



Planning Obligations Framework Planning Guidance 2026

Table of Contents

1.	Introduction.....	2
2.	Scope of the Planning Obligations.....	6
3.	Applying the Guidance	12
4.	Impact on Transport.....	19
5.	Impact on Education.....	28
6.	Other Obligations.....	43
7.	Glossary	50
	Appendix A Relevant FIFEplan Policies	52
	Appendix B SDA and SLA Planning Obligation Requirements	57
	Appendix C Green Infrastructure and Open Space	77

Figures

Figure 1: Planning Obligations Process Summary	5
Figure 2: Strategic Transport Zones (Dunfermline, Glenrothes and Kirkcaldy)	23
Figure 3: Retail, commercial and other uses contribution formula.....	24
Figure 4: Process for calculating education contributions for non-SDA/ SLA sites or those SDA/ SLA sites where no primary school is required.....	33
Figure 5: Cost per development formula	35
Figure 6: Catchment areas contributing to secondary school capacity in Kirkcaldy .	36
Figure 7: Dunfermline High Schools Contributions Zones.....	38
Figure 8: Auchmuty High School Contributions Zone.....	39
Figure 9: Madras High School Contribution Zones.....	40
Figure 10: Planning Obligations for Strategic Development Areas / Strategic Land Allocations.....	56

Tables

Table 1: Development Type Planning Obligations Requirements of Policy 4 of FIFEPlan (2017).....	8
Table 2: SDA and SLA Planning Obligation Requirements.....	10
Table 3: Prior to solution proportionate cost (solution cost £900,000 spread across 150 units)	16
Table 4: Post completion of Education solution (solution cost £1 million spread across 180 units).....	17
Table 5: Strategic Transport Zone Estimated Cost per dwelling (residential)	21
Table 6: Strategic Transport Interventions and costs.....	24
Table 7: Developer Contributions to Secondary School - Kirkcaldy.....	35
Table 8: Developer Contributions to Secondary School - Dunfermline	38
Table 9 Developer Contributions to Secondary School - Glenrothes.....	39
Table 10: Developer Contributions to Secondary School - St Andrews	40

Preface

This guidance is an update of previous iterations of the Planning Obligations Framework Guidance which it supersedes and serves as an interim document, taking into account the new [Planning Circular 4/2025 Planning Obligations and Good Neighbour Agreements](#) and bridging the gap until the adoption of Fife's Local Development Plan 2 (LDP2). During this interim period, the guidance serves to complement the policies in the [National Planning Framework \(NPF 4\)](#) and the [Fife Local Development Plan \(FIFEplan\)](#). For further details on the timescale for the preparation of Fife's LDP2, refer to the [Fife Council Development Plan Scheme](#).

Fife Council has taken the opportunity to review the guidance in response to the adoption of [NPF4](#) and [Planning Circular 4/2025](#) and the progress in implementing the [Planning \(Scotland\) Act 2019](#), including the repeal of Planning Circular 6/2013 (Development Planning) and 3/2012 (Planning Obligations), which required guidance on planning obligations to be provided within Supplementary Guidance. This guidance has been updated to reflect the adoption of [NPF4](#) and its status as part of the Development Plan, alongside the [FIFEplan](#) (2017). It assists in the assessment of the need for relevant infrastructure, as well as planning obligation policies within the Development Plan and is a material consideration in the assessment of applications. With the progress of the [Planning \(Scotland\) Act 2019](#) and the decision not to progress with a Planning Levy, the Planning Obligations Framework will remain as planning guidance only but one with material planning weight, as it provides up to date planning guidance to support National and Fife planning policy. To progress this to Supplementary Guidance is not considered necessary or reasonable given it would overlap with consultation on LDP2, which may alter policy on Planning Obligations.

Note

This document contains hyperlinks to supplementary information. Click on underlined text to access additional relevant information within this guidance and external sources.

1. Introduction

Overview

- 1.1 This guidance is intended to support the implementation of Fife Council's Local Development Plan (LDP) [FIFEplan](#), and [National Planning Framework 4](#) (NPF4). Where new development is expected to impact existing infrastructure or requires new infrastructure, developer contributions towards its delivery will be sought under the provisions of [FIFEplan](#), [NPF4](#) and this guidance. This is planning policy guidance of material weight in decision making on planning applications with the primary purpose of providing a transparent, equitable and consistent approach to developer contributions in decision making.
- 1.2 This guidance primarily addresses the requirements outlined in [Policy 4](#) of [FIFEplan](#), covering:
 - transport;
 - education provision;
 - greenspace;
 - play provision;
 - public art; and,
 - employment land.
- 1.3 This updated version of the guidance incorporates potential planning obligation requirements introduced by [NPF4](#). The potential planning obligation requirements of [NPF4](#) are detailed in [Section 6](#) of this guidance but are not fixed contributions.
- 1.4 This guidance describes when planning obligations will be sought, exemptions that may apply, and the methodologies for calculating planning obligations. It also provides site-specific requirements for each of Fife's nine major development sites, known as [Strategic Development Areas \(SDAs\)](#) and [Strategic Land Allocations \(SLAs\)](#).
- 1.5 This guidance supersedes the previous Planning Obligations Framework Guidance iterations¹.

The Legal Framework

- 1.6 Planning obligations are legal agreements (or [unilateral undertakings](#)) entered into under Section 75 of the [Town and Country Planning \(Scotland\) Act 1997 \(as amended\)](#). Their purpose is to mitigate the impacts of proposed developments, to make them acceptable in planning terms (i.e., compliant with planning policy).
- 1.7 Section 75 of the [Town and Country Planning \(Scotland\) Act 1997 \(as amended\)](#) grants individuals the authority to either engage in negotiations with the planning authority or unilaterally establish a planning obligation. Such obligations may encompass the restriction or regulation of land development or usage within the planning authority's district, either indefinitely or for a specified duration outlined in the obligation. Additionally, these obligations may entail the payment of a fixed

¹ 2015, 2017 and 2022 update

amount, an amount subject to determination according to the obligation's terms, or periodic payments.

Relationship with the Development Plan

- 1.8 [NPF4](#) was adopted by the Scottish Ministers in February 2023. This replaces National Planning Framework 3 and Scottish Planning Policy, both of which were brought into force in 2014. The statutory Development Plan for any given area of Scotland consists of the National Planning Framework and the relevant LDP(s). The Development Plan for Fife consists of the [FIFEplan](#) and [NPF4](#).
- 1.9 [NPF4](#) Policy 18 adopts an infrastructure first approach. It states that:
- a) *Development proposals which provide (or contribute to) infrastructure in line with that identified as necessary in LDPs and their delivery programmes will be supported.*
 - b) *The impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.*
- 1.10 Scottish Government policy on planning obligations is contained in [Planning Circular 4/2025 Planning Obligations and Good Neighbour Agreements](#), including the five tests governing their use. These tests are also referenced in [NPF4](#) Policy 18. Subject to these tests, planning obligations can be used to secure financial contributions to – or in-kind provision of – infrastructure and affordable housing. In doing so, planning obligations can help to support good placemaking.
- 1.11 Fife's policy guidance aligns with [NPF4](#) and Scottish Government [Planning Circular 4/2025](#), establishing the framework for planning obligations that must be fulfilled in response to new development proposals.
- 1.12 [FIFEplan](#) Policy 1 (Development Principles) and Policy 4 (Planning Obligations) set out the framework for assessing planning obligations required for developments.

FIFEplan Policy 1: Development Principles (Part B)

Development proposals must address their development impact by complying with the following relevant criteria and supporting policies, where relevant:

1. Mitigate against the loss of infrastructure capacity caused by the development by providing additional capacity or otherwise improving existing infrastructure.

- 1.13 LDP Policy 4 is set out in full at [Appendix A](#). This guidance is also referenced within [FIFEplan](#) Policy 3 (Infrastructure and Services).

FIFEplan Policy 4: Planning Obligations

Developer contributions will be sought in relation to development proposals that will have an adverse impact on infrastructure capacity. The kinds of infrastructure to which this policy applies include transport, schools, affordable housing, greenspace, public art, and employment land.

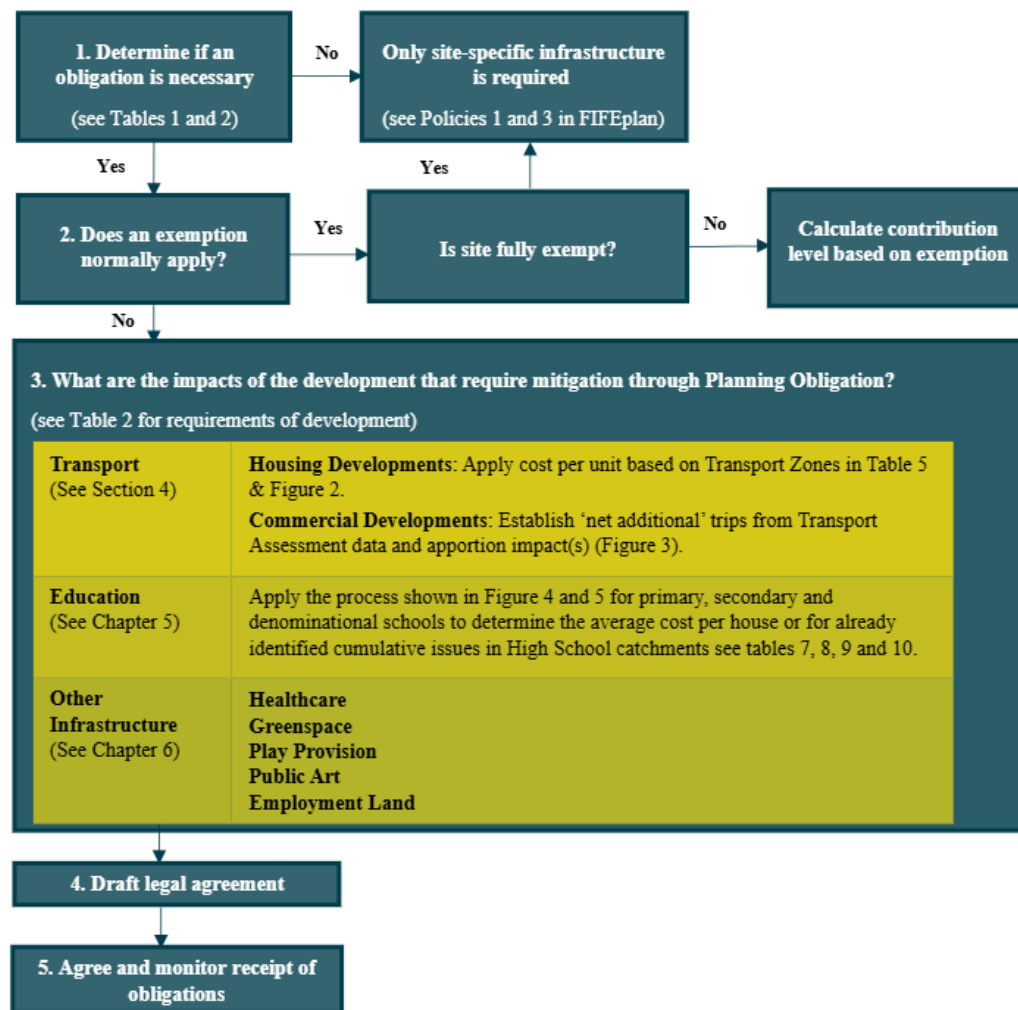
The contributions will mitigate development impact by:

1. Making a contribution to existing infrastructure, or providing additional capacity or improving existing infrastructure; or
2. Providing new infrastructure.

This will be applied through planning conditions, legal agreements, and planning obligations.

- 1.14 The Council acknowledges that for any development to proceed, it must be commercially viable, and therefore allows for some flexibility around the phasing and extent of planning obligations. The development strategy set out in [FIFEplan](#) also promotes the development of sites which may have larger abnormal costs, making them more challenging to deliver. The delivery of these sites is a key element of the success of the [FIFEplan](#) strategy. Therefore, in some instances exemptions have been identified to encourage development on these sites. [Section 3](#) covers the financial viability of individual development proposals and the types of development that may be seen as exempt from planning obligations.
- 1.15 The Council also recognises that funds received through the planning obligations process need to be clearly linked to the provision of specific pieces of infrastructure. To ensure clarity, the Council has established distinct financial funds for each infrastructure mitigation area. These funds are monitored using a financial tracker to track their source, intended purpose, and expenditure. Contributions designated for transportation, education, greenspace, public art, and employment land are ring-fenced and reserved for the development of their respective infrastructure components.
- 1.16 Figure 1 outlines the stages of the planning obligations process which are covered in this guidance.

Figure 1: Planning Obligations Process Summary



2. Scope of the Planning Obligations

Overview

- 2.1 The priorities addressed in this guidance are education provision, transport, greenspace (including play provision), public art, and employment land. This reflects [Policy 4 of the Adopted FIFEplan \(2017\)](#). Potential planning obligations introduced by [NPF4](#) have also been included in the guidance.
- 2.2 As set out in [Section 1](#), planning obligations primarily focus on mitigating the impact of new developments on local infrastructure, services, and amenities. These contributions are designed to address the broader needs of a growing community, such as transportation, schools, and public spaces.
- 2.3 While Affordable Housing is a key planning obligation, it is subject to its own set of policies and funding mechanisms and does not fall within the scope of this guidance. Policy 4 provides the broad planning obligation contributions and further detail on affordable housing provision is provided in [Policy 1 \(Development Principles\)](#) and [Policy 2 \(Homes\)](#) in FIFEplan and in the [Affordable Housing Supplementary Guidance](#). Developments primarily aimed at providing affordable housing are exempt from the contributions outlined in this guidance. However, the delivery of affordable housing within a development is not exempted by the criteria outlined in Policy 4 of the Adopted [FIFEplan](#) (2017) or this guidance.

Basis of Planning Obligations

- 2.4 This guidance describes when planning obligations will be sought, where exemptions may apply, and the methodologies through which planning obligations will be calculated. It also provides site specific requirements for each of Fife's nine major development sites, known as [Strategic Development Areas](#) (SDAs) and [Strategic Land Allocations](#) (SLAs). The contributions expected from developments will be applied through considering the cumulative impact of development. Table 1 sets out the types of development where planning obligations will be required, and Table 2 sets out the requirements for the SDAs and SLAs.
- 2.5 The methodologies in this guidance use the most up to date figures from the [Fife Housing Land Audit](#). The location, size and phasing of the proposed development types mentioned in Tables 1 and 2 are used to predict future impacts on strategic infrastructure and the need for any improvements.
- 2.6 Where direct provision of land is identified in Tables 1 and 2, primarily for healthcare facilities or the direct provision of primary schools, this will include the transfer of land by the relevant developer to the Council or other nominated party without charge.
- 2.7 The costs identified within the guidance will be subject to review when necessary. These costs will be index linked against the Building Cost Information Service (BCIS) or similar comparable industry standards and subject to independent verification where necessary.
- 2.8 Furthermore, the costs and infrastructure solutions outlined in this guidance will undergo periodic review to accommodate any significant changes in

development phasing as identified in the [Housing Land Audit](#). Additionally, adjustments will be made to address evolving needs for education or transport infrastructure. These changes may impact both the scope and timing of infrastructure requirements. The results of these reviews will be published within the LDP Delivery Programme.

- 2.9 Table 2 below sets out the requirements for the SDAs and SLAs and should be read in conjunction with [Appendix B](#) which sets out the specific requirements for each development location.

