development Frameworks, where available, are detailed within FIFEplan, the Local Development Plan.

6.3 Given their greater size and scale, SDAs will be expected in many cases to make on site infrastructure provision including that of primary schools and strategic road or rail networks. Where anticipated, this detail is provided within Figure 7. This ensures that in addition to informing on-going discussion with house builders and landowners, local communities will benefit from increased direct investment in infrastructure and services.
### Figure 7: Strategic Development Area (SDA) Infrastructure Requirements

<table>
<thead>
<tr>
<th>Strategic Development Area (SDA)</th>
<th>Total Houses (Net Total Houses)</th>
<th>Transport (Figure 5 lists specific interventions)</th>
<th>Obligation per dwelling</th>
<th>Education</th>
<th>Obligation (Figure 6 tariff applies)</th>
<th>Primary</th>
<th>Secondary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dunfermline North/West/SouthWest</td>
<td>4200 (3150)</td>
<td>Bothwell Gardens and Pitreavie Roundabout, Western Distributor Road. (2011 Transport Assessment refers)</td>
<td>£ 5,100</td>
<td>New primary schools at Wellwood and Broomhall.</td>
<td>• P x2</td>
<td>• Subject to 2015 school estate review.</td>
<td></td>
</tr>
<tr>
<td>North Dunfermline</td>
<td>3000 (2250)</td>
<td>Bothwell Gardens and Pitreavie Roundabout, Northern Link Road, (2011 Transport Assessment refers)</td>
<td>£5,100</td>
<td>New primary school at Swallowdrum and Halbeath. Additional secondary school capacity contribution.</td>
<td>• P x2</td>
<td>• Subject to 2015 school estate review.</td>
<td></td>
</tr>
<tr>
<td>Lochgelly</td>
<td>2550 (2422)</td>
<td>A92 and associated strategic improvements.</td>
<td>£700</td>
<td>Primary provision &amp; nursery. Additional secondary school capacity contribution.</td>
<td>• P</td>
<td>• C</td>
<td></td>
</tr>
<tr>
<td>Ore/Upper Leven Valley (Kelty, Cowdenbeath, Cardenden, Ballingry, Thornton and Glenrothes)</td>
<td>3307 (3142)</td>
<td>A92 and associated strategic junction improvements.</td>
<td>£700</td>
<td>Primary School Provision. Additional secondary school capacity contribution.</td>
<td>• P*</td>
<td>• C</td>
<td></td>
</tr>
<tr>
<td>Kirkcaldy East</td>
<td>2850 (2422)</td>
<td>Mid Fife strategic transport interventions including Kirkcaldy town.</td>
<td>£5,700</td>
<td>New primary schools at Kingslaw and Boreland including nursery and special needs provision. Additional secondary school capacity contribution (£8.4M).</td>
<td>• P(x2)</td>
<td>• £2,353</td>
<td></td>
</tr>
<tr>
<td>Kirkcaldy South West</td>
<td>1000 (850)</td>
<td>Mid Fife strategic transport interventions including Kirkcaldy town.</td>
<td>£5,700</td>
<td>Primary school provision. Additional secondary school capacity contribution (£8.4M)</td>
<td>• P</td>
<td>• £2,353</td>
<td></td>
</tr>
<tr>
<td>Levenmouth</td>
<td>1650 (1485)</td>
<td>A92 and associated strategic improvements.</td>
<td>£700</td>
<td>Primary School Provision.</td>
<td>• P</td>
<td>• N/A</td>
<td></td>
</tr>
<tr>
<td>Cupar North</td>
<td>1400 (1120)</td>
<td>Cupar relief road including A91 junctions' to be developer funded on site. A levy will otherwise apply across the SDA.</td>
<td>N/A</td>
<td>Primary School provision Additional secondary school capacity contribution (£2M)</td>
<td>• P</td>
<td>• £1,307</td>
<td></td>
</tr>
<tr>
<td>St. Andrews</td>
<td>1090 (763)</td>
<td>St Andrews Link Road to be developer funded on site. A levy will otherwise apply across the SDA.</td>
<td>N/A</td>
<td>Primary School provision.</td>
<td>• P</td>
<td>• C</td>
<td></td>
</tr>
</tbody>
</table>

* Education estate improvements including additional primary school/s (and location) to be agreed to serve the multiple local catchments affected.

