

KINGSBARNs LOCAL PLACE PLAN



COMMUNITY ACTION PLAN

2024-2034

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WELCOME TO KINGSBARNES LOCAL PLACE PLAN & COMMUNITY ACTION PLAN

Overview

Local Place Plans (LPPs) were introduced by the Scottish Government with the aim of encouraging communities to be active participants and have a voice in shaping ideas and opportunities for the future of their local area. LPPs are community-led plans setting out proposals for the development and use of land. All plans need evidence to support proposals and in the context of the National Planning Framework 4 (NPF4¹), the national spatial strategy for Scotland.

The finalised LPPs are presented to the relevant local authority to be incorporated in their longer-term Local Development Plan for the area.

Community Action Plans (CAPs) set out the priorities voiced by local people to enhance the quality of living in their local area. Actions needed to achieve these goals should be specified. This can be a wide-ranging set of proposals which can help support future requests for funding.

WORKING TOGETHER

In 2022, Kingsbarnes Community Council agreed to explore the opportunities preparing a Local Place Plan (LPP) would mean for the community. This was followed by the development of a Steering Group, with a broad range of members representing the community including: Kingsbarnes Community Council, Kingsbarnes Community Development Trust, local landowners, the church, the Memorial Hall Committee, Kingsbarnes primary school, and village residents who were interested in supporting the development of a Local Place Plan.

They initiated a two-year period of community engagement to gather data and feedback, to inform and create a compelling Local Place Plan, and to capture the community's aspirations for its future development for the next 10 years, and beyond.

The Steering Group would like to recognise that collaboration has been key to the entire process and is grateful for the profound commitment shown to working together to ensure the best possible future for Kingsbarnes.

The production of the Kingsbarnes LPP is a fantastic example of what a community can achieve by sharing and discussing ideas, concerns, and aspirations for the future. With so many issues facing communities, whether economic, social, or climate change, we are better and stronger together. The Steering Group is delighted to present the results of that work in this Local Place Plan and Community Action Plan for Kingsbarnes.

Detailed proposals are set out in this document with a summary of the proposals presented in **Appendix 1**. A statement of supporting evidence (*KB_LPP_Supporting_Statement_20_06_24*) has been submitted along with this document.

Acknowledgements:

Thanks to everyone who has participated in whatever way, giving of their time and energy towards the development of this plan.

Special thanks to:

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Climate Action Fife for the Climate Action Fund Small Grant

Your support throughout the whole process has been invaluable.

Introduction and Background

THE VILLAGE

The village of Kingsbarns is located on the east coast of Scotland, approximately 6 miles south of St Andrews and lies on the north-east edge of the East Neuk of Fife. It is a small village comprising ~477¹ persons, with a large percentage of single person households (>25%²) and retired persons. However, with the building of 40 homes to the west of the square, there are now more families with children in the village. There are also a number of holiday homes and short-term let properties.

The village has a church, school, Inn and Memorial Hall and recently a community garden has been developed. The school was built in 1822 and is a very successful local primary school. Kingsbarns was designated a conservation village in 1973, in recognition of its special historical and architectural value and a village green is now situated between the square and the new development. There is also a playpark between Seagate and Bells Wynd. There is a much-loved beach within the Community Council area.

EARLY DISCUSSIONS

Initially discussion focussed on current information available from Fife Council and census data. Papers produced considered **Place** (the area to be considered), **Work** (agriculture, industry and commerce) and **People**. Issues identified included climate action, village improvements and work opportunities.



FIGURE 1 KINGSBARNES COMMUNITY COUNCIL BOUNDARY

[HTTPS://WWW.COMMUNITYCOUNCILS.SCOT/COMMUNITY-COUNCIL-FINDER](https://www.communitycouncils.scot/community-council-finder)

It was agreed that the boundaries would be those of the community council and in the light of the importance of issues around climate change all topics would be viewed through a climate lens.

As well as an initial survey available both online and in paper format, a launch event was held, and four meetings which anyone from the community could attend. Two events were also held at the local primary school to obtain the views of the school children. As a result of the feedback received it was recognised that a Local Action Plan should be developed alongside the Place Plan, all evidenced with reference to feedback and National planning Framework 4. (NPF4)³.

