

**FINALISED FIFE STRUCTURE PLAN 2006-2026
and
FINALISED FIFE STRUCTURE PLAN 2006-2026
HOUSING LAND REQUIREMENT RE-APPRAISAL**

SCHEDULE OF REASONS FOR FINAL MODIFICATIONS

Reasons refer to final modifications (green text underlined or struck out) in the accompanying text of the Structure Plan in the form that it has been approved.

Earlier proposed modifications that remain still appear as red underlined or struck out text.

Reasons follow the structure and paragraph numbers, policies and proposals of the revised text.

Reasons relate either to deleted or inserted text, modified policies, proposals, figures, maps or diagrams. Reasons are not given for minor modifications which make corrections, improve readability or refer to naming conventions, for example strategic land allocations and housing market areas.

CHAPTER 1 – EXECUTIVE SUMMARY

1.7 To indicate the relationship between the Plan and National Planning Framework 2.

1.8 To indicate the principle of development at Longannet established in NPF 2.

Map preceding 1.9 To reflect the inclusion of the Inverkeithing-Halbeath rail route and light rapid transit from Fife to Edinburgh in the Strategic Transport Projects Review and proposals at Longannet power station in NPF2.

CHAPTER 2 - THE SETTLEMENT STRATEGY

2.4 Against **Strategic Land Allocations** at Dunfermline, Levenmouth and Kirkcaldy – the 5% flexibility on housing is deleted to improve certainty about the proposed housing allocations.

Against **Kirkcaldy East** – to indicate that significant commencement of this strategic allocation is dependent on as yet unfunded and unconsented trunk road and public transport interventions.

Against **Cupar North** – to indicated that the provision and content of a master plan for development to the north of Cupar is central to the timing and scale of development.

Against **St Andrews** – to emphasise the 30% benchmark requirement for affordable housing in St Andrews and NE Fife in policy H4.

Against **East Neuk Settlements** - to indicate that the modification applied to St Andrews West and Tayport/Newport/Wormit arising from Proposals PH1 and PH3 (90 units) also applies to the East Neuk Settlements.

Against **West Villages** and **Kelty/Lochore/Ballingry** – to indicate that the modification applied to Dunfermline arising from Proposals PH1 and PH3 (1,280 units) also applies to West Villages and Kelty/Lochore/Ballingry.

CHAPTER 3 - IMPLEMENTING THE STRATEGY

Policy SS1 – to indicate the priority attached to strategic transport network improvements. To indicate the relevance of development briefs to the master planning process.

Policy SLA1 – to indicate the value of green networks in master planning.

3.7 Text deleted and added to clarify the priorities for and scope and phasing of developer contributions.

Policy DC1 – retitled for consistency with Circular 12/1996. To provide a more flexible policy and to indicate the need for appraisals that assist in integrating land use and transport.

Proposal PDC 1 To reflect the priorities that will deliver strategic land allocations consistent with the Fife Structure Plan's Action Plan. To provide consistency with Circular 12/1996. The new footnote is to indicate that agreements on contributions should be in place but not act as barriers to delivery of strategic land allocations.

3.23 To reflect the current stage reached by National Planning Framework 2.

Policy S2 – to clarify the operation of the policy.

3.47 To reflect the current house building market and work required on local plans while remaining consistent with Scottish Planning Policy 3 paragraph 43.

Proposal PH 2 (replacement) To reflect the expected phasing of construction across the Strategic Land Allocations, taking into account the date of approval of the structure plan and in particular, strategic infrastructure provision at Kirkcaldy East and further work required on master plans at Cupar North.

Proposal PH3 To indicate the phasing of additional strategic housing land supply by Housing Market Area, taking into account the need for further assessment indicated in the settlement strategy.

3.50 To indicate the priority attached to brownfield development and its relationship with Policy H3.

Policy H3 To indicate the priority attached to brownfield development. To indicate the relationship between market and affordable housing delivery.

Policy H4 (footnote) To indicate that site thresholds for affordable housing will be kept under review.

3.63 To indicate the need for appraisals that assist in integrating land use and transport.

Policy T2 To provide for the safeguarding of the Inverkeithing-Halbeath rail line arising from the Transport Scotland's Strategic Transport Projects Review

Proposal PT1 To provide for the Inverkeithing-Halbeath rail line and light rapid transit connections between Fife and Edinburgh arising from Transport Scotland's Strategic Transport Projects Review. **New footnote** - to indicate the limitations to A92 enhancements arising from the Strategic Transport Projects Review.

3.64, Proposal PT2 - to refer to the current stage reached by National Planning Framework 2.

3.71 To indicate the potential of the coal-bed methane resource.

3.74 to recognise that payment of royalties is entirely at the discretion of the construction aggregates industry and to remove any presumption in favour of such payments.

CHAPTER 4 - SAFEGUARDING AND IMPROVING FIFE'S ENVIRONMENT

4.2 To refer to the continued relevance of the Fife Landscape Character Assessment as set out in the approved Fife Structure Plan 2002.

4.4 To provide added certainty about the St Andrews and Dunfermline Green Belts.

**Scottish Government
Directorate for the Built Environment
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