• **P** Denotes requirement for school to be built  
• **C** Denotes contribution to school capacity

Note: Contributing units exclude affordable housing and assume total completions (Housing Land Audit 2013). All contributions are subject to change.
7.0 **Securing Planning Obligations**

**Implementation and Practice**

7.1 The current context of planning modernisation and economic downturn is acknowledged in presenting this guidance. Fife Council is continuing in this regard to emphasise planning’s role in enabling and facilitating development. In this respect the Planning Obligations set out here are based on the provisions of the Development Plan and the tests set out in Circular 3/2012 *Planning Obligations and Good Neighbour Agreements*, having regard to the details of each proposed development.

7.2 Similarly it is expected that developers, when preparing proposals, consult the Development Plan and (where relevant) strategic frameworks or masterplans to ascertain the Council’s requirements before entering into discussions on developer contributions. This should take place preferably prior to and during the pre-application stage. Negotiations and the drafting of planning agreements will be determined between the Council and prospective developers, ensuring that the type, timing and amount of contribution required is clearly and unambiguously stated. Where an obligation is sought it is anticipated that this will be achieved by the developer or by agreement with the landowner through a reduced land value.

7.3 It is important that planning obligations match the additional demands from developments as they arise. Infrastructure works and transportation improvements directly associated with the development are normally required to have been carried out before occupation although, in some instances, a limited amount of development can take place to help fund the improvements. Where financial contributions for other off-site works and longer term projects are expected, the Council will determine an agreed phasing for contributions from developers to enable project implementation to proceed more quickly. The period retained will generally be a minimum of 10 years given the long lead in times and build programmes associated with larger development schemes. Where necessary, bonds and legal security will also be agreed safeguarding the Council from risk.

7.4 Where contributions are calculated on a tariff basis (i.e. for transportation and education), payment will be set out within the terms of a Section 75 agreement. Strategic infrastructure contributions will be paid on issue of a Completion Certificate. Where the Local Development Plan highlights the requirement for community infrastructure to be funded by tariff payments from a number of different sites, the Council may elect to provide the school or transportation improvements in advance of all demand, and to recoup these contributions incrementally as development proceeds.

**Viability**

7.5 It is accepted that, on occasion, the demands for planning obligations will be greater than the development is able to bear, requiring some degree of “prioritisation”. Any assessment in this respect shall however be supported by a development appraisal which Fife Council, via the District Valuer, or another independent chartered valuation surveyor, will verify. The Council will also require documentary evidence necessitating “open-book accounting”.

7.6 In other instances, and with regard to the wider suite of necessary planning obligations, developers should be encouraged to consider:
- The early phasing of affordable housing;
- An increased mix or tenure of affordable housing;
- Prioritising development phases which maximise the reuse or renewal of existing infrastructure.
8.0 Fife Infrastructure Investment Fund

8.1 Fife Council continues to advocate partnership working with development interests to deliver the Development Plan proposals. In that respect Fife Council will hold financial contributions for strategic transportation improvements and education provision within the Fife Infrastructure Investment Fund (FIIF). This approach will not alter the stated methodologies for requesting and deploying planning obligations but does provide an opportunity for cumulative contributions to be used in the most effective manner, whilst remaining compliant with the tests of reasonableness and relevance within Scottish Government Circular 3/2012.

8.2 This guidance is an essential precursor to business planning and the involvement of Fife Council in any infrastructure funding arrangement. It will also inform participation and justification within any prospective City Deal funding arrangements which may be agreed during 2015 or 2016. Fife Council has supported the participation in any future City Deal for the Dundee and Edinburgh City regions respectively agreeing that strategic infrastructure needs consistent and collective funding if sustainable economic growth is to be achieved.

8.3 The guidance is intended to ensure agreements between the developer and Fife Council can be reached through a simpler and quicker process, thus reducing the costs to both parties. The identification of up-front development costs and obligation methodologies will also help to give the developer greater confidence in estimating overall development costs at an earlier stage. This is likely to most relevant for major development areas such as Strategic Development Areas, where long lead in times and more complex infrastructure needs generally arise.