¹ [Kingsbarns-Community-Council-Profile.pdf \(fife.scot\)](#) Table 1

² [Kingsbarns-Community-Council-Profile.pdf \(fife.scot\)](#) Table 2

³ <https://www.gov.scot/publications/national-planning-framework-4/>

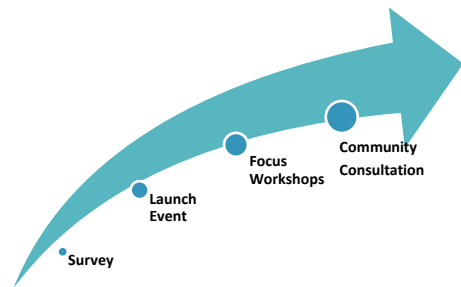
Gathering Evidence

STEERING GROUP

Throughout the process the steering group met regularly, developed a greater understanding of a Local Place Plan and entered into enthusiastic discussion around the information gathered and increased knowledge of the community and its needs.

COMMUNITY ENGAGEMENT

In order to discover the key priorities of the community several steps were taken to encourage active engagement in both a Local Place Plan (LPP) and a Community Action Plan (CAP).



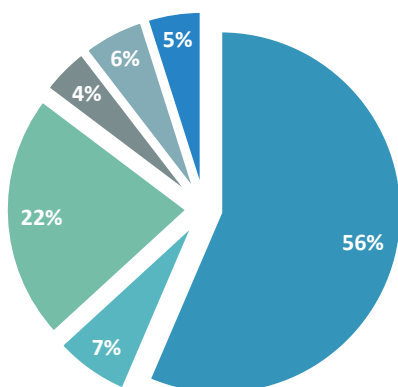
INITIAL SURVEY

An initial survey was carried out both online and in paper format. The aim was to reach as many people in the community as possible including employers & employees; schoolchildren and their parents; and residents, in order to get some idea of the issues which may affect the community.



Responses to the initial survey were wide ranging and produced lots of great ideas.

Relationship to Kingsbarns



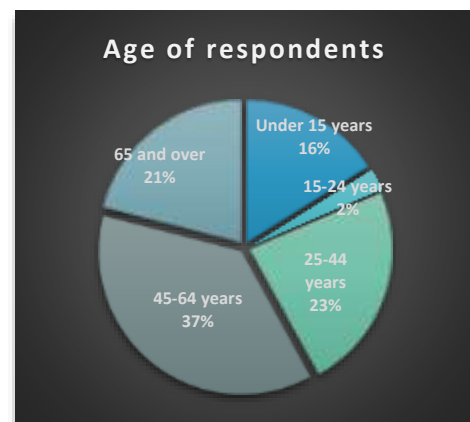
- I live here all the time
- I live here some of the time
- I work here, but live elsewhere
- I am a visitor to the area
- I live and work elsewhere but have strong ties to / used to live in the area (e.g. school parent)
- I come to school here

56% of respondents live in the village and these views often take centre stage in what follows.

It was good to have a strong showing from those who work here but live elsewhere (22%) and from those who live here part of the time or have strong ties with the area, including school parents and their children (a combined total of 18%).

Just 4% of the responses were from visitors. This gave us a rounded vision from which to develop ideas.

Age of respondents



There was a good response from all age sectors with the exception of those aged 15 to 24.

WHAT DO WE LIKE?

What respondents like focussed strongly on the natural spaces around Kingsbarns, being a picturesque village on the coast, with the sea, a large and beautiful beach, woodlands, and opportunities for walking. They also liked the friendly community, peace and tranquillity and general feeling of safety. Residents enjoy being close to Cambo and Morton of Pitmilley, St Andrews and the other East Neuk villages.

WHAT DON'T WE LIKE?

The issues that raised most concerns were: the general lack of facilities (27% of respondents), problems with traffic and parking (17%) and availability of housing (15%). More specific concerns related to the speed of traffic through the village, the lack of cycle paths and safe footpaths, the limited bus service, the high number of second homes, lack of a shop, and of childcare and other activities for children. Last but not least, people objected to dog fouling.