Table 1: Development Type Planning Obligations Requirements of Policy 4 of FIFEPlan (2017)

KEY: Financial contribution Onsite delivery No contribution required

Contribution Type		Development Type				
		Residential		Retail 2,500 gross sqm or more and Use Class 1	Commercial Assembly and Leisure (Class 11)	Hotel and Hostels (Class 7)
		10-49 units**	50 units or above**			
Strategic Transport Interventions Measures*						
Education	Primary / Nursery					
	Secondary					
	Denominational Schools					
Greenspace***						
Play Provision/ Open Space Enhancement ****						
Public Art		On visually prominent sites		All retail in visually prominent locations regardless of floorspace.		
Employment Land		Contribute in line with Policy 1 and 5 of FIFEplan .				
Healthcare Facilities			The need to identify land for relevant infrastructure will be addressed through the masterplanning process			

*Table 6 lists specific interventions.

**Non-SDA or SLA.

*** Greenspace should primarily be provided on site; however offsite payments may be taken for greenspace where specified in Table 1 of [Making Fife's Places Supplementary Guidance](#).

***** For sites of over 200 units play provision will be required on site in accordance with Table 1 of [Making Fife's Places Supplementary Guidance](#). For sites of up to 200 units, play provision may be provided on site in lieu of contributions.

Table 2: SDA and SLA Planning Obligation Requirements

KEY: Financial contribution Onsite delivery Combination of Onsite delivery, Financial Contribution or Offsite delivery No contribution required

Contribution Type		Development Location								
		Dunfermline North / West / Southwest SLA ²	North Dunfermline SDA ³	Lochgelly SLA	Ore/Upper Leven Valley SDA ⁴	Kirkcaldy East SLA	Kirkcaldy South West SLA	Levenmouth SLA	Cupar North SDA	St. Andrews SDA
Strategic Transport Intervention Measures										
Education	Primary / Nursery				Subject to each site location					
	Secondary				Subject to each site location					
	Denominational School				Subject to each site location					
Greenspace										
Play Provision/ Open Space Enhancement			Subject to size of each site.		Subject to size of each site.					
Public Art										
Employment Land										
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.								

² (Wellwood, Broomhall and Berrylaw)

³ (Halbeath, Kent Street, Chamberfield, Colton, North Wellwood and Swallowdrum/ Carnock Road)

⁴ (GlenCraig, Kelty, Cardenden, Kinglassie, Lumphinnans, Thornton)

For further details on the specific interventions for each SDA and SLA, please refer to the links below (included in [Appendix B](#)):

- [Dunfermline North/West/Southwest SLA](#)
- [North Dunfermline SDA](#)
- [Lochgelly SLA](#)
- [Ore/Upper Leven Valley SDA](#)
- [Kirkcaldy East SLA](#)
- [Kirkcaldy South West SLA](#)
- [Levenmouth SLA](#)
- [Cupar North SDA](#)
- [St. Andrews SDA](#)

3. Applying the Guidance

- 3.1 In some instances, planning contributions will be in the form of infrastructure provided directly by a developer. Where direct provision of infrastructure is required, financial or legal security may also be agreed to safeguard the Council from risk.
- 3.2 In most instances a developer will not be required to provide a piece of strategic infrastructure directly, but will contribute in line with Figure 1 and Tables 1 and 2 of this guidance. Where this approach is taken, situations will arise when the strategic infrastructure is required before all the contributions have been gathered by the Council.
- 3.3 The need for infrastructure has been programmed relative to the build rates of development and their associated impact. Every effort will be made to secure contributions in advance, ensuring that strategic infrastructure can be fully financed upfront for the Council's implementation. Nevertheless, the Council acknowledges that this approach may pose cashflow challenges for certain sites. In cases where there is a timing funding gap, alternative financing avenues will be explored.
- 3.4 Contributions will continue to be sought from developers to meet the improved infrastructure capacity after the infrastructure has been built. This accords with the provisions set out within [Planning Circular 4/2025](#). The Circular indicates that Councils can consider requesting proportional payments from subsequent developments that benefit from that investment until the costs have been recovered in line with the agreed planning obligation/legal agreement. Or similarly sites will need to pay in advance of when the infrastructure is required, as those sites will incrementally reduce the capacity of the infrastructure. This cumulative approach aligns with the requirements of [Planning Circular 4/2025](#), paragraph 68, as well as Policy 18 of [NPF4](#).
- 3.5 Developer contributions will be calculated based on whole sites identified in the LDP. Applications for parts of allocated sites will pay a proportion of the total site contributions. This guidance will not be applied retrospectively to historic sites which have full planning permission or planning permission in principle, provided that the permission remains capable of being implemented. New planning applications on these sites (including applications for renewal of planning permissions), may be subject to the provisions of this guidance and to LDP policies.
- 3.6 All developer contributions will be index linked to the point that the infrastructure was costed. This could result in multiple indexation dates within one planning obligation. Where known, indexation dates are provided in this guidance. For the avoidance of doubt, indexation will apply until such time that the contribution has been paid. Early payments may be resisted if it would lead to creating a capital shortfall for the Council.
- 3.7 Over the lifetime of [FIFEplan](#), developers/landowners are likely to seek planning permission for sites not allocated in the [FIFEplan](#); such sites are known as windfall sites. The impact of these sites will not have been considered in any strategic capacity assessments which determine the need for improved or

additional infrastructure due to cumulative impact. In addition, the individual impact of the development on infrastructure will not be known. Windfall sites will be assessed in line with Tables 1 and 2 of this guidance and the subsequent paragraphs to identify the contributions required.

- 3.8 For Strategic Transport Intervention Measures, an assessment will be required as to whether the windfall development would trigger any additional interventions over and above those set out in Table 6, which sets out costs associated with strategic transport interventions. Depending on the scale and location of the development, a specific assessment of this may be required within the Transport Assessment submitted with the application. This should be discussed through the pre-application process.
- 3.9 Any development within the zones specified within Figure 2, or potentially within the Cupar and St Andrews area, will add to the cumulative impact on the existing infrastructure identified for intervention. This will result in the triggers for mitigation being reached sooner. As a result, contributions will be anticipated from windfall sites towards Strategic Transport Intervention Measures, unless the developer can demonstrate that the development would not impact the identified interventions through a cumulative Transport Assessment. For larger developments, this would involve conducting a cumulative Transport Assessment similar to that undertaken by the Council for the LDP, to ascertain whether the site contributes to the cumulative effect.
- 3.10 For education contributions where a solution has already been identified for a cumulative effect, a feasibility assessment will be carried out to assess whether the identified education solutions are sufficient for the additional windfall site. If this is sufficient, then a proportionate financial contribution will be made by the development in line with the cost of the intervention, or as set out within [Section 5](#) of this guidance. This is on the basis that the development will add to the cumulative impact on the school infrastructure and lead to the education solution being required earlier than currently programmed, thereby reducing capacity for the allocated sites within the LDP.
- 3.11 For the non-strategic interventions, the individual impact of windfall sites will be assessed on a case-by-case basis. A cumulative effect with any other known development sites will be included as part of this assessment and windfall sites will pay proportionately towards any infrastructure mitigation required as a result of the development, either individually or cumulatively.

Unilateral Undertakings

- 3.12 [Section 75 \(1\) \(b\) of the Town and Country Planning \(Scotland\) Act 1997 \(as amended\)](#), allows developers to enter into unilateral agreements to make an appropriate contribution in relation to the impact of their proposals. When a unilateral undertaking is established, unless it adequately addresses all infrastructure impacts associated with the proposed development, any additional contributions necessary to fulfil the requirements outlined in this guidance will be obtained through an additional planning obligation.

Providing advice on Planning Obligations

- 3.13 Fife Council will work with developers and investors wherever possible, to make appropriate development happen and realise the strategy of [FIFEplan](#). The

Council will provide guidance on the levels of contributions required for a development proposal through the pre-application process. Due to these typically including commercially sensitive information, these are treated and held in confidence. This will include a justified position on whether the site is exempt or whether exemptions have been waived. The Council will also provide a general indication of the planning obligations figure at the pre-application stage. This figure may vary by the application stage, due to a variety of reasons such as, either through revisions to the development proposed, or due to changing infrastructure requirements as a result of other applications submitted and/or determined in the interim.

Exemptions

3.14 [FIFEplan Policy 4](#) sets out exemptions to the requirement for planning contributions. These exemptions apply to a range of different types of sites and types of development. The exemptions support wider Fife Council objectives by encouraging the regeneration and reuse of existing property, directing development to brownfield sites, and promoting the removal of contamination. Additionally, they facilitate the reuse of listed buildings, development of affordable housing sites, and provision of specialist housing to meet the needs of students and residents. Planning contributions will not be sought for:

- The conversion or renovation of an existing building if it is considered to be important to the character of the area, particularly listed buildings;
- The re-use of derelict land or buildings, brownfield (previously developed land) within a defined settlement (excluding sites currently occupied by operational employment uses, former mine workings and naturalised previously developed land);
- Rehabilitation of contaminated land (excluding mine workings) within a defined settlement. This is 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;
- Special needs housing including sheltered housing inclusive of bespoke design and management features;
- Residential development of fewer than 10 houses, or retail proposals of less than 2,500 square metres gross floor area;
- Student housing;
- Town centre redevelopment (as defined in [FIFEplan](#));
- Affordable housing (in line with Fife Council's definition); and,
- Employment uses class 4, 5, or 6.

Calculating Contributions on Partially Exempt Sites

- 3.15 Where a site has a partial exemption – for example, it is partly affordable housing or has an area of previously developed land – the full development site is still used to determine the impact and decide whether contributions are necessary. If there is an impact which requires mitigation then the cost of this would be spread across the non-exempt units or floorspace. This means that even if the level of non-exempt units or floor space is reduced to a level below the exemption threshold, the whole site would not be exempt from making a contribution.
- 3.16 As an example, a development comprising 30 units is proposed on partially brownfield land and with the inclusion of affordable housing, resulting in only 8 units remaining non-exempt. In such a case, the development would still be required to contribute for these 8 units, despite falling below the threshold for contributions as a standalone site.
- 3.17 For previously developed sites, the areas of former development will be identified, and it will be the units or buildings proposed on that area of land which will be exempt. The number of units on the non-brownfield land will be used to calculate the total contribution required from the site.

Viability

- 3.18 On other non-exempt sites, developers may consider that the economic viability of the development and requirements for planning obligations will exceed what the development is able to bear, prompting them to seek adjustments to the required levels of planning obligations. Any assessment in this regard must be backed by a development appraisal, which will be independently verified by Fife Council, typically through the [District Valuer](#), or by another independent chartered valuation surveyor approved by the Council. This appraisal requires to be funded upfront by the developer/applicant before being carried out. The Council will also require documentary evidence necessitating “open-book accounting” to show the viability of a proposal will be curtailed by the requirement for planning obligations.
- 3.19 If a development appraisal shows that a site is not viable, the Council may elect to review developer obligations and consider a degree of ‘prioritisation’. However, in the event of a development being assessed as unviable, the Council will consider all options including refusal of the application due to its inability to fund the required levels of infrastructure. The Council aims to support development, especially those allocated within the Development Plan, in line with [Planning Circular 4/2025](#), however if this would leave the Council with a significant capital shortfall then it may be that the site can no longer be supported.

Calculating Contributions for Solutions with Multiple Sites Contributing

- 3.20 Where the cumulative impact of development requires a solution, the cost of this will be spread across all the development considered in the assessment. This may not always include all development sites allocated within the Local Development Plan. For instance, education assessments will primarily focus on the impact over the 5 years following the start of development. Consequently,

development sites within the catchment that are expected to commence after this period may not be considered in the assessment. For SDA/ SLA sites the whole buildout schedule provided by the developer will likely be assessed, which will in most cases be for a period of greater than 5 years. Where SDA/ SLA sites are involved in cumulative assessments then this is likely to look at longer periods of assessment.

- 3.21 Contributions will be divided proportionally among the development sites creating the cumulative effect, ensuring that each site contributes equitably, as per [Planning Circular 4/2025](#) and [NPF4](#) Policy 18. Typically, the unit numbers specified in the LDP will be utilised to evaluate the impact and contribution levels of sites included in the cumulative assessment but that have not progressed to the application stage yet.
- 3.22 Once the cumulative per unit figure has been identified, this will not be adjusted until after the infrastructure mitigation has been completed and paid for. This means that even if there is an uplift in the units that are proposed within planning applications for the sites considered in the cumulative assessment or if windfall/additional sites emerge that also contribute to the solution, the cost per unit will not decrease. This ensures that the infrastructure's entire cost is covered and prevents the Council from having to address any funding gaps. The Council will be entitled to retain contributions to ensure the full cost of the mitigation is met. This means that if the infrastructure cost is higher than expected, then the Council can meet any shortfall. As set out below, once the infrastructure solution is complete and the cost known, each paying development site will be reimbursed proportionately if there are any unspent contributions.
- 3.23 The following are provided as examples to clarify the Council's position.

- **Example 1** – A school catchment has three allocated development sites within it. An extension is required to a local school to accommodate the three sites. It will cost £900,000. The per unit cost for the solution would be £6000 (as shown in table 3). At the application stage two of the application sites are consented for a greater number of units than identified in the LDP. The per unit cost remains at £6000 per unit even although the overall cost of the solution is spread across a greater number of units. Following completion of the education solution it was found that the extension cost £1,000,000. As shown in table 4, a total of £1,080,000 was collected for this project through developer contributions and therefore a reimbursement of £80,000 rather than £180,000 is due and this would be spread proportionally across all sites.

Table 3: Prior to solution proportionate cost (solution cost £900,000 spread across 150 units)

Sites	LDP allocation unit numbers	Consented unit numbers	Cost per unit (£)	Total proportionate contribution (£)
Site A	50	50	6000	300,000
Site B	50	70	6000	420,000
Site C	50	60	6000	360,000

Table 4: Post completion of Education solution (solution cost £1 million spread across 180 units)

Sites	Application unit numbers	Adjusted per unit cost (subject to rounding) (£)	Adjusted total proportionate contribution (£)	Reimbursement to each site (£)
Site A	50	5,555.56	277,778	22,222
Site B	70	5,555.56	388,889.20	31,111 (subject to rounding)
Site C	60	5,555.56	333,333.60	26,667 (subject to rounding)

- Example 2** – An extension is required to a local school to accommodate two sites of 50 units each. It will cost £900,000. The per unit cost for the solution would be £9000. A windfall application is made for a further 50 units prior to the extension being built. Due to the timing of the delivery of the third site, it is projected that it can be accommodated within the extended school. The proportionate cost of the £900,000 would be spread across the three sites rather than two, however the per unit cost would remain at £9000 until after the solution is complete and the cost finalised. If the cost of the extension following completion remains at £900,000 then the per unit cost in this example would reduce to £6000 and a proportional repayment would be made to each contributing site.

Repayment of contributions

- 3.24 In some instances, the need or level of a contribution may change over time like the examples above. This may occur for several reasons, including changes in the cost of infrastructure, fluctuations in the level of contributing development, or instances where the infrastructure for which the obligations were originally gathered, is no longer needed.
- 3.25 In these instances, the Council may recalculate the level of obligations and apply or refund any difference to the per house contribution. It will also be the responsibility of the Council to use the obligations for their intended purpose and within the timescale set by any related legal agreements. If the Council does not use the contributions within the specified timescales, then the obligations will be returned to those who made the contribution. As set out above, the recalculation of the per unit cost will only occur once the final cost of the infrastructure is known following its delivery. This is to ensure that the full cost of infrastructure is met.

Governance

- 3.26 Fife Council will hold financial contributions for all planning obligations within specific infrastructure funds and for each infrastructure mitigation project. The contributions in the funds will be monitored to track their source, the intended

purpose for which they are collected, and their utilisation. The context for the fund is set out in [FIFEplan](#) Policy 4. Obligation payments held in the infrastructure funds will be ring-fenced for the purpose that they were originally intended, in compliance with [Planning Circular 4/2025](#).