8.4 Fife Council currently collate planning obligation monies upon conclusion of a legal agreement and retain these for use by the respective Council services to offset consequential impacts from new development. This supplementary guidance continues that approach, placing monies received from development interests toward transport and educational infrastructure in an interest-bearing account, ring-fenced to the requirements in the relevant planning agreements. For Strategic Development Areas the period retained will generally be a minimum of 10 years given the long lead in times and build programmes associated with larger development schemes. Where necessary, bonds and legal security will also be agreed safeguarding the Council from risk.

8.5 In all cases Fife Council’s Planning, Transportation and Finance functions will work together in conjunction with regular monitoring of infrastructure provision to meet agreed physical planning, community objectives and financial due diligence.
9.0 Glossary

**Business Case** - business cases will contain justifications for a project such as value for money for what is to be done and why it should be done now.

**Business Planning** - description of a business (normally over a 1-5 year period) appraising product(s) and/or service(s), the market, competitor analysis, the key people involved, financing needs, and the financial rewards if the business plan is implemented successfully.

**Commercial Development** - The primary aim of commercial development is to make a return (profit) through providing built space. To secure this profit, developers have to meet the demands and requirements of end users - whether it is providing residential, commercial or leisure space.

**Committed Sum** - A committed sum is an amount of money, paid by a developer to the Council, where the size or scale of a development triggers a requirement for the provision of (for example) affordable housing, but it is not possible to achieve an appropriate element of that required provision on site.

**Development Appraisal** - A development appraisal involves a cashflow analysis, which uses data (for example revenues and costs over the life of the project) to determine the profitability of the development.

**Fife Development Plan** – The collective term for the strategic and local land use plans currently covering Fife.

**National Records of Scotland (NRS)** - Body formed on 1st April 2011 through the merger of the National Archives of Scotland and the General Register Office for Scotland.

**Permanent Educational Estate** - Temporary accommodation is not considered to be an acceptable means of managing pupil numbers therefore planning obligations secured towards educational provision will be directly attributed to consolidating or creating permanent school capacity be this new building or extensions to those existing.

**Transport Model for Scotland** - Strategic Transport Model detailing vehicle movement patterns and traffic trends to a defined base year.

**Viability** - Viability is the key factor which determines whether development proceeds or not. For development to actually take place on the ground, the value (revenue) generated from the development must exceed the costs of undertaking the development.

**Open Book Accounting** – The sharing of development appraisals and accounts regarding development proposals. This is often in the form of a residual development appraisal.
10.0 Policy & Legislative Context

Fife Development Plan
10.1 FIFEplan’s spatial strategy is a Fife-wide statement of how Fife should develop over the 10 years to 2026 after the Local Development Plan is adopted as Council planning policy. It is framed by national and regional policy set by the National Planning Framework and the two strategic development plans covering Fife: SESplan and TAYplan.

10.2 These strategic development plans identify Strategic Development Areas in addition to strategic planning policy and where known, strategic infrastructure which is necessary to mitigate for probable impacts from new development.

10.3 The Development Plan as a whole provides the statutory policy framework for land use planning, strategy, policy and decision making in Fife. As such the weblinks provided here will be useful in providing context, background or further information on many aspects covered within this guidance:

National Planning Framework 3
Scottish Planning Policy
Circular 3/2012 Planning Obligations and Good Neighbour Agreements
SESplan Approved Strategic Development Plan
TAYplan Approved Strategic Development Plan
FIFEplan Proposed Plan
FIFEplan Proposed Plan (policy extract) - Policy 4 Planning Obligations
Planning Etc. (Scotland) Act 2006 (Section 75)
Local Government (Scotland) Act 1973 (Section 69)
Roads (Scotland) Act 1984 (Section 48)
11.0 Associated Supplementary Guidance

Supplementary Planning Guidance

11.1 Supplementary guidance prepared in connection with a Strategic Development Plan or Local Development Plan, subject to meeting consultation requirements and receiving Scottish Ministers approval during 2016, will form part of the Development Plan and be known as statutory supplementary guidance. Supplementary guidance adopted and issued in this manner will provide further information or detail connected with the policies or proposals in this Plan and will be referred to in the relevant policies or proposals.

11.2 Until approved by Scottish Ministers the guidance listed below is prepared to accompany policies or specific proposals and to provide a clear expression of approved Fife Council policy therefore constituting material considerations in the assessment of development proposals. The guidance includes:

- Minerals;
- Planning Obligations;
- Making Fife’s Places;
- Affordable Housing; and
- Onshore Wind energy.