The creative energies of Kingsbarns residents and visitors were very much on show in the **suggestions for improvements**. These included:

1. A village-wide speed limit of 20mph
2. A school crossing
3. A community hub and shop
4. More frequent and affordable public transport
5. Designated cycle paths
6. Better access arrangements and parking for the beach
7. More affordable housing with reduced carbon use.

Amongst the more specific proposals (some of which are beyond the scope of this LPP) were:

1. A community energy scheme, involving a wind turbine, tidal district heating, or networked ground-source heat pumps.
2. Land for self-build low energy homes, low-cost rental and sheltered housing.
3. A policy to limit holiday home development.
4. Reduction of light pollution by switching off streetlights at 11pm.
5. Electric car charging points.
6. Increased use of the Village Green.
7. More childcare opportunities such as breakfast & after school clubs.
8. Car sharing.
9. A fresh produce outlet.
10. Farm rewilding
11. Might St Andrews University Sea Mammal Research Centre, be persuaded to relocate to Kingsbarns District?

LAUNCH EVENT







The next step was to invite the community to an event in the village hall and share the results of the survey and encourage further discussion. This was a very well attended event and feedback allowed identification of key areas of concern.



FOCUS WORKSHOPS

Based on the findings from the Launch Event, four focus events were organised during August/September 2023 on different days and times to allow deeper discussion of key issues.

<p>Zero Carbon</p>  <p>Impact Mitigation Resilience</p>	<p>Moving Around</p>  <p>Sustainable travel Active travel networks Moving About</p>	<p>Infrastructure</p>  <p>Facilities & Services Work & Economy Housing Social Interaction</p>	<p>Community Empowerment</p>  <p>Identity and Belonging Influence & Control</p>
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Each workshop included a 10-minute presentation with audience questions responded to. Then attendees discussed and answered prepared questions based on the presentation. The responses were collected for further analysis.

In comparison to the Launch event fewer people attended each of the focus workshops but they provided very lively discussion and resulted in over 100 responses to the questions asked.



KEY FINDINGS

After digging more deeply into the responses the following areas were highlighted as worthy of consideration for either a Local Place or Community Action Plan:

<i>Climate Change</i>	<i>Active Travel</i>	<i>Outdoor Activity</i>	<i>Infrastructure</i>
<ul style="list-style-type: none"> Local Energy 	<ul style="list-style-type: none"> Cycle Paths Core and Local Path Network 	<ul style="list-style-type: none"> Village Green Beach Church of Scotland Ground Community Garden/Wild spaces / football pitch 	<ul style="list-style-type: none"> Housing Amenities Street Lighting Parking Electric Charging Points

FINAL COMMUNITY CONSULTATION

Once the draft plan was complete, it was made available available to the community, local councillors and adjacent community councils both online and in hard copies placed in Kingsbarns Memorial Hall and Church. An online survey was created to allow for comment and invited everyone to coffee and discussion in the Memorial Hall on Saturday 18th of May as part of the consultation process. A short presentation was delivered and the floor opened to discussion. Those present were then invited to submit any further comments.

At the end of this process, there were nine comments which were all considered by the steering group afterwards. One comment regarding the church resulted in the draft text being altered in the final document. Two additional points raised mentioned the impact of infill development and potential development on a designated Landscape Area. These have resulted in additional proposal being included in the infrastructure discussion.

Climate Change Emergency/Net Zero Carbon

[EXECUTIVE SUMMARY](#)

Local Energy Production

There was overwhelming support for setting ambitious goals for sustainability and moving toward Net Zero demonstrated by the community survey and Net Zero focus group. To that end the steering group looked into whether a community district heating project might be feasible, for both reducing carbon use and supplying heat at a lower cost.

LOCAL HEAT & ENERGY EFFICIENCY STRATEGY (LHEES) AND DELIVERY PLAN

Fife Council's strategy document and its importance in helping Fife tackle the climate emergency and meet net zero, encourages the inclusion of these proposals in the Kingsbarns Local Place Plan.

DISTRICT HEATING POTENTIAL

Experience in Denmark has shown that village communities with more than 100 households can be served with a district heating network. The primary heat source is typically biomass, which includes straw, wood chips and pellets. However, moving towards zero carbon, alternative heat sources need to be found.