Managing Transport Obligations

- 3.27 In the case of transport obligations, they will be kept in separate infrastructure funds. Separate funds will hold contributions for the delivery of transport infrastructure in the Dunfermline area, Kirkcaldy area, Glenrothes area and the St Andrews area. Where applicable, a separate fund will also be provided for the Cupar area should contributions be collected for the delivery of transport infrastructure in this town. However, as noted in [Section 4](#), the transport infrastructure will largely be delivered by the developer.

Managing Education Obligations

- 3.28 Contributions towards primary school infrastructure will be gathered and held in funds specific to each project.
- 3.29 In the case of secondary school infrastructure, planning contributions from a development will typically be directed towards projects that enhance the capacity of the secondary school catchment area where the development is situated. In situations where there is a wider secondary school capacity shortfall, secondary school contributions will be gathered on a town or area wide (i.e., a multi-catchment) approach. The multi-catchment approach will apply in Dunfermline and Kirkcaldy but, where necessary, the Council may elect to apply this approach in other areas.
- 3.30 The Chief Planning Officer will manage each infrastructure fund which will be held by The Head of Finance. Funds will be released when the relevant Council services or national agencies require to draw down funds.

4. Impact on Transport

- 4.1 This section of the guidance largely relates to Strategic Transport Infrastructure Measures required due to the cumulative impact of multiple development sites. Offsite transport interventions may be required more locally to each development site, and these would likely be identified through a Transport Assessment carried out for each specific application. This could include localised crossings, offsite footway/ cycleways, or junction improvements. In most cases it would be expected that the developer would directly deliver these interventions. These localised interventions would be assessed through Policies 3 and 4 of the LDP and would be in addition to the Strategic Transport contributions set out below.
- 4.2 As part of the LDP process Fife Council undertook an assessment of the traffic impacts of the new development proposed in the LDP. The focus of these studies was the cumulative impact on the strategic road network. The assessment was necessary to ascertain whether the additional development proposed in the LDP could be supported by existing infrastructure, as well as infrastructure already outlined in the three Fife Local Plans and carried forward into [FIFEplan](#).
- 4.3 Before the final decision on the suitability of additional development sites, a supporting transport appraisal of the additional land allocations was undertaken. Two scenarios were considered through the transport assessment:
- A 'Committed Case', which represents existing allocations in the Adopted Local Plans.
 - A LDP 'Test Case' which includes the committed case plus net change to the existing development plan sites, new proposals, and housing opportunity sites.
- 4.4 The assessment built on the previous studies carried out alongside the Fife Structure Plan and Local Plans which had identified transport interventions required to address the impact of the Structure and Local Plan allocations. Each assessment is applied to defined zones around Dunfermline, Kirkcaldy, and Glenrothes.
- 4.5 The use of this methodology allowed an understanding of new impacts on the trunk road network, strategic local road network and a relationship to be identified between additional development and the requirement for new infrastructure. For the purpose of this work, the modelling of all employment, retail, leisure and other non-residential land-uses remain as per the previous modelled scenario.
- 4.6 This methodology identified or confirmed a requirement for various Strategic Transport Improvement Measures. These are included within Table 6 of this guidance and the [FIFEplan](#) Proposals Map and are key requirements for the successful delivery of the [FIFEplan](#) strategy.
- 4.7 In 2021 and then again in 2023, Fife Council retested the assessment to ensure that the conclusions remain robust and up to date considering development which had not previously been tested and using up to date traffic data. These tests considered all LDP development, and any additional windfall development

consented after the previous testing. This established a new baseline of all known development. The conclusion of the assessment was that the road interventions identified within the original assessment were still required due to the projected impact of development traffic. This confirms that all the interventions identified are required to mitigate the development proposed within the LDP. While the initial assessment aimed to evaluate the impact of additional development proposed within the LDP relative to historic Local Plan interventions, it should be noted that some sites originally within the historic Local Plans have not been developed while LDP allocated sites have come forward first. The need for transport interventions is now reflective of the current LDP position rather than historic Local Plan positions which have been superseded.

- 4.8 This guidance considers the spatial relationship between contributing proposed development types and the identified strategic transport interventions. The greater the distance a development site is from an identified strategic infrastructure improvement, the less it pays. This is a result of the dissipation of traffic throughout the road network and the resultant decrease in impact at any given junction based on the modelling, including those on the strategic network where improvements are required. The methodology considers:
- a) The number of houses or floorspace within a proposed development;
 - b) The individual and cumulative impact of proposed developments on the strategic road network;
 - c) Existing traffic impacts on identified interventions;
 - d) The proximity of the development to strategic transport interventions identified as being required to deliver the [FIFEplan](#) strategy (Figure 2); and,
 - e) The cost of strategic transport interventions (Table 6).
- 4.9 This approach ensures that the guidance mandates proposed developments to make a fair and reasonable contribution to Strategic Transport Improvement Measures. Costs are allocated in proportion to the location of the development and the expected additional impact on strategic infrastructure, taking into account scale and distance. Local measures will be identified in site specific Transport Assessments prepared by site promoters, and these will be provided in addition to strategic transport contributions.
- 4.10 For this guidance, Table 5 indicates obligation costs per house for contributing development within the defined zones of Dunfermline, Kirkcaldy, and Glenrothes. Figure 2 illustrates the defined zones and highlights the location of proposed housing allocations against the location of necessary Strategic Transport Interventions Measures stated in Table 6. Windfall sites not identified within the map shall use Figure 2 to identify their location and contribution relative to the relevant zone.
- 4.11 The identification of core, intermediate and outer zones is predicated on the 'gravity model' approach which identified the impact of proposed housing allocations on the strategic road network against the impact of how close a site or site/s are to identified strategic transport interventions.
- 4.12 The zones illustrated are based on the dispersion of traffic from a given development proposal and its cumulative impact on different parts of the nearby strategic network. The costs within a zone and the relative impact of new

development on infrastructure, whilst considering existing traffic data, provide a framework for calculating and applying equitable obligation requirements within each geographic area.

- 4.13 The area covered by each settlement transport zone (core, intermediate, outer) is relatively small geographically and reflects the potential impact of development on the road network to which an intervention measure has been deemed necessary based on the modelling. Based on the modelling, it has been noted that certain areas of the road network will be beyond capacity following the proposed development within the [FIFEplan](#). Some of the measures identified directly increase capacity on the network by providing measures such as signalisation of junctions. Some of the measures such as the Northern Link Road or Western Distributor Road in Dunfermline provide alternative routes to those which will become constrained. This will ensure that the existing main routes do not exceed capacity thereby providing indirect mitigation for some development sites where the traffic is likely to remain on the existing main routes.
- 4.14 Triggers for the implementation of many of the transport mitigation measures have been determined based on the projected build rates and locations of sites. Although the impact of certain development sites may be minimal due to fewer trips passing through or benefitting from intervention measures, these additional trips will result in the triggers for the interventions being met earlier. Therefore, all development shown in Figure 2 are required to contribute to the cumulative impact of development across the [FIFEplan](#) area, even if their impact is small. This will be reflected in the reduced contribution levels outlined in the zones detailed in Table 5.
- 4.15 Sites within the outer zone will contribute the least as traffic from sites in these locations are shown to be more dispersed and will have a reduced impact on strategic transport infrastructure. Those sites falling across multiple zones will be required to pay both zone costs because it is expected that traffic impacts from new development will impact on each zone. Proposed sites out with, but adjoining, core zones (reflecting [FIFEplan](#) settlement boundaries identified in Figure 2) will pay the core cost figure set out in Table 5.

Table 5: Strategic Transport Zone Estimated Cost per dwelling (residential)

Notional Location	Intervention Zone	Cost per dwelling
Dunfermline	Core	£5,332
Dunfermline	Intermediate 5 km	£2,428
Glenrothes & Thornton	Core	£1,302
Glenrothes	Intermediate 5 km	£288*
Kirkcaldy	Core	£4,695
Kirkcaldy	Intermediate 5 km	£1,441*
Dunfermline	Outer Zone	£456
Kirkcaldy/Glenrothes	Outer Zone	£316

*Sites located within these intermediate zones will be required to pay both zone costs to reflect the inter-relationship of likely traffic impacts across each zone. Further updates at the time of assessment will be necessary in line with BCIS (or comparable industry standards). Indexation will be applied to all developer contributions for Strategic Transport within this table with the indexation base date being Quarter 3 2017 moving forward as this reflects the date of the costs

being updated. Indexation may have already been applied to planning permissions prior to Quarter 3 2017 and the contribution level will reflect the earlier costs. The per unit cost for those developments should not be changed and indexation for those developments should continue to apply from the date of signing the legal agreement.

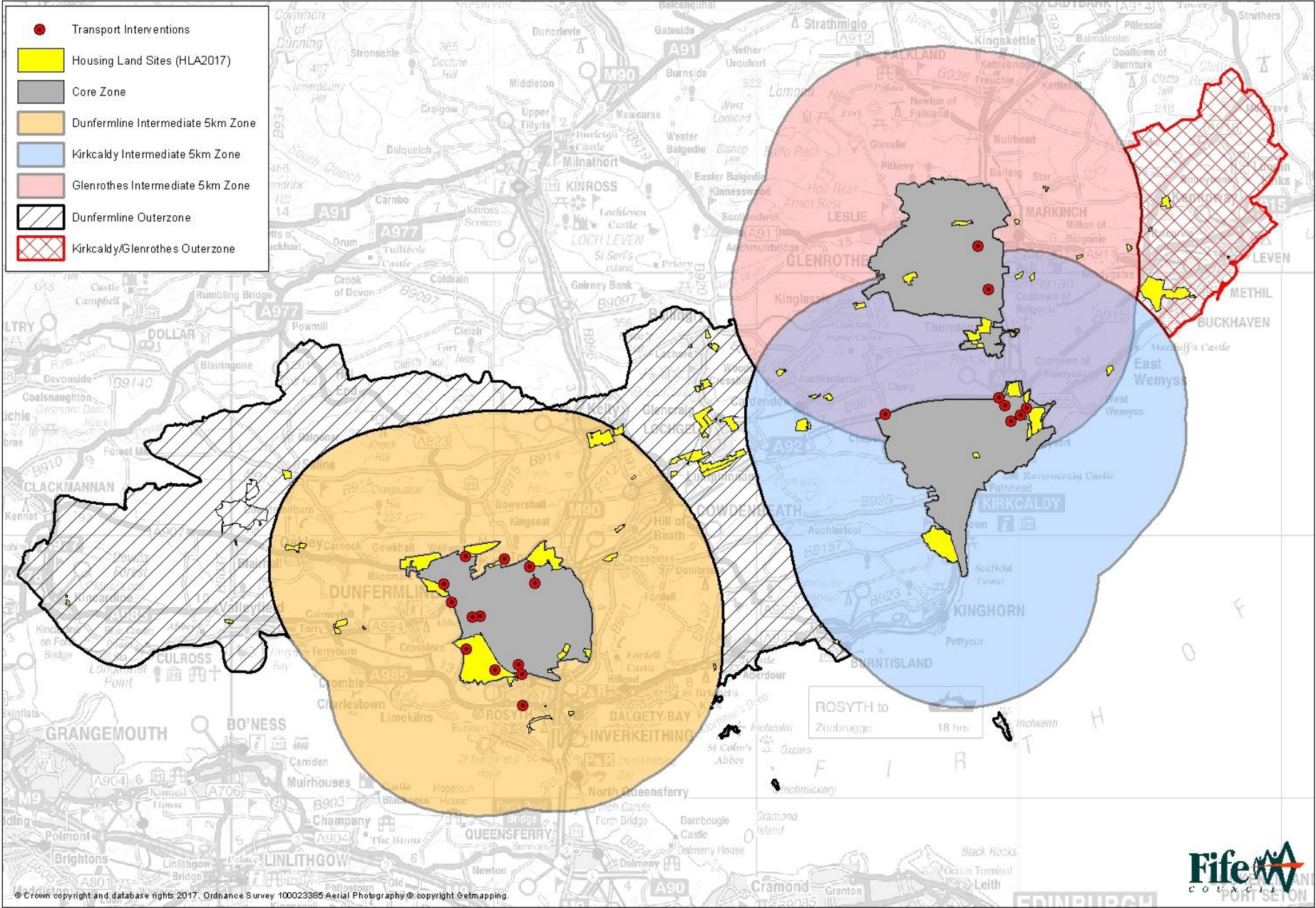
Cupar – Relief Road

- 4.16 The Council carried out Strategic Transport Assessment for Dunfermline, Glenrothes and Kirkcaldy and this created contribution zones set out within Table 5. Table 2 and [Appendix B](#) however, include the planning obligations associated with the Cupar North Strategic Development Area. [FIFEplan](#) states that the Cupar North Consortium will largely be responsible for the funding and construction of the associated relief road including junctions with the A91. The remaining portion of the SDA at Gilliesfaulds will also contribute equitably to the delivery of the relief road. This road is required to mitigate the impact of development on the town centre road network. Consequently, contributions may also be sought from other development proposals within or adjacent to Cupar's town boundaries, which may add to the cumulative need for the relief road or require the earlier delivery of the infrastructure.
- 4.17 A Transport Assessment has been carried out by developers as part of the application for the Cupar North SDA which identifies the point when the relief road is required. Any development proposed within the Cupar Area may add to the need for the relief road or alter this trigger and therefore should carry out a proportionate assessment to consider the cumulative effects. If development would add to the cumulative effect and the need for the Cupar relief road, then it should also contribute towards the delivery of the road. Whether a Transport Assessment is needed to consider this intervention will be determined on a site-by-site basis and therefore no zones are shown in Figure 2. A separate infrastructure fund would be created for this and the split of contribution value towards the delivery of the relief road spread proportionally across all relevant development. The Cupar North Consortium will still be required to deliver the relief road, but the contributions collected may be spent reducing their overall cost.

St Andrews

- 4.18 Similarly, Table 2 and [Appendix B](#) include details of the developer contributions associated with the St Andrews West Strategic Development Area. The SDA will deliver a road link between the A91 and Craigtoun Road to minimise the impact of development on the town centre and improve travel around the town. A Transport Assessment carried out by the developers of the SDA also identified the need for other transport interventions around the settlement. Contributions will also be gathered from other development proposals within or adjacent to the St Andrews town boundary to fund these transport interventions where they would likely add to the cumulative effect. This will be identified through Transport Assessment on a case-by-case basis and therefore no zones are shown in Figure 2. Where sites are shown to add to the cumulative impact, they will pay a proportionate share of the mitigation. Indexation for any payment will have a baseline of Q3 2021. The costs for these interventions are still to be finalised.

Figure 2: Strategic Transport Zones (Dunfermline, Glenrothes and Kirkcaldy)



Non-Residential

- 4.19 Assessments 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. This guidance therefore seeks a contribution relative to the type of development proposed. Contributions from non-housing uses will be calculated using the formula shown in Figure 3.

Figure 3: Retail, commercial and other uses contribution formula

$$\text{Contribution required } \pounds = X / (X + Y) \times Z$$

Where:

X = weekday PM trips from proposed development

Y = weekday PM trips from [FIFEplan](#) Land Allocations (Dunfermline = 5,177; Kirkcaldy & Glenrothes = 3,277)

Z = all the intervention measures relevant

Estimated Strategic Transport Intervention Measure Costs

- 4.20 The following table sets out the estimated costs of the Strategic Transport Intervention Measures, spread proportionately across all development which add to the cumulative impact within the relevant areas. This is relevant to all types of development. Costs for the St Andrews measures will be identified later.

Table 6: Strategic Transport Interventions and costs

Notional Location	Intervention Zone	Detailed Intervention	Anticipated Total Cost (2017) ⁵
Kirkcaldy	Redhouse Roundabout Improvements ⁶	Redhouse Roundabout	£10.6 M
		Gallatown Roundabout	£1.4 M

⁵ With the exception of Bothwell Gardens Roundabout and Pitreavie Roundabout, the costs in this table are as stated in the previous iterations of this guidance and have not been updated. Bothwell Gardens and Pitreavie works are now complete, and these were the final costs. As the base rate set in table 5 are not changing, the anticipated costs have not been changed in this table even although costs have increased. The up-to-date costs can be found within the LDP Delivery Programme which will be updated every 2 years.

⁶ Costs stated are subject to verification in costed Transport Assessments. Updates have been applied from 2009 base up to 2017 against Building Cost Information Service (BCIS) civil engineering forecasts. Further updates at time of assessment will be necessary in line with BCIS or comparable industry standards.

		Mitchelston Roundabout	£5.9 M
		Standing Stane Link Road	£7.1 M
		Randolph Road Improvements	£0.8 M
	Chapel Interchange and Oriel Road/Forth Street/Abbotshall Road	Chapel Interchange Signalisation	£0.7 M
		Abbotshall Road/Nicol Street, Abbotshall Road/Forth Avenue, Forth Avenue Oriel Road Junctions	£1M
Glenrothes	Bankhead Roundabout	Bankhead Roundabout signalisation	£1.3 M
	North Glenrothes (Preston Roundabout junctions)	Preston Roundabout signalisation	£1.3M
Dunfermline	Northern Link Road	Northern Link Road	£14.3M
		Improvement of Halbeath Road / Whitefield Road Junction	£1.4M
	Bothwell Gardens Roundabout	Signalise Bothwell Gardens Roundabout and associated Elgin Street junction improvements	£0.8M (delivered)
	Pitreavie Roundabout	Signalisation of Pitreavie roundabout including widening of approach lanes	£0.75M (delivered)
	Kings Road/Admiralty Road Roundabout	Kings Road / Admiralty Road Junction Signalisation	£1.4M

	Western Distributor Road	Netherton Broad Street / Elgin Street Junction	£1.2M
		Grange Drive link road, Rumblingwell / William St Junction, William St. / Pittencreeff St Junction, Coal Road / Lovers Loan, Grange Drive / Bridge over Dunfermline – Kincardine railway Queensferry Road roundabout	£26.95M

Transport Assessments

4.21 Transport Assessments have been completed for the SDAs at West/North West Dunfermline, Lochgelly, Cupar, St Andrews, Levenmouth, Kirkcaldy East and Kirkcaldy South West, allowing updates to be made to the Strategic Transport Interventions Measures sought within this guidance. Transport Assessment work undertaken for other development schemes should take account of all current transport policy, and should include:

- a) Consideration of new government and local targets for carbon reduction and transport modal split⁷;
- b) A no net detriment⁸ 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
- d) Local rail infrastructure requirements including a commitment to consult Network Rail where development may impact on the rail network.

4.22 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 their supporting Transport

⁷ “Modal split” is the number of trips or percentage of travellers using a particular type of transportation.

⁸ 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.

Assessments. These measures will be directly funded by developers and should be seen as an addition to any strategic transport interventions.

- 4.23 Planning obligations may be sought for rail infrastructure. Where a Transport Assessment is submitted in support of a planning application this should consider how the proposal can make best use of the nearby rail network and assist with the delivery of improvements, including changes to level crossings; station car park improvements; enhanced access through improved path networks and station capacity, such as the precise requirements of each application will be identified through the Transport Assessment process.

5. Impact on Education

- 5.1 New residential development across Fife will have an impact on the school estate. Certain types of development ([See Table 1](#)) will be required to provide education contributions, where the development would lead to school capacity being exceeded. These contributions will only be required when the need for additional school capacity is brought about directly through the impact of new development. Funding improvements to the condition of the existing school estate will be the responsibility of Fife Council and not the development community. Where obligations are necessary to mitigate the impacts of development, this will take the form of either direct school and nursery provision, or financial contributions towards the cost of creating additional capacity for increased pupil numbers.



Educational Impact Assessments

- 5.2 Fife Council's Education Service will review the existing school estate and future requirements for the school estate each academic session. This review is carried out within the context of the Fife Council School Estate Strategy, which analyses the distribution of school-age populations, the effects of new housing developments, and the evolving needs of schools to comply with shifting government regulations, curriculum standards, and community demands. The school planning/ feasibility assessment provides detail on schools and catchment areas across Fife ensuring that, as development proposals are assessed by the Planning Authority, the best available information on school requirements, capacity and costs is made available.
- 5.3 School planning/ feasibility assessment work is undertaken to appraise the future educational needs across Fife. This work considers the expected natural change to the projected school roll against the capacity of the existing school estate. This takes into account information such as school roll projections (pupil census data), minimum classroom numbers required, migration estimates and projected birth rates. Evolving legislation and policy in education (e.g., maximum pupil numbers per class, additional provision for children under 3 years of age, delivery of 1140 hours for early learning and roll out of free school meals for all primary pupils) as well as changing demographic assumptions from the National Records of Scotland, will continue to be monitored to assess the impacts on existing school capacity⁹.

⁹ https://know.fife.scot/data/assets/pdf_file/0026/177632/School-Roll-Projection-Methodology-2018.pdf

- 5.4 Deficiencies identified in the school estate before an assessment of the impact of development is undertaken, such as capacity or school condition, are the responsibility of Fife Council. New development will not be asked to contribute to these requirements.
- 5.5 An Education Impact Assessment is carried out to assess the impact of new housing development and whether there is a subsequent need to increase capacity in the school estate. Using the outputs from the school planning/feasibility assessments as a baseline, the projected pupil numbers from new development are added to the school rolls. The phasing or buildout rate of this new housing development should be provided by the developer or, where this is not available, by the [Housing Land Audit](#).
- 5.6 The Housing Land Audit is an annual audit undertaken by Fife Council, in conjunction with the house building industry, which sets out expected phasing of housing sites over the next 10 years. The Housing Land Audit provides the numbers of houses expected to be built each year for each housing site and through the Education Impact Assessment this is used to project expected additional pupil numbers. This is based on assumptions on how many pupils each house will generate. The Education Impact Assessment will only use information available in the projections within the Housing Land Audit or provided by developers if different. Where housing sites are projected to come forward beyond the 10-year audit schedule, then these sites will not be included unless information is available from developers. An estimated average pupil product per house for primary school and secondary school pupils is used taking into account the geographic location of the school. It should be noted that any changes to the phasing (build out) of sites or applications being submitted for sites not within the 10-year Housing Land Audit schedule or windfall sites will change the impact on the education estate, see below.
- 5.7 The pupil product assumptions and methodologies for the Education Impact Assessment have been reviewed and scrutinised overtime within the Council and found to be appropriate. The methodology has also been reported and accepted by Fife Council Committees as an appropriate method of measuring future impacts of development on Fife's school estate.
- 5.8 The outcome of the Education Impact Assessment is an understanding of where school capacity is expected to be breached, and whether the responsibility lies with the Council or the development industry to address the capacity deficiency. In some instances, the responsibility will fall to both parties. Planning obligations will only be sought where it has been predicted, through the Education Impact Assessment, that the catchment schools do not have enough teaching spaces within the existing permanent accommodation to accommodate the number of pupils expected to require a place at the school. As a result, all planning obligations received will only be used to provide the additional infrastructure to meet the required standards for the projected number of pupils (teaching areas and any required associated areas such as additional toilets, dining areas, sports halls, play ground or general-purpose areas). Temporary measures along with permanent measures may be required in some instances.
- 5.9 Primary school classes are organised using class size maxima i.e. P1- 25, P2-30, P3-30, P4-33, P5- 33, P6- 33, P7- 33, composite classes- 25. Therefore, roll projections are calculated based on the required number of classes, in comparison to the number of class areas available. The requirement for

additional capacity is triggered when the number of classes needed is greater than the number of class areas available, irrespective of the occupancy level.

Windfall, non-Effective Sites, and changes to site capacity

- 5.10 In instances where a site has undergone an Education Impact Assessment for other development, the new development will contribute according to the methodology outlined in [paragraph 3.10](#). This contribution will consider the cumulative effects of the development. Where no Education Impact Assessment has been carried out in the school catchment previously, then an Education Impact Assessment will need to be undertaken by Fife Council to determine whether the development will create a capacity issue.
- 5.11 Equally, any previous Education Impact Assessment will need to be reviewed if the number of proposed sites, number of expected completions, or house completion rates in a given catchment, are not generally in line with that published in the Housing Land Audit or significantly alter the previous Education Impact Assessment. If, for example, the Education Impact Assessment was based on 2 sites completing 10 units per year for 15 years (300 units total), there is likely to be a different assessment output if one site comes forward aiming to complete 60 units per year for 5 years, even though the output is still 300 units.
- 5.12 The Education Impact Assessment will only look at Education provision over a 20-to-30-year period if associated with some of the major SDA and SLA sites.

Education Solutions

- 5.13 Fife's Strategic Development Areas and Strategic Land Allocations are large scale development sites which are required to be supported by new infrastructure. [FIFEplan](#) sets out the education infrastructure requirements for each (see [Table 2](#) and associated [Appendix B](#)), with the direct provision of one or more primary schools often being the agreed position. When assessing the education impact within SDAs and SLAs, Fife Council is prepared to explore with developers how any additional education capacity can be met. The Council will consider the use of existing school capacity as part of the permanent solution where appropriate, and where the capacity is not required to meet Council need.
- 5.14 The permanent use of existing school capacity will depend on the geographic location of the school relative to the whole SDA/ SLA, ease and safety of travel to the school, the schools' condition, long term projected use of the school for other sites and placemaking among other matters. Splitting SDA/ SLA sites into different existing school catchments can be detrimental to placemaking and community building, and this will be a consideration of any request for permanent use of existing capacity.
- 5.15 Where parts of an SDA/ SLA come forward earlier than others, the overall needs of the SDA/ SLA will be a consideration in the need for a primary school. Unlike in other education assessments, the full SDA/ SLA unit numbers will in most cases be used even if these are considered non-effective or to be delivered at a later date. This is to ensure that the full scale of the primary school need is understood from the outset to allow contributions to be shared proportionately or ensure that the primary school is delivered at the appropriate time by the relevant

site. The cumulative need of an SDA/ SLA will be a major consideration in these instances to avoid later phases or parts of the SDA/ SLA being prejudiced in their delivery. Each part of the SDA/ SLA will be expected to contribute to the new primary school when that site will be within the new school catchment or will benefit from the new education capacity created. This could include creating capacity in the existing school through the creation of new educational capacity elsewhere. Existing schools will be used for transitional capacity where possible to allow development sites to progress before the new school is required. Permanent improvements to existing school infrastructure or temporary accommodation may be funded by a developer to assist with the transition arrangements before a new school can be delivered.

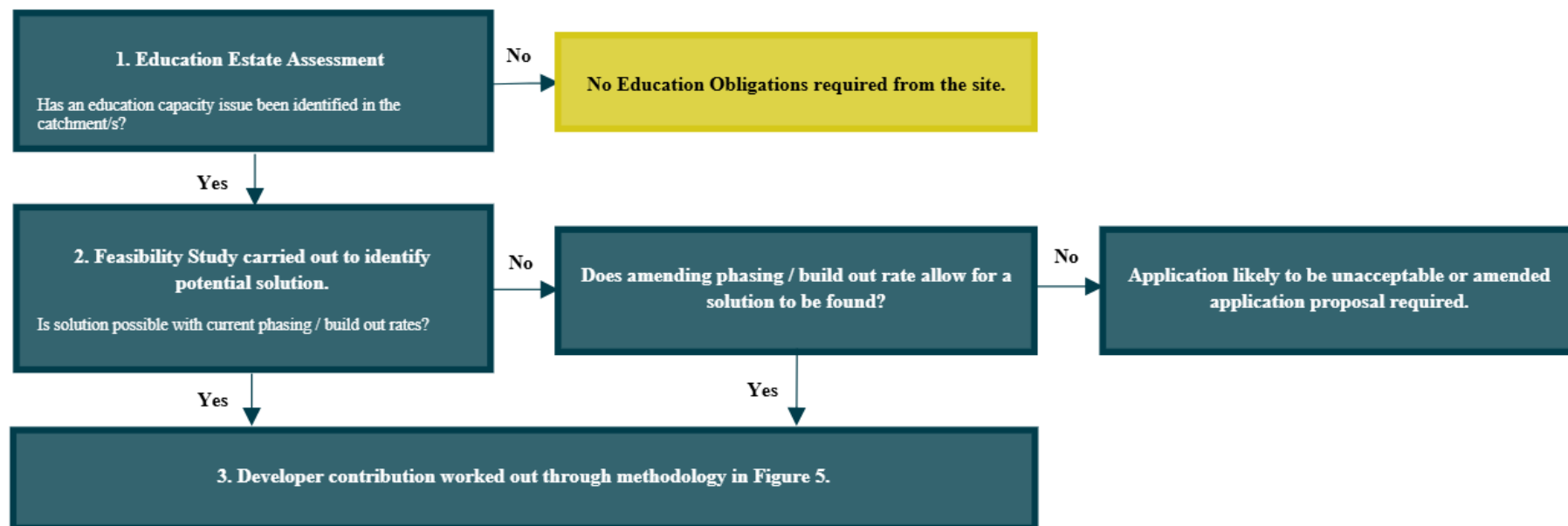
- 5.16 For Strategic Land Allocation or Strategic Development Areas where direct primary school provision has not been identified in the Ore and Upper Leven Valley the education contributions for primary, secondary and nursery provision will be determined based on methodology set out in Figures 1 and 4.
- 5.17 For each of the SDA/ SLAs an up-to-date position will be maintained on the predicted impact of the development through education reviews. These will be agreed with the developers where necessary through the Planning Obligation. This will include the required timescales for the delivery of the school infrastructure and the required specification. This would apply to changes in legislation or where available capacity may be required to support a Fife Council Education Service priority e.g., increase in nursery provision. The latest information must be taken into account as in the case of other standards which change over time e.g., building or environmental standards. An agreed review timescale will be set out in the Planning Obligation and this will be used to define delivery timescales for the education infrastructure as the development proceeds.
- 5.18 Whilst an impact assessment may result in an identified solution at a point in time, circumstances may change resulting in a change to the infrastructure required; however, once an agreement has been reached, there is no expectation that a revised solution will apply retrospectively unless agreed with the applicant.
- 5.19 In the case of non-SDA/ SLA housing, an Education Impact Assessment will be undertaken to determine the impact of the proposed development. In the majority of these cases, it is envisaged that the impact will not be sufficient to require an entirely new education facility. In these situations, an assessment of impact will be undertaken, and the development will be required to fund a solution to address education capacity where necessary. A feasibility study will be carried out by the Council in order to identify a potential solution to address the capacity issue. This solution could be in the form of new build, extension, temporary accommodation or remodelling.
- 5.20 Education Impact Assessments will review all proposed effective housing within the area so that the cumulative impact can be established. Existing capacity may be considered, along with any forthcoming potential pressures on the capacity, to try to form a solution. Where possible, this solution will be sought within the catchment nursery, primary or secondary facility; if, however, this is not possible (for example, if the school site is not large enough to accommodate an extension), neighbouring schools or facilities may be reviewed to establish if they can be adapted or extended to provide the necessary additional capacity. In

these cases, it may be necessary to review catchment areas to align the population concentration to the available capacity. Any proposed changes to catchment areas are subject to the [Schools \(Consultation\) \(Scotland\) Act 2010](#) and [Children & Young People Act 2014](#). It may be however that suitable and acceptable education solutions cannot be found which meets the educational and social needs of the pupils.