GROUND SOURCE HEATING

Kingsbarns lies in an area of Scotland which can tap hot water by borehole, which can heat water to around 21C, but at depths of around 600 to 700 metres. This may be too expensive to access, but needs to be considered.

WIND & SOLAR ENERGY

Consideration should also be given to a community wind turbine and/or a community share in a solar energy development to provide an energy source for a District Heating System (DH).

DH NETWORK

It is possible to reduce the costs of installing DH insulated pipework, by coordinating with other utilities (the upgrading of water & drainage pipes, phone/broadband & electricity cables) to use a single trench/ductwork to facilitate ease of maintenance.

COMMUNITY & RENEWABLE ENERGY SCHEME (CARES)

CARES supports communities to engage with, participate in and benefit from the energy transition to net zero. It offers a range of financial support to local energy projects. To complete a technical feasibility study, they can assign a consultant to complete this task for us. First, the proposal needs to be discussed with a Local Development Officer.

Proposal LPP 1

1. The community would welcome the opportunity to collaborate in developing any projects that will enable the village to get closer to reaching net zero.

Flooding

Until the 40 new houses were built, which included the implementation of a SUDS drainage scheme under the Village Green, the lower end of Station Road and its junction with Main Street used to regularly flood with water run-off from adjoining fields.

In 2012, flood water from the field adjoining the Memorial Hall, flowed across Main Street, down Lady's Wynd, then flooded three cottages at the lowest point down a lane off Lady Wynd. The drains could not cope with the sudden flow of water being choked with leaves and other debris. Following this incident, the drainage at the cattle grid adjoining the Memorial Hall, was improved, but subsequently drains again required to be cleared of leaves when water approached the 3 cottages.

Another area of concern is on the perimeter of the village on Back Stile (the road down to the beach) where in January 2024 the road became inaccessible to pedestrians on several occasions due to heavy rain and a lack of drainage.

Proposals CAP (1-4)

1. Regular cleaning of drains in Kingsbarns, particularly on Lady Wynd and Back Stile.
2. Flood alert notification to the most vulnerable.
3. Necessary equipment for preventing floods should be available at appropriate places.
4. Maintenance of adequate field and road drainage.

Action

Through the Community Council a means of realising the above proposals will be followed up.

Active Travel and Path Networks

[EXECUTIVE SUMMARY](#)

ENHANCING ACCESSIBILITY AND PRESERVING PATH NETWORKS IN KINGSBARNs

Kingsbarns, a picturesque village nestled within the East Neuk of Fife, confronts the pressing need to address accessibility while safeguarding its green spaces for the well-being of its community. The proposal advocates the preservation, maintenance, and establishment of cycle, core, and local paths within and around Kingsbarns, emphasizing accessibility for all, and ensuring safe, car-free access to the beach, Morton of Pitmilley and connected bike routes.

CURRENT RECOGNISED NETWORKS

Core Paths



Cycle Paths



Local Paths



Core Path Network - <https://fifeonline-maps.maps.arcgis.com/apps/webappviewer/index.html?id=f6186ea47efc46cd911a4d5314823900>

Core, local and cycle paths play a significant part in the health and wellbeing of residents, employees and visitors to the village and were discussed in *The Active Travel* focus event.

CORE PATH NETWORK



“**Core paths** are paths, waterways or any other means of crossing land to facilitate, promote and manage the exercise of access rights under the Land Reform (Scotland) Act 2003, and are identified as such in access authority core paths plan.”

<https://www.spatialdata.gov.scot/geonetwor/srv/api/records/b4d248b8-a612-473c-ae8e-567ff3af1a27>

There are issues with the core path network in particular, with some paths needing to be more clearly defined and to be better maintained in order to enhance accessibility.

The core path network extends down to the beach which at present has accessibility issues for parents pushing buggies, the disabled and anyone using walking aids. It is next to a busy road which ends abruptly before the beach car park is reached. Pedestrians are required to drop off the kerb into passing places. A traffic free footpath to the beach is required.

Part of the core path network runs from the village up Station Road, along through Morton of Pitmilly, and down to the main road. There is then a requirement to cross the road and walk a short distance along the road, go through a gate to then walk on the path through fields to join the coastal path near Pitmilly beach. This is a well-loved circular walk which was appreciated by many for the first-time during lockdown. However, having to walk along parts of busy roads does not adequately facilitate access for all and needs to be a traffic free alternative footpath.

The Coastal Path is part of the core path network which runs through the LPP area and is supported by the Fife Coast and Countryside Trust⁴. Recent storms have had a major impact on this much appreciated resource. A significant part of the path between Boghall and Pitmilly beaches recently collapsed into the sea causing its closure at that point.



Cycle Path Network



Part of the current **cycle path** between Crail and Kingsbarns runs along the old railway line which is also a designated core path and then up Station Road. Cycle paths were a concern of many respondents from the *Moving Around* focus event.

A safe off-road route between Crail and St Andrews would encourage many people to use the route for both employment and recreational purposes. There was also enthusiasm for shorter traffic-free circular cycle routes from the village to the old railway line.

⁴ <https://fifecoastandcountryside.co.uk/>

Local Path Network



The majority of the designated **local path network** in Kingsbarns is located within Cambo Estate and many of the paths go through woodland.



The woodland, owned and managed by Cambo Estate, has also been frequently mentioned as an important village asset which should be available to the community in perpetuity. Woodland is a rare resource in

North East Fife and therefore particularly valuable.

The need to protect healthy mature trees to sequester carbon has also been highlighted during community consultation.

OBJECTIVES:

1. **Connected Bike Routes:** Further develop connected bike routes that are safe and navigable, promoting sustainable travel to work options and enhancing recreational opportunities.
2. **Greater Accessibility:** Prioritize wheelchair and walker accessibility as part of path refurbishment efforts, recognising the needs of all sectors of the population and ensuring inclusivity for all users.
3. **Safe Access to Beach:** Extend car-free access to the beach for residents and visitors alike, fostering community engagement and promoting active lifestyles.
4. **Interconnected Biodiverse Path Network:** Look toward expanding more environmentally friendly networks of paths along the lines of those at *Morton of Pitmilley* and including *wildlife corridors*.
5. **Preservation and Maintenance:** Preserve all current path networks. Commit to the regular maintenance of core and local paths to ensure safety, usability, and the preservation of Kingsbarns' natural beauty and heritage.

These objectives support the aim to look after community well-being and environmental sustainability. Accessible pathways are crucial for fostering community well-being, encouraging travel to work, outdoor activities, and promoting social interaction. With a significant proportion of the village's population being both in older and young age groups, prioritizing accessibility is not just a matter of convenience but a necessity for ensuring equitable access to community resources. By promoting walking, cycling, and the use of green spaces, the proposal aligns with principles of environmental sustainability, by fostering a healthier, greener community. Moreover, enhanced accessibility and well-maintained pathways contribute to the appeal of Kingsbarns as a destination for tourists and recreational enthusiasts, benefitting the local economy.

Proposal (LPP 2)

- 2 Planning proposals that relate to the existing active travel network must meet the above objectives.