Education Obligations Methodology

- 5.21 Figure 4 outlines the three options, out with Strategic Development Areas or Strategic Land Allocations or for SDA/ SLA sites where no new primary school is required, which will be used to work out the level of education contributions required from a site, based on the findings of the Education Impact Assessment. The process in Figure 4 needs to be undertaken separately for secondary, primary, denominational and nursery provision, as capacity issues may exist in one of these areas but not others.
- 5.22 For each site this process will be used to identify any secondary, primary, and denominational school contributions. It may also be used to calculate nursery contributions.

Figure 4: Process for calculating education contributions for non-SDA/ SLA sites or those SDA/ SLA sites where no primary school is required



- 5.23 Where a solution to a school capacity issue has been identified through a feasibility study, the information allows a methodology to be used to work out the level of education obligations required from a development based on the cost of the solution and the total capacity of all contributing housing sites in the relevant school catchment(s). The cost of the solution will be identified in the feasibility study. The Scottish Futures Trust (SFT) metrics will give a baseline cost however the costs will be adjusted to reflect the actual projected delivery cost of the specific school site. Some school solutions may be more expensive than the SFT metric suggests due to the age of building, land constraints or land quality factors for example. Costs will include design, consultancy and construction costs along with factors such as land remediation, access, ICT and servicing costs.
- 5.24 New primary school costs will be based on the latest and up to date published Scottish Futures Trust (SFT) Cost Metrics, and index linked against Building Cost Information Service (BCIS) standards, at the point the feasibility study is carried out. Costs provided will include an allowance for abnormalities, fees and IT and will be subject to change based on current market conditions. Costs will also assume standard ground conditions and provision of a serviced site. Agreement for education contributions will be based on the costs at the time of tender for the new primary school.
- 5.25 In cases where an education obligation renders a development financially unviable, it is anticipated that the applicant will consider the following options to assist with the delivery of the site:
- Re-phase proposed development, capping build and sale numbers at an agreed figure;
 - Limit the tenure or mix of proposed housing, favouring low 'pupil generating' homes; or
 - Fund reconfiguration of the existing school estate (for example, for layout and ancillary space).
- 5.26 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.
- 5.27 As part of the feasibility study the preferred infrastructure improvement is also costed. The cost of this improvement to the education infrastructure forms the top line of the formula in Figure 5. This figure is divided by the number of houses expected to contribute across the whole catchment/s to arrive at a cost per unit, the bottom line in the Figure 5 formula.

Figure 5: Cost per development formula

Education Contribution	=	The cost of additional catchment capacity (denominational or non-denominational) Net number of contributing new homes within the catchment/s*
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*Net homes exclude affordable housing and other exemptions and only includes housing development which were included in the Education Impact Assessment. Other LDP sites may not be included in this formula.

Restricted Sites

- 5.28 In some instances, there may be no viable option for extending the existing education infrastructure. This may be for reasons such as the configuration of the existing building or the land available to extend into. In these instances, opportunities to change the phasing of proposed development will be investigated.

Secondary Education Provision

- 5.29 In the case of Kirkcaldy and Dunfermline there are existing secondary school capacity issues across each town. This will be exacerbated by the high levels of development expected to take place over the next 20 to 30 years; however, this need is not derived from the impacts of development in one specific catchment. Currently the capacity constraints of the existing schools are leading to a number of catchment pupils attending other schools in these towns. This has led to the catchments in each town becoming geographically intertwined with capacity issues at one school impacting heavily on surrounding catchments across each town. Therefore, it is appropriate to take a more strategic view when considering secondary school obligations in these towns.

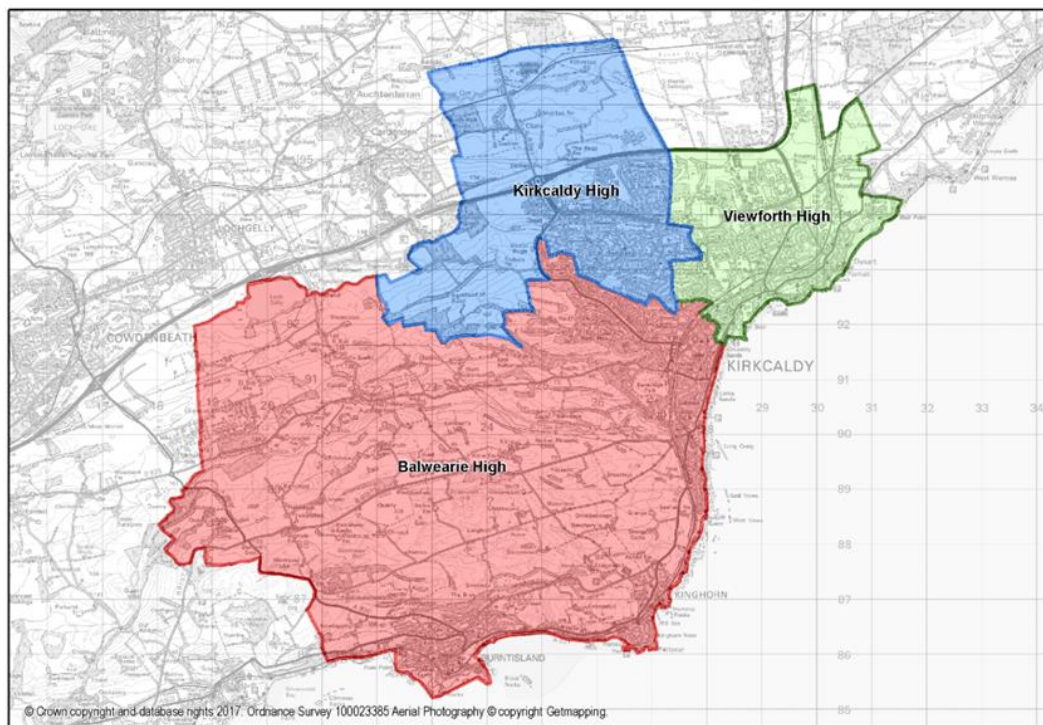
Kirkcaldy Secondary School Provision

- 5.30 In the case of Kirkcaldy, the new secondary school located within the Windmill Campus has already been built to address the existing capacity and school condition requirements across the town. This will be supplemented in the future by an extension to accommodate the impact of the new development across the town. Figure 6 shows the area over which contributions will be sought towards the provision of additional secondary school capacity. The cost of this extension and contribution per house are shown in Table 7.

Table 7: Developer Contributions to Secondary School - Kirkcaldy

Cost of development related education improvements	Number of contributing units	Cost per unit
£5,000,000	4,666	£1,071

Figure 6: Catchment areas contributing to secondary school capacity in Kirkcaldy



Dunfermline Secondary School Provision

- 5.31 In Dunfermline, whilst some of the projected development can be accommodated within the existing available capacity, the capacity across the Dunfermline and West Fife secondary schools will be exceeded over the period of the adopted Local Development Plan.
- 5.32 The overall impact of the adopted Local Development Plan requires in the region of 1100 additional secondary school places. Depending on the timing, phasing and delivery of individual sites, not all of this accommodation may be required. It is important to consider the wider Dunfermline and South West Fife area in its totality, to ensure that a strategic approach is adopted rather than creating a disparate set of individual development plans for each school as this will not create a flexible and adaptive approach to providing additional capacity and risk creating an inefficient and unnecessarily costly solution.
- 5.33 As with all development, there are elements of uncertainty and therefore a flexible approach is required to respond to capacity constraints. Fife Council has developed a distributive model for the management of secondary school capacity across the Dunfermline and South West Fife area which will allow education infrastructure to be developed as and when required and in line with the phasing, timing and delivery of development. This takes into account the fact the development is proposed across the city. The education solution will therefore depend on where the pressure of development arises. The development allocated within adopted Local Development Plan has not come forward as originally indicated or shown in the Housing Land Audits. The full impact of this development therefore has not yet been realised and the secondary school solution will be highly dependent on how and where that development

progresses. The strategy will be finalised as the development phasing of the large scale sites across the city becomes known.

- 5.34 There are 4 non-denominational secondary schools and 1 denominational secondary school across the Dunfermline and South West Fife area. The Council is committed to an approach which addresses the secondary school capacity issue across these schools in a cumulative manner rather than the construction of a further secondary school. This alternative approach could see the distribution of the 1100 places over a number of schools and the possibility of catchment reviews to provide the necessary capacity indirectly. This will ensure that the schools under pressure early on, can factor into the overall solution for other sites out with the catchment. This strategy allows a strategic whole settlement approach to be adopted and in doing so means development sites will contribute towards providing capacity in their catchment school either directly or indirectly.
- 5.35 Where possible, capacity will be made available at each of the existing schools to support the early phases of development. To ensure that the school estate provides best value, the Education Directorate must ensure that the number of pupil places is matched as efficiently as possible to the numbers of pupils living or proposed to be living in each school catchment area. The Council will therefore only seek to add additional capacity to the schools when required to ensure there is sufficient capacity for all pupils and that the estate is sustainable in the long term.
- 5.36 Expansion plans have been developed for each of the schools to accommodate additional pupils arising from housing development, however the detailed designs of each expansion project will depend on the timing that the additional places are required. The scope of the accommodation to deliver additional education provision will depend upon relevant legislation and the Education Directorate's policy and priorities at the point a solution is required. In addition, the strategy will aim to maximise space within the schools using catchment reviews or other strategies (where possible) to aim to reduce the number of physical solutions required across the city.
- 5.37 Indicative costs of the overall increase in capacity is listed below and has been calculated based on Scottish Futures Trust metrics.
- All the costs are budgets and based on no drawing information and no site investigation works. The costs are based on live project data from other recent projects and the Scottish Futures Trust metrics. These costs should only be used to provide budget guidance.
 - All costs are updated to the current quarter (3Q2024)
 - All costs work to the new SFT cost metric that incorporates the new energy/ carbon reductions targets set by the SFT.

Increasing Capacity for 1100

Cost Element	Cost (3Q2024)
Additional 1100 places	£66,550m

1. Costs are based on a GIFA of 11,000m² (10m² per pupil). Costs are based on the 4Q2019 SFT cost metrics plus a 10% allowance for Economic factors and 10% for abnormals, fees and IT. SFT Cost metric

£4,200 primary school (base 4Q2019 indice 333). The 3Q2024 cost metric is £5,000 (indice 393)

2. Costs are based on no Site investigation/topographical/site services information, assumptions based on previous school projects.
3. No decant costs have been allowed.
4. No allowance has been made for any unforeseen costs for upgrading the utility network and relocating the existing services.
5. No site purchase costs have been included.
6. Costs are based on 3Q2024 and will be reviewed in line with updated costs at a point a solution is agreed.

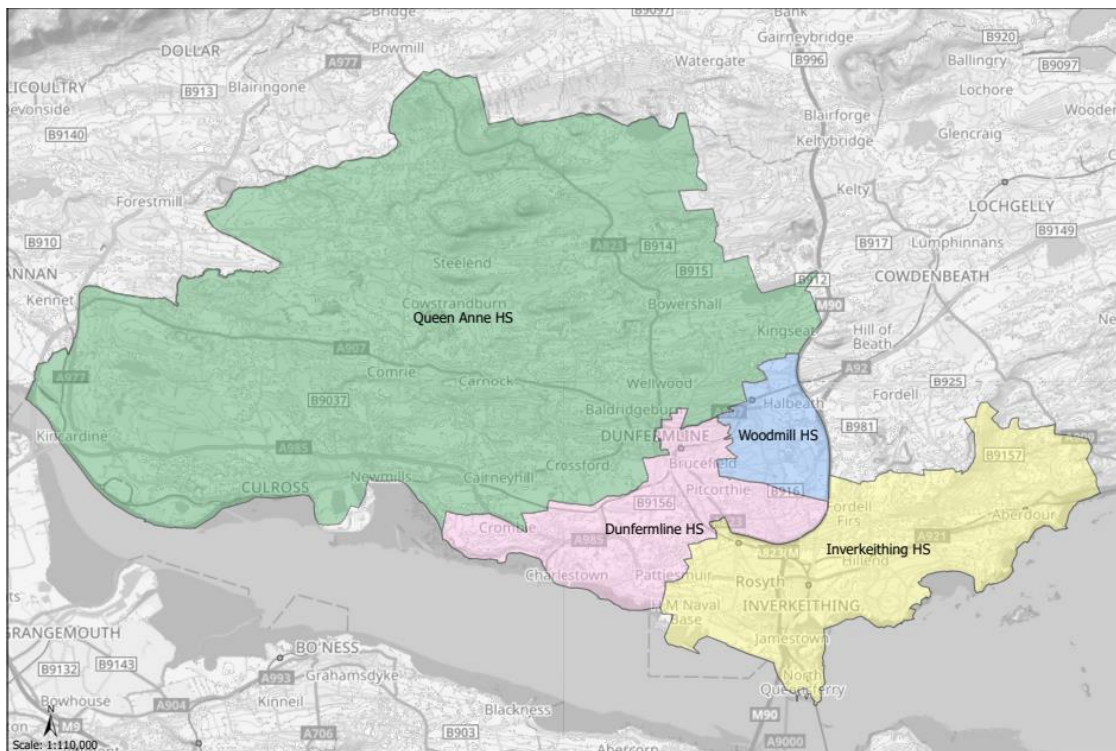
5.38 While the cost of the solution is £66,550M based on the above metric, as this is an interim update to the Planning Obligations Framework the base cost from the last version of the Framework is not being increased. The cost of the required solutions will be spread across all development in the area and the base cost of £36M from the Planning Obligations Framework 2017 has been used to identify the per unit cost provided in table 8. Figure 7 shows the catchment area of the schools over which contributions will be sought towards the provision of additional secondary school capacity.

Table 8: Developer Contributions to Secondary School - Dunfermline

Cost of development related education improvements	Number of contributing units	Cost per unit
£36,000,000*	5,934	£6,067

*All contributions will be index linked from Q3 2017.

Figure 7: Dunfermline High Schools Contributions Zones



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Glenrothes Secondary School Provision

5.39 Due to the level of development within the catchment of Auchmuty High School in Glenrothes it has been identified that additional capacity will be needed in this High School moving forward. Additional teaching areas and associated supplementary space will be provided in the school and this was costed at £3million in 2015. This is to be funded proportionately by all contributing units within the catchment. The per unit cost is £1,555 based on the number of contributing units with the payments index linked to 2nd Quarter 2015. Figure 8 shows the catchment area of the school over which contributions will be sought towards the provision of additional secondary school capacity. The cost of the works and contribution per house are shown in Table 9.

Table 9 Developer Contributions to Secondary School - Glenrothes

Cost of development related education improvements	Number of contributing units	Cost per unit
£3,000,000	1,929	£1,555

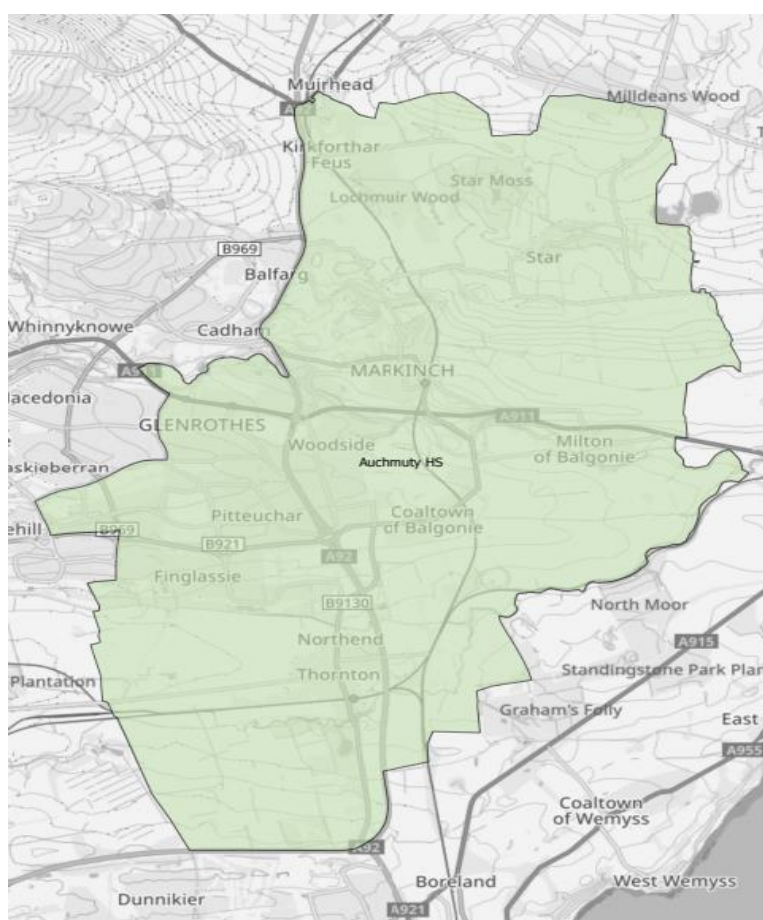


Figure 8: Auchmuty High School Contributions Zone

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St Andrews Secondary School Provision

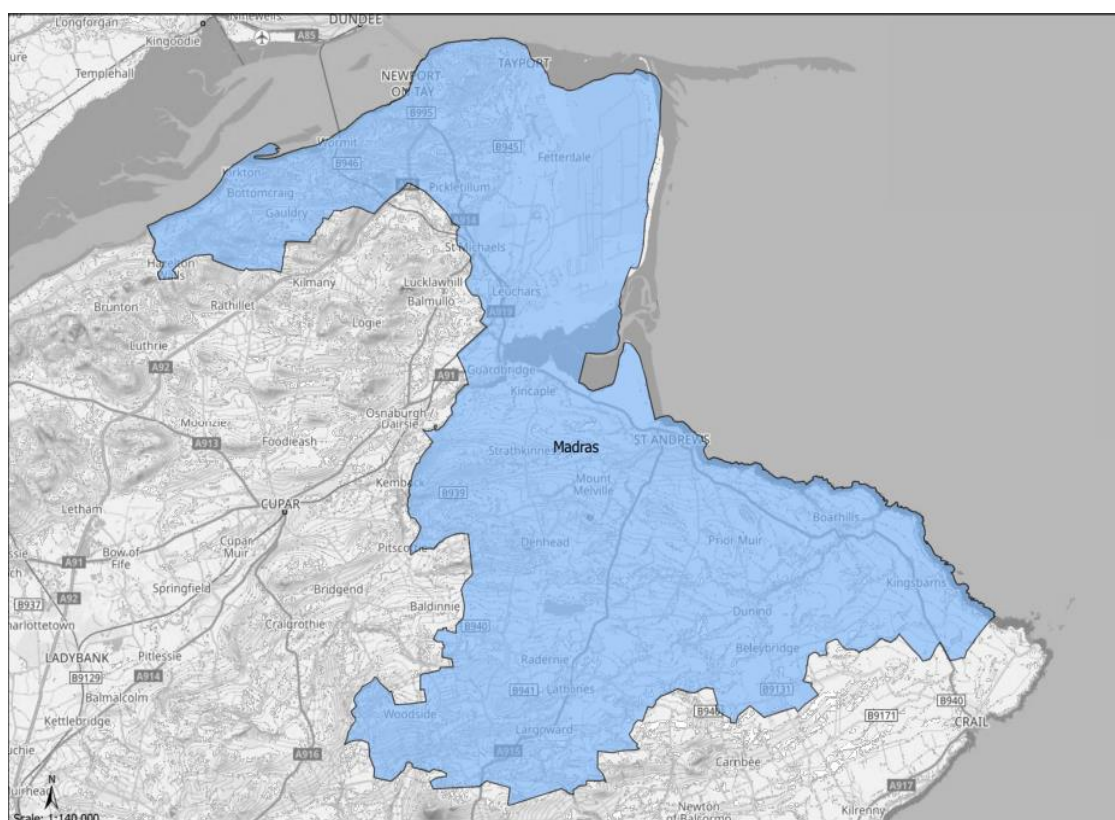
5.40 Due to the level of development within the catchment of Madras High School in St Andrews it has been identified that additional capacity will be needed for this

High School. The cost of work to accommodate additional pupils by increased teaching areas and associated supplementary space was estimated to be £4.5 million in 2018. This is to be funded proportionally by all contributing units within the catchment. The per unit cost is £3454 based on the number of contributing units with the payments index linked to 1st Quarter 2018. Figure 9 shows the catchment area of the school over which contributions will be sought. The cost the works and contribution per house are shown in Table 10.

Table 10: Developer Contributions to Secondary School - St Andrews

Cost of development related education improvements	Number of contributing units	Cost per unit
£4,500,000	1,302	£3,454

Figure 9: Madras High School Contribution Zones



Transition Arrangements

- 5.41 In some cases, it may be challenging to provide the necessary new education infrastructure at the start of the proposed development. The Education Service should, therefore, review each development to assess whether any existing capacity may be available within the school estate for a limited period of time, to support transition arrangements until such time as the new education facility is constructed and ready for occupation. This capacity should only be made available to support a transition arrangement and should not form part of the permanent solution. The use of modular accommodation may also be considered to provide transition capacity. The use of modular accommodation will only be considered as a short-term measure and the full cost of providing such

accommodation, including installation and removal costs, should be met by the developer.

Retrospective Education Obligations

- 5.42 Across each catchment, or catchments, the phasing and scale of development will lead to the identification of required changes to the school estate. Not all the sites identified in the [Housing Land Audit](#) in any given catchment or catchments will deliver housing in the early phases of the development plan timescales. There will often be a point when the capacity of a school is reached, and the agreed school infrastructure solution needs to be implemented before all the required developer contributions are received. The Council will aim to collect all contributions for single solution sites prior to the time that the solution is needed to ensure there is budget available for the works.
- 5.43 After infrastructure has been delivered contributions will continue to be recouped from development sites that will benefit from the provision of this additional capacity in accordance with [Planning Circular 4/2025](#). Such an approach ensures that developments pay in an equitable manner and costs are not simply focussed on those who deliver development in the shorter or longer term. This will also ensure that the full cost of the infrastructure is recovered.

Contributions Review Mechanism

- 5.44 The Council will employ a review methodology, to allow the level of contribution to be amended during the course of the development plan, to respond to changing circumstances in developments in a given catchment or catchments. This will be especially relevant to large sites such as SDAs and SLAs where they have a long build out period and their impact on the school estate is more challenging to predict far into the future. To ensure sufficient education capacity is provided, the Council will agree review periods with developers, at which point the need for any additional level of education infrastructure will be considered. Changes to the level of contributions will not be applied retrospectively. Future changes to the contribution levels will be factored into the per unit costs for undetermined applications. The review will also allow for the trigger for delivering the infrastructure to be considered over time either by implementing the solution earlier or later than originally envisaged. This is particularly useful for sites that start later than originally planned for or have a significantly different build out rate than assessed for.

Denominational Schools

- 5.45 Where planning obligations are required due to capacity risks at denominational schools, contributions may be sought proportionately, reflecting their larger catchment areas. These contributions will 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 SDAs and SLAs.

Nursery Provision

- 5.46 Early learning and childcare are also an integral part of Fife Council's educational estate provision. In some cases, developers will be required to meet the cost of

development related nursery capacity. Where a new primary school is required to support strategic development, nursery capacity will be aligned to the scale of the new primary provision and in line with the Scottish Government's commitment to provide 1140 hours for nursery schooling. Developers are therefore advised to work with Fife Council to calculate likely requirements on a case-by-case basis.

6. Other Obligations

- 6.1 Other contributions will normally be provided on site, as part of development. In instances where development does pay contributions to the following infrastructure these contributions will be held, and ring fenced for specific projects. The following reflects other contributions and obligations as set out within Policy 4 of the Adopted [FIFEplan](#) (2017). In addition, contributions and obligations identified within [NPF4](#) have also been included.

Healthcare Facilities

- 6.2 Where necessary, land will be zoned and delivered through development frameworks or masterplans for primary healthcare facilities including nursing homes and surgeries. This is specified within Tables 1 and 2 and associated [Appendix B](#).

Greenspace Infrastructure, Open Space and Play Provision

- 6.3 Strategic green infrastructure must be provided on site as per [FIFEplan](#) Policy 3 (Infrastructure and Services) and Policy 13 (Natural Environment and Access). The nature of this provision will be determined on a site-by-site basis based on:
- the specific circumstances of the site and its surroundings;
 - the nature of the proposal; and
 - mitigation of adverse impacts on natural heritage which could result from the development.
- 6.4 All land forming green infrastructure must be maintained by the developer (or a factor). If a factor should subsequently go out of business, then the cost of the greenspace maintenance will fall to the residents within the area covered by the factoring arrangement. The refurbishment or restoration of, 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, planning conditions will be used to ensure that open space and play provision is implemented on a phased basis. It may be written into planning obligations that all open space and play provision required on a site be completed after a set period of time, say for instance where that a site stalls for a defined period of time.



- 6.5 [FIFEplan](#) Policy 3 (Infrastructure and Services) includes a requirement for open space to serve the occupants of a development. Open space provides one part of the strategic green infrastructure requirement for a site, it is space designed for people to undertake recreational activity. Green infrastructure also includes structural landscaping, amenity planting, sustainable drainage systems, paths, and community growing spaces. [Making Fife's Places Planning Policy Guidance](#), Table 1 (also included in Appendix C of this document), sets out how provision or contributions to open space and associated facilities (such as equipped play areas, sports facilities and community growing spaces) will be assessed on a case-by-case basis. It also provides guidance on open space and which green infrastructure elements can be included as part of open space calculations.
- 6.6 [Making Fife's Places](#) sets out that the requirement for open space provision should be assessed on a case-by-case basis taking into account any existing greenspaces, play areas and sports facilities which may serve the proposed development. If there are existing open space facilities located within easy walking distance, along a safe and attractive route; then it may be more appropriate for a new proposal to contribute to improvements to existing nearby spaces and facilities rather than providing additional open space onsite. In these instances, a specific level of contribution will be established based on the level of open space being provided on the site and what enhancements can be provided to the existing open space. Where the level of open space required within [Making Fife's Places](#) cannot be met, then a financial contribution towards offsite open space may also be considered if there is appropriate open space within a reasonable distance of the site which can be enhanced. This will not always be deemed acceptable if it does not accord with [Making Fife's Places](#) and the provision of a financial contribution should not be seen as an alternative to providing open space on site. The calculation will be based on how much open space is being provided relative to the expected open space provision based on [Making Fife's Places](#) with the baseline being £1200 for every 60sqm of under provision. This is the equivalent of open space required for each residential unit. For clarification, the exemptions would not apply to this contribution as this contribution is seen as offsite mitigation for the under provision of greenspace on site. This matter is covered by policy requirements of Policy 3 where exemptions to do not apply.
- 6.7 For example, if a development site is proposing 30 market units, then it would require 1800sqm of open space. The site is relatively close to existing open space and therefore only 900sqm is provided. This is the equivalent of open space for 15 units in accordance with [Making Fife's Places](#). The site therefore should provide a financial contribution of £1200 x 15 units (£18,000) which equates to the under provision. Any contributions described in section 6.8 would be added to these contributions.

- 6.8 Play provision and existing community facilities such as allotments or formal community space is part of the open space consideration for a site. [Making Fife's Places](#) sets out the scale of residential development which requires on-site play provision in accordance with [Policy 3 of FIFEplan](#). Where the residential development does not meet that threshold then an off-site contribution towards play provision or other related green infrastructure such as allotments or formal community space will be required to ensure that there is sufficient facilities to meet the demand of the additional residents. A contribution of £1,200¹⁰ per unit will be required for improvements to these assets given that the new development will add additional pressure to existing play provision, allotments or formal community space. This is to mitigate the additional use of the facilities and enhance them to take into account additional use. In lieu of this payment the developer can choose to provide play provision, allotments or community space on site. The budget for the onsite play provision should be in the region of £1,200 per contributing unit and meet the requirements of [Making Fife's Places](#). Indexation will be applied to this developer contribution and the base date will be from the signing of the Legal Agreement.



Public Art

- 6.9 Public art is considered an on-site planning obligation and a monetary sum for off-site public art would only be taken in exceptional circumstances, usually where there might be some public benefit to improvements to the public realm in the town centre for example. The scope and budget for public art will be agreed in early discussions and firmed up as proposals are developed, and the contribution will be confirmed before a formal planning submission is made. This will be with reference to [Making Fife's Places Supplementary Guidance](#). Once the financial level 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.
- 6.10 Tables 1 and 2 sets out when Public Art would be expected to be delivered on site. 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

¹⁰ As set out in the Adoption of Open Spaces paper approved by Housing and Communities Committee March 11, 2008, updated to reflect inflation.

yard and ancillary buildings. The following process should be used to establish the scale of contributions necessary.

6.11 Public Art will 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.

6.12 In these cases, the amount to be spent on the Public Art 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

6.13 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 and SLAs should be funded and developed on an equitable basis by landowners/developers within the SDA/SLA and the implementation of such sites will be secured through the planning application process and associated legal agreements.

6.14 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 \(2014\)](#) 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.

6.15 [FIFEplan](#) Policies 1 and 5 protects established and allocated employment sites from changes of use. [Policy 5 of FIFEplan](#) sets where a change of use away from employment land may be acceptable. Policy 5 sets out where this is acceptable and when the loss of employment land is mitigated by a financial contribution. Policy 5 also sets out a process to calculate a commuted sum for any agreed

loss of employment land. The commuted sum payment will be ring-fenced and used only for bringing forward the implementation, or upgrade, of existing and planned employment sites within the area. The sum should be equivalent to the replacement value of the gross area lost, calculated at serviced land value at the time of the decision. The District Valuer or equivalent Royal Institution of Chartered Surveyors qualified Valuer will arbitrate as needed on the agreed commuted sum. Legal agreements will be used to structure the payment of the commuted sum. This process will be agreed with the developer. Indexation will be applied to this developer contribution and the base date will be from the signing of the Legal Agreement.

Biodiversity Enhancement

- 6.16 Policy 3 of [NPF4](#) requires development proposals for national or major development, or for development that requires an Environmental Impact Assessment to demonstrate that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. The Policy looks for applications to show that significant biodiversity enhancements are provided in addition to any proposed mitigation, and this should include nature networks, linking to and strengthening habitat connectivity within and beyond the development. Management arrangements for their long-term retention and monitoring should be included. Applications should also show how local community benefits of the biodiversity and/ or nature networks have been considered.
- 6.17 The Scottish Government have provided [guidance](#) to support the implementation of this Policy. On-site biodiversity and nature networks will be preferable in any application however where this is not feasible, or the nature networks cover areas outwith the site then the biodiversity enhancement may need to be secured through Planning Obligation. In addition, the long-term management, maintenance and monitoring of the biodiversity enhancement may require the security of Planning Obligation rather than planning condition.
- 6.18 It is evident in other areas of the UK that large scale biodiversity enhancement schemes are being implemented with multiple developments contributing towards these to ensure their sites meet biodiversity net gain requirements. The preference in Fife would be for biodiversity enhancement to be provided either on site or local to the site. However, offsite contributions towards larger biodiversity enhancement schemes may be considered particularly if this will meet the aims of national, regional and local priorities. Where planning contributions are made towards a biodiversity enhancement scheme this will be held in a separate fund specific for that project. The contributions fund may need to be passed to a third-party agency or developer if they are implementing the scheme. Fife Council do not consider a general fund for biodiversity enhancement appropriate to meet the requirements of this policy and a specific project will need to be identified before contributions will be considered acceptable.