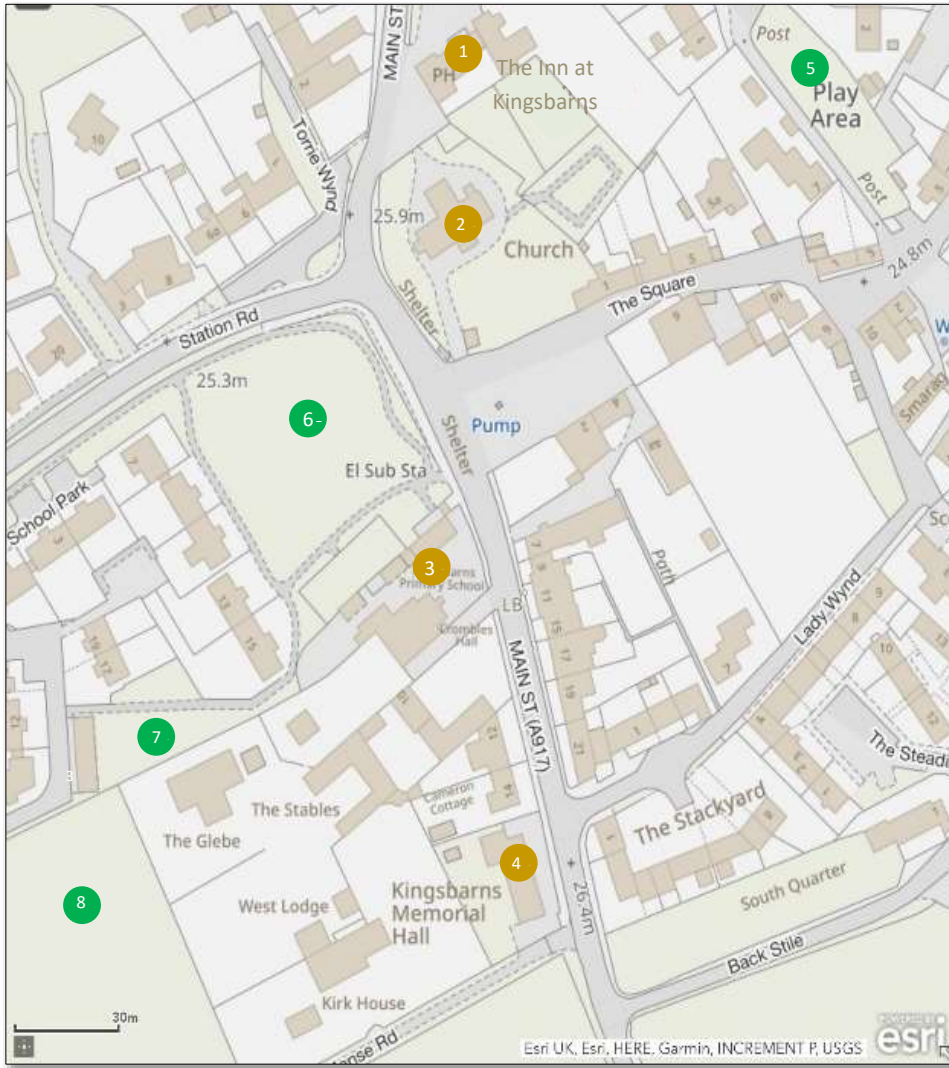
Proposal (CAP 5-7)

5. A comprehensive assessment of existing pathways
6. Engagement with residents, community groups, and relevant stakeholders to gather input and support for potential enhancements will be needed.
7. Aim to secure funding and allocate resources for the refurbishment, maintenance, and establishment of pathways and green spaces, leveraging both local and external sources.

Action

Identify a community group interested in supporting and helping to realise above proposals.

Map of Key Village Features



- | | |
|--------------------------|---------------------|
| 1. The Inn at Kingsbarns | 5. Playpark |
| 2. Church | 6. Village Green |
| 3. Primary School | 7. Community Garden |
| 4. Memorial Hall | 8. The Glebe Field |

Outdoor Activity and Green Spaces

[EXECUTIVE SUMMARY](#)

“Kingsbarns has both woods and coastline and the wonderful Cambo Estate. The green now provides a space for the school and community to gather.” (Community consultation, 2023)

Kingsbarns’ biggest asset, according to community consultation held in preparation of the Local Place Plan, is the beach. It gets mentioned in almost every response to the question of: “What do you like most about the area?”, closely followed by the varied walking opportunities in woodland and on farm tracks. Cambo gardens and walks also rated very highly and are a very popular destination for both locals and visitors alike.

KINGSBARNES BEACH



The beach has become a very popular visitor attraction in recent years in part due to emergence of light commercial development – The Cheesy Toast Shack and Wild Scottish Sauna. The job opportunities and the emergence of local companies brought about by the commercial activity is welcome however overcrowding in the car park⁵ is a concern and needs to be continually monitored and managed.

Safer pedestrian and active travel routes to the beach should be addressed as a priority within the development of any plans around parking, access and light commercial development in close proximity to the beach. Development should be minimal with a very light touch to allow the area to be maintained as a wild space.

The community recognises the asset the beach provides for the