Trees and Woodland

- 6.19 [NPF4](#) Policy 6 protects forests, woodland and trees. It sets out that development proposals involving woodland removal will only be supported where they will achieve significant and clearly defined additional public benefits in accordance with relevant Scottish Government policy on woodland removal. Where

woodland is removed, compensatory planting will most likely be expected to be delivered. These community benefits or compensatory planting may include offsite works or replanting schemes not within the development site. In addition, there may be monetary contributions towards schemes which meet the guidance set out within Annex C of the [Control of Woodland Removal Policy document](#). Where this is the case a Planning Obligation may be required to secure the implementation or delivery of these public benefits.

Historic Environment

- 6.20 [NPF4](#) Policy 7 aims to protect and enhance valued historic assets and places. The policy stresses the importance of avoiding significant detrimental effects on these assets and places. Where it has been demonstrated that avoidance or retention is not possible, excavation, recording, analysis, archiving, publication and activities to provide public benefit may be required. This is likely to be secured through planning condition however Policy 7 mentions the potential need for Planning Obligation. Where schemes require significant alteration to or even removal of historic assets then a Planning Obligation may be required to ensure that mitigation is provided appropriately. The Policy indicates activities to provide public benefit may be required. This may also need to be secured through Planning Obligation.

Community Wealth Building

- 6.21 [NPF4](#) Policy 25 sets out that development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported. This could include, for example:
- Ensuring the use of local supply chains and services;
 - Local job creation;
 - Supporting community led proposals;
 - Including creation of new local firms and enabling community led ownership of buildings and assets.
- 6.22 Direct financial contributions could involve allocating a percentage of the project budget to initiatives like community infrastructure development or community enterprises, assets or services. Beyond monetary support, developers could provide in-kind contributions by offering resources such as construction materials, skilled labour, or technical expertise.
- 6.23 Fife Council have committed to the [Edinburgh and South East Scotland City Region Deal Community Wealth Building](#) pledges. These are:
- develop and grow local enterprises;
 - build inclusive skills and employment pathways; and
 - encourage diversified ownership by supporting local entrepreneurs and businesses looking to grow.
- 6.24 [NPF4](#) sets out that development which commit to wealth building strategies such as these will be supported. As this will form part of the justification for approval the commitment to the community wealth building initiatives, pledges or monetary contribution to projects or ventures may be secured through Planning Obligation.

7. Glossary

Term	Definition
Brownfield (Previously Developed Land)	Land or a site that has previously been developed. This could include: • Vacant or derelict land (sites on the Scottish Vacant and Derelict Land Register); • Infill sites (sites in a built-up area such as a town or village); • 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 car parks, mineral workings, temporary uses, parks and gardens, sports and recreation grounds, woodlands and amenity open spaces (landscaped areas that improve an area's appearance) or employment land with operational employment uses. Naturalised previously developed land is not included in this category and is considered to be greenfield.
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.
Commuted Sum	A commuted 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.
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. This does not include former mine workings.
Cumulative Impact	The additional changes caused by a proposed development in conjunction with other similar developments or as the combined effect of a set of developments taken together.
Development Appraisal	A development appraisal involves a cash flow analysis, which uses data (for example revenues and costs over the life of the project) to determine the profitability of the development.
Edge of Centre	A location adjacent to, or within easy walking distance of the town centre.
Education Impact Assessment	Appraisal of future educational needs across Fife. It considers school roll projects (pupil census data), minimum classroom numbers required, committed or projected housing development (Housing Land Audit data) and pupil numbers generated from new development.
Education Feasibility Study	Study which identifies costed solutions to predicted school capacity shortfalls.
Education Planning Capacity Factor	The factor that must be applied to take into account pupil movement when planning the school estate.
Fife Development Plan (NPF4 and FIFEplan)	The collective term for the national and local land use plans currently covering Fife.
Green Infrastructure	A strategically planned network of high quality and natural and semi-natural areas with other environmental features, which is designed and managed to deliver a wide range of ecosystem services and protect biodiversity in both rural and urban settings.
Housing Land Audit	Annual assessment of predicted housing delivery.

Masterplan	A comprehensive plan to guide the long term physical development of a particular area.
National Records of Scotland (NRS)	Body formed on 1 st April 2011 through the merger of the National Archives of Scotland and the General Register Office for Scotland.
Open Book Accounting	The sharing of development appraisals and accounts regarding development proposals. This is often in the form of a residual development appraisal.
Previously Developed Land	See Brownfield.
Section 69 Agreement	A legally binding agreement under the terms of Section 69 of the Local Government (Scotland) Act 1973 used to control appropriate planning matters/obligations out with the scope of planning conditions. See Circular 3/2012.
Section 75 Agreement	A legally binding agreement under the terms of Section 75 of the Town and Country Planning (Scotland) Act 1997 as amended used to control planning matters/obligations out with the scope of planning conditions. See Circular 3/2012 or Policy 18 of NPF4.
Strategic Development Area (SDA) or Strategic Land Allocation (SLA)	Focus of development or a specific large-scale allocation for development identified in SESplan and TAYplan and designated within FIFEplan.
Strategic Development Framework	A framework to inform future more detailed masterplanning work. It identifies appropriate areas for development and establishes core design and development principles; it is not a masterplan.
Strategic Regional Transport Model	Strategic Transport Model detailing vehicle movement patterns and traffic trends to a defined base year.
Unilateral Undertaking	A legally binding agreement in terms of Section 75 of the Town and Country Planning (Scotland) Act 1997 as amended whereby an applicant for planning permission secures the performance of planning obligations in respect of their own land without the planning authority being signatory. See Circular 3/2012.
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.
Windfall Site	A site not specifically allocated for development in the Development Plan but for which planning permission for development is granted.

Appendix A Relevant FIFEplan Policies

The following is extracts from the mentioned policies within [FIFEplan](#). It should be noted that since these policies were drafted in 2015/ 2016 some of the infrastructure solutions for the mentioned SDA/ SLA sites have been revised as the applications were submitted. Table 2 and the Tables within Appendix B should be taken as the most up to date position for each SDA/ SLA.

A.1 Policy 4 – Planning Obligations

Policy 4: Planning Obligations

Developer contributions will be sought in relation to development proposals that will have an adverse impact on infrastructure capacity. The kinds of infrastructure to which this policy applies include transport, schools, affordable housing, greenspace, public art and employment land.

The contributions will mitigate development impact by:

1. Making a contribution to existing infrastructure, or providing additional capacity or improving existing infrastructure; or
2. Providing new infrastructure.

This will be applied through planning conditions, legal agreements and planning obligations.

Planning obligations guidance will be prepared. The guidance will contain details of how impacts will be assessed and how amounts of developer contributions will be calculated in relation to transport, schools, affordable housing, greenspace, public art and employment land. In relation to transport, the guidance may involve a zoning methodology. Supplementary guidance regarding affordable housing and making Fife's places will also be relevant.

Strategic Development Areas/Strategic Land Allocations

Planning obligations in Strategic Development Areas/Strategic Land Allocations with regard to transport and education are set out in Figure 4.1. Obligations may also be sought for other kinds of infrastructure. More detail is given in the relevant entries in the Settlement Plans section of the plan. Details of methodologies to be used to calculate site-specific obligations will be shown in the planning obligations guidance that is to be prepared.

Employment Land

Provision of employment land will be sought in the following circumstances:

- where proposed development, other than development for employment purposes, would result in loss of land that is (a) in use as employment land; or (b) designated as “safeguarded employment area”; or (c) allocated for “employment”; or
- where proposed development is on a site that is in the Settlement Plans section of this plan and where the development requirements for the site include provision of employment land.

Public Art

A contribution towards on-site public art will be sought in relation to major and prominent housing and retail proposals. A methodology for calculating the contribution will be set out in the guidance that is to be prepared regarding planning obligations. The guidance regarding making Fife's places will also be relevant.

A.2 Applying Policy 4 – Planning Obligations

Policy 4: Planning Obligations cont.

Exemptions

Developments, other than a change of use of employment land or outdoor sports facilities (see below), will be exempt from these obligations if they are for:

1. The conversion or renovation of an existing building, particularly if it is listed;
2. the re-use of derelict land or buildings, previously developed land, or the rehabilitation of contaminated land within a defined settlement;
3. employment uses and town centre redevelopment proposals;
4. residential development of fewer than 10 houses, or retail proposals of less than 2,500 square metres gross floor area;
5. proposals for affordable housing, special needs housing, and sheltered housing; or
6. proposals for student housing.

In the case of a change of use proposed on an employment or outdoor sports facilities site, a commuted sum payment will be sought to offset the loss of the land for that use and allow reinvestment. See Policy 5 (Employment Land and Property) for further information.

The Council has established an Infrastructure Investment Fund to assist in funding infrastructure to enable development. Its use is explained in the Planning Obligations Guidance.

- The Council expects that development proposals shall address their impact on infrastructure, communities, and their surrounding environment. Planning obligations and developer requirements can help to address issues that would block otherwise acceptable development. This includes the impact on infrastructure and services and so the Council expects that new development should not have a net detrimental effect on existing infrastructure and the local environment.
- In applying this policy, the Council will have regard to Planning Circular 3/2012 Planning Obligations and Good Neighbour Agreements which states how planning authorities should use planning obligations. The Council's guidance sets out the type and level of developer contributions to be sought using this policy and the methodology for calculating those contributions. This approach of using Local Development Plan policy to explain where financial or other contributions will be sought, and guidance providing the details of the contributions and how they are calculated, is explained in Planning Circular 6/2013 Development Planning.
- Housing development of more than 10 houses and retail developments greater than 2,500 square metres gross floor area will provide proportionate obligations for education, transportation, and community infrastructure impacts as appropriate and in line with the guidance.
- Transportation contributions will be calculated according to the transportation bandings and the associated methodology shown in the Planning Obligations Guidance.
- Education contributions for secondary schools will be calculated according to the methodology shown in Planning Obligations Guidance.

- Primary school obligations will be calculated on a catchment-wide basis, taking into account the impact created by the development and the existing capacity in the primary school roll.
- Public Art obligations will be sought where there is a requirement in a site brief, from major and prominent applications for housing, retail, leisure and retail. Obligations are identified per square metre and by development types in the Planning Obligations Guidance.
- The methodologies for these obligations are shown in more detail in the Planning Obligations Guidance and [Making Fife's Places Supplementary Guidance](#). The settlement tables also highlight where planning obligations will be sought.

Exceptions to Planning Obligations

In some instances, where the viability of an otherwise acceptable development proposal is put at risk by these requirements, the Head of Enterprise Planning and Protective Services will have the ability to waive or reduce obligations. This will only be where there is an overriding economic or community benefit of the development proceeding. The development categories which will be exempt from developer obligations are:

- Affordable housing.
- Building conversions, particularly listed buildings.
- Development on derelict land and buildings within settlement boundaries.
- Development that rehabilitates contaminated land within settlement boundaries.
- Development on previously developed land in settlement boundaries.
- Housing developments which are clearly restricted to single bedroom accommodation such as flatted blocks, special needs housing, or undergraduate or postgraduate student accommodation.
- Employment uses and town centre redevelopment proposals.

This approach does not negate the need for development to provide contributions in lieu to offset a loss in employment land or outdoor sports facilities and so these exemptions do not apply to proposals involving the loss of employment land or outdoor sports facilities.

Strategic Development Areas/Strategic Land Allocations

In the case of Strategic Development Areas/Strategic Land Allocations, Figure 4.1 sets out the infrastructure that must be provided as part of the development site.

Fife's Infrastructure Investment Fund

The development of strategic scale development sites may take several years and involve cumulative contributions from several developers. In that case Fife Council will deploy its Infrastructure Investment Fund. Contributions received into the fund will be ring-fenced for transportation and education proposals, as appropriate.

The use of this fund will be subject to the Council's approval of the cash flow and the provision of strategic infrastructure as development is phased. The Council will, in the meantime, work in partnership with the appropriate agencies to programme and deliver the capital infrastructure programmes required to deliver the Plan strategy.

Figure 10: Planning Obligations for Strategic Development Areas / Strategic Land Allocations

Strategic Development Area/Strategic Land Allocations	Total House Units	Transport	Education	
			Primary	Secondary
Dunfermline N/W/SW	4,200	Strategic and local junction improvements, including a Northern Link Road and Western Distributor Route. (3)	P x 2	N/A
North Dunfermline	2,850		P x 2	C
Lochgelly	2,550		P	C
Ore /Upper Leven Valley (Glencraig, Kelty, Cardenden Lumphinnans, Thornton)	3,307	Strategic and local junction improvements, including A92 and associated junctions at Redhouse, Chapel Interchange, Bankhead and North Glenrothes. (4)	P (6)	C
Kirkcaldy East	2,850		P x 2	C (7)
Kirkcaldy South West	1,000		P	C (7)
Levenmouth	1,650		P	
Cupar North	1,400	Cupar Relief Road (5)	P	C
St Andrews	1,090	St Andrews Link Road (5)	P	C

P – Denotes requirement for school to be built

C – Denotes contribution to school

1. Subject to School Estate requirements.
2. May comprise new school or additional capacity to existing facilities.
3. Transport Assessment of 2011 refers including detailed intervention scheme breakdown.
4. Includes Kirkcaldy and Glenrothes area strategic transport interventions.
5. Interventions wholly contained within respective S.D.A.s thereby developer funded not solely tariff based.
6. Education estate provision is likely to be dispersed to serve education needs across the multiple local catchments affected.
7. Educational capacity contributions from applicable catchment area development.

Note: Contributing units exclude affordable housing provision and assume total completions (as per Housing Land Audit 2013). All contributions subject to change as the Supplementary Guidance is implemented and reviewed.

Appendix B SDA and SLA Planning Obligation Requirements

KEY: Financial contribution Onsite delivery Combination of onsite delivery, financial contribution or offsite delivery No contribution required

Dunfermline North / West / Southwest SLA

Wellwood

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Part of the Northern Link Road will be delivered on site from the A823 to Swallowdrum SDA. This should form part of the internal road network of the site so that it is integral to the development site as well as providing transport mitigation. Financial contributions will be taken for the delivery of the other Strategic Transport Intervention Measures within the Dunfermline area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures including junction improvements with A823, footpath connections and bus route provision.
Education	Primary / Nursery	Onsite delivery of a new primary school with nursery.
	Secondary	Planning permission does not include contributions
	Denominational Schools	Planning permission does not include contributions.
Greenspace (including play provision)		
Public Art		
Employment Land		80 hectares of employment land required across whole SLA.
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Broomhall

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Part of the Western Distributor Road will be delivered on site from the north west corner of the site to the eastern boundary. This should form part of the internal road network of the site so that it is integral to the development site as well as providing transport mitigation. Financial contributions will be taken for the delivery of the other Strategic Transport Intervention Measures within the Dunfermline area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures including improvements to Grange Road and Limekilns Road, footpath connections and bus route provision.
Education	Primary / Nursery	Onsite delivery of a new primary school with nursery school with a second potentially required at a later date.
	Secondary	Contributions to Dunfermline Secondary School solution.
	Denominational Schools	Contributions to extend St Margarets Roman Catholic primary school
Greenspace (including play provision)		
Public Art		
Employment Land		80 hectares of employment land required across whole SLA.
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Berrylaw

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Part of the Western Distributor Road will be delivered along the frontage of the site through amendments to William Street. Financial contributions will be taken for the delivery of the other Strategic Transport Intervention Measures within Dunfermline area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures may be required.
Education	Primary / Nursery	Contributions to local primary school required in order to provide capacity for this development site.
	Secondary	Contributions to Dunfermline Secondary School solution.
	Denominational Schools	Contributions to extend St Margarets Roman Catholic primary school
Greenspace (including play provision)		
Public Art		
Employment Land		80 hectares of employment land required across whole SLA.
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

North Dunfermline SDA

Halbeath

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Part of the Northern Link Road will be delivered through the site from Whitefield Road to the railway crossing at the south east corner of the site. This should form part of the internal road network of the site so that it is integral to the development site as well as providing transport mitigation. Financial contributions will be taken for the delivery of the other Strategic Transport Intervention Measures within the Dunfermline area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures will be required including realignment of Whitefield Road and B912 Kingseat Road, upgrading junctions connecting Whitefield Road with Robertson Road and Queen Margaret Faults, footway/ cycleway improvements, internal road networks and contributions towards upgrades to the signals at junction of Halbeath Road/ Whitefield Road.
Education	Primary / Nursery	Onsite delivery of a new primary school with nursery.
	Secondary	Contributions to Dunfermline Secondary School solution.
	Denominational Schools	Contributions to extend St Margarets Roman Catholic primary school
Greenspace (including play provision)		
Public Art		
Employment Land		Employment land may be provided on site.
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Kent Street and Chamberfield

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Financial contributions will be taken for the delivery of the Strategic Transport Intervention Measures within Dunfermline area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures will be required including but not exclusively an internal road through the Kent Street site connecting to the Chamberfield site. Contributions to the upgrade of the signals at the junction of Whitefield Road and Halbeath Road also required.
Education	Primary / Nursery	Contributions required for temporary accommodation at Townhill Primary School to mitigate the impact of both sites and Halbeath SDA until the new primary school at Halbeath SDA is constructed.
	Secondary	Contributions to Dunfermline Secondary School solution.
	Denominational Schools	Contributions to extend St Margarets Roman Catholic primary school
Greenspace (including play provision)		Contributions required towards offsite play provision/ formal open space enhancements. The Kent Street planning permission includes onsite provision.
Public Art		
Employment Land		
Healthcare Facilities		

Colton and North Wellwood

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Part of the Northern Link Road will be delivered through these sites from the boundary with the Country Park at the east of the Colton site to the boundary with the North Wellwood site and the A823 at the south west corner of the site. This should form part of the internal road network of the site so that it is integral to the development site as well as providing transport mitigation. Financial contributions will be taken for the delivery of the other Strategic Transport Intervention Measures within the Dunfermline area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures will be required including (but not exclusively) additional accesses onto the A823, footpath connections to Core Paths between Colton and North Wellwood, pedestrian crossings and a footway/ cycleway along the frontage of both sites onto the A823.
Education	Primary / Nursery	Contributions required towards a new primary school in the Wellwood SLA site or alternative solution.
	Secondary	Contributions to Dunfermline Secondary School solution.
	Denominational Schools	Contributions to extend St Margarets Roman Catholic primary school
Greenspace (including play provision)		
Public Art		
Employment Land		
Healthcare Facilities		

Swallowdrum/ Carnock Road

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Part of the Northern Link Road will be delivered through the site from the eastern boundary with Wellwood SLA to the western boundary with Carnock Road. This should form part of the internal road network of the site so that it is integral to the development site as well as providing transport mitigation. Financial contributions will be taken for the delivery of the other Strategic Transport Intervention Measures the Dunfermline and West area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures will be required including (but not exclusively) two accesses onto the A823, footpath connections to Core Paths and North Wellwood and pedestrian crossings.
Education	Primary / Nursery	Contributions required towards a new primary school in the Wellwood SLA site or alternative solution.
	Secondary	Contributions to Dunfermline Secondary School solution.
	Denominational Schools	Contributions to extend St Margarets Roman Catholic primary school
Greenspace (including play provision)		
Public Art		
Employment Land		
Healthcare Facilities		

Lochgelly SLA

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Financial contributions will be taken for the delivery of the Strategic Transport Intervention Measures within the Dunfermline area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures will be required. A contribution towards the delivery or direct delivery of the offsite measures identified as part of the Lochgelly SLA Transport Assessment or any other measures identified as part of future Transport Assessments assessing the overall impact of the SLA. A continuous road connection is required between the Avenue and Viewfield Terrace.
Education	Primary / Nursery	A new primary school with nursery is needed to support the SLA. A site will be identified and primary school delivered at the required time. Contributions will be sought from all parts of the SLA that requires primary school capacity.
	Secondary	May be required and will be confirmed on assessment of detailed applications.
	Denominational Schools	May be required and will be confirmed on assessment of detailed applications.
Greenspace (including play provision)		
Public Art		
Employment Land		
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Ore/Upper Leven Valley SDA

Kelty SDA

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Financial contributions will be taken for the delivery of the Strategic Transport Intervention Measures within the Dunfermline area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures will be required including (but not exclusively) pedestrian connections to the wider area, provision of footway/ cycleway improvements along site frontage onto Cocklaw Street and Oakfield Street, junction improvements at M90 slip road and road connection between Cocklaw Street and Oakfield Street.
Education	Primary / Nursery	A new primary school with nursery is needed to support the SDA.
	Secondary	Not included in planning permission legal agreement. Unless otherwise required if this permission is not implemented.
	Denominational Schools	Not included in planning permission legal agreement. Unless otherwise required if this permission is not implemented.
Greenspace (including play provision)		
Public Art		
Employment Land		
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Land North and West of Thornton SDA

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Financial contributions will be taken for the delivery of the Strategic Transport Intervention Measures within Kirkcaldy and Glenrothes area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures will be required including (but not exclusively) pedestrian connections to the wider area, provision of footway/ cycleway improvements along site frontage onto Strathore Road, the provision of a link road between Strathore Road and Main Street, contributions to signalisation of the Main Street and Strathore Road junction.
Education	Primary / Nursery	A new primary school with nursery may be needed to support the SDA however alternative options will be considered.
	Secondary	Contributions required towards the extension of Auchmuty High School
	Denominational Schools	Not currently identified as a requirement. May be subject to change depending on when applications come forward.
Greenspace (including play provision)		
Public Art		
Employment Land		
Healthcare Facilities		

GlenCraig, Kinglassie, Lumphinnans, Thornton

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Financial contributions will be taken from the Kinglassie and Thornton sites for the delivery of the Strategic Transport Intervention Measures within Kirkcaldy and Glenrothes area to mitigate the impact of this development. Financial contributions will be taken from the GlenCraig and Lumphinnans sites for the delivery of the Strategic Transport Intervention Measures within the Dunfermline area to mitigate the impact of this development.
Transport		Onsite and offsite localised transport measures may be required depending on the conclusion of Transport Assessment. Offsite contributions towards signalisation of Main Street and Strathore Road in Thornton will be required from Thornton sites.
Education	Primary / Nursery	Contributions towards primary and nursery school solutions may be required and would be subject of education assessment.
	Secondary	May be required and will be confirmed on assessment of detailed applications.
	Denominational Schools	May be required and will be confirmed on assessment of detailed applications.
Greenspace (including play provision)		The majority of these sites will require on site play provision however the smaller sites in Lumphinnans and Thornton may provide contributions to improve existing offsite play areas/ formal open space.
Public Art		
Employment Land		
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Kirkcaldy East SLA

Kingslaw

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		The development site is directly completing measures at Redhouse roundabout, Mitchelston Roundabout and Gallatown Roundabout related to the need of these interventions as a consequence of this development alone. Part of the Standing Stane link road will be completed by this development. It should be designed to form part of the internal road network to avoid development of additional infrastructure.
Transport		Onsite and offsite localised transport measures are required including local crossings and junction provision. This is detailed in the planning permission.
Education	Primary / Nursery	Delivery of an onsite primary school.
	Secondary	Contributions towards secondary school solution
	Denominational Schools	Not included in planning permission legal agreement.
Greenspace (including play provision)		
Public Art		
Employment Land		
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Areas north of A915 and north of Kingslaw

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Financial contributions will be taken for the delivery of the Strategic Transport Intervention Measures within the Kirkcaldy area. Part of the Standing Stane Link Road will be delivered through these sites.
Transport		Onsite and offsite localised transport measures will also be required to be determined through Transport Assessment.
Education	Primary / Nursery	Contributions required towards delivery of primary school.
	Secondary	Contributions towards secondary school solution
	Denominational Schools	Not currently identified as a requirement. May be subject to change depending on when applications come forward.
Greenspace (including play provision)		
Public Art		
Employment Land		
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Boreland Area

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Financial contributions will be taken for the delivery of the Strategic Transport Intervention Measures within the Kirkcaldy area.
Transport		Onsite and offsite localised transport measures will also be required to be determined through Transport Assessment.
Education	Primary / Nursery	A new primary school with nursery will be delivered in this area with contributions taken from all sites which will form the new schools catchment.
	Secondary	Contributions towards secondary school solution
	Denominational Schools	Not currently identified as a requirement. May be subject to change depending on when applications come forward.
Greenspace (including play provision)		
Public Art		
Employment Land		
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Kirkcaldy South West SLA

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		The development site will directly complete measures at Abbotshall Road/Nicol Street, Abbotshall Road/Forth Avenue, Forth Avenue Oriel Road Junctions related to the need of these interventions as a consequence of this development alone. Financial contributions will also be required to mitigate the impact of the development on other STIM in Kirkcaldy.
Transport		Onsite and offsite localised transport measures will also be required including (but not exclusively) a roundabout on Inveriel Road, a vehicular connection between Jawbanes Road and Inveriel Road, offsite footpath and cyclepath links including a safe route to school.
Education	Primary / Nursery	Delivery of an onsite primary school
	Secondary	Contributions towards secondary school solution
	Denominational Schools	Not currently identified as a requirement. May be subject to change depending on when applications come forward.
Greenspace (including play provision)		
Public Art		
Employment Land		
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Levenmouth SLA

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		Financial contributions will be taken for the delivery of the Strategic Transport Intervention Measures within the Glenrothes and Kirkcaldy area.
Transport		Onsite and offsite localised transport measures will also be required including (but not exclusively) new and enhanced footpath/ cycle routes linking to existing core paths, the River Leven Valley, the Fife coastal path and surrounding parks/ leisure facilities, upgrades to Percival Road and provision of an east-west link road between Percival Road, Methilhaven Road and Sea Road. Potential improvement measures at A911/ A915/ A916 Roundabout and A915/ B932/ Cameron Road Roundabout.
Education	Primary / Nursery	Delivery of an onsite primary School and Nursery Provision.
	Secondary	A contribution for additional secondary school capacity may be required. This would be defined through an educational impact assessment.
	Denominational School	A contribution for additional denominational school capacity may be required. This would be defined through an educational impact assessment.
Greenspace		
Public Art		
Employment Land		
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Cupar North SDA

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		The Cupar North Consortium will be largely responsible for the funding and construction of the relief road including junctions with the A91. The remainder of the SDA at Gilliesfaulds will also contribute equitably to the delivery of the relief road. Financial contributions will also be gathered from other contributing development proposals within or adjacent to the town boundary of Cupar which are shown to contribute to the cumulative need for the relief road or benefit from its delivery. This will be established through Transport Assessment.
Transport		Onsite and offsite localised transport measures will also be required including (but not exclusively) new and enhanced footpath/ cycle routes linking to town and across the site, junction improvements and links to the relief road. The Gilliesfaulds Transport Assessment identified off-site junction improvements to which financial contributions are required for.
Education	Primary / Nursery	A primary school with nursery provision will be delivered on-site. Contributions will be taken from Gilliesfaulds towards the school. Interim capacity may need to be provided at Castlehill Primary School and contributions may be taken to provide this.
	Secondary	Not currently identified as a requirement. May be subject to change depending on when applications come forward.
	Denominational School	Not currently identified as a requirement. May be subject to change depending on when applications come forward.
Greenspace		
Public Art		
Employment Land		
Healthcare Facilities		The Allocation Policy requires additional healthcare facilities to be provided.

St Andrews SDA

Contribution Type		Onsite Delivery / Financial Contribution
Strategic Transport Intervention Measures		The St Andrews West Transport Assessment identified offsite mitigation measures required as a consequence of cumulative development in the area. The St Andrews SDA will make contributions towards these along with any development sites in the St Andrews area which are shown to contribute to the need for mitigation.
Transport		A link road through the site will be provided by the developers. Other localised transport measures such as crossings, cycle/ footways and junction improvements have been identified and secured through the planning permissions.
Education	Primary / Nursery	Increasing the capacity at Lawhead Primary School has been agreed as the most acceptable mitigation for the development. Financial contributions towards these works are required from the development.
	Secondary	Contributions towards additional secondary school capacity.
	Denominational School	
Greenspace		
Public Art		
Employment Land		
Healthcare Facilities		The need to identify land for relevant infrastructure will be addressed through the masterplanning process.

Appendix C Green Infrastructure and Open Space

How planning obligations towards green infrastructure and open space will be assessed (Table 1 in Making Fife's Places)

Note: the **Open Space** referred to in the table must be usable open space and can accommodate informal activities such as play, walking, sitting, picnics, communal gardening, informal sports and recreation and (if required) may include more formal sports or play facilities. Developers should refer to pages 10-11 for guidance on meeting the open space provision.

Is your development:	Green Infrastructure requirements	How the requirement will be assessed Note: All planning obligation requirements will be tested against the necessity test set out in Circular 3/2012		Financial bond requirement
For up to 9 residential units?	No open space required onsite. No offsite contribution required. Some form of green infrastructure should be provided on site.	N/A		N/A
For between 10 and 49 residential units?	Provision or contribution towards open space is required either on or off site. Some form of green infrastructure should be provided on site.	Is the 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?	No 60m ² of open space to be provided on site per residential unit	Financial bond may be required
			Yes No additional open space will be required onsite – the requirement can be met through a contribution to the upgrade of existing open space or green network required. Level of contribution to be based on the priorities and recommendations in the Fife Greenspace Strategy and the green network opportunities.	
For 50+ residential units?	Provision of open space required onsite. Contribution to off -site active greenspace may be appropriate in some cases – this will be determined on the walking distance from individual units to existing areas of open space (as identified in the Fife Greenspace Audit). Some form of green infrastructure should be provided on site.	Is the residential unit within 250m walkable distance of an existing open space? And Is the route to be walked safe and attractive?	No Each residential unit which is further than 250m from an existing open space will need to provide 60m ² of open space on site. Equipped play areas* and/or other specific facilities may be required on site.	Financial bond may be required
			Yes For these residential units the developer could choose to contribute to the upgrade of existing open space or green network required rather than provide 60m ² of open space onsite. The level of contribution to be based on the priorities and recommendations in the Fife Greenspace Strategy and the green network opportunities. Equipped play areas* and/or other specific facilities may be required on site.	Financial bond may be required
For 200+ residential units	Some form of green infrastructure should be provided on site.	Is the residential development within 500m walkable distance of an existing equipped play park?	No Equipped play area* will be required on site	
			Yes Generally new housing which is within 500m walking distance of an existing equipped play area will not be required to provide these facilities onsite (dependant on the quality of the route). However, financial contributions will be required to upgrade existing facilities that will be used by the residents of the new development.	
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		Financial bond may be required
Resulting in a loss of open space or part of a green network?	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		Financial bond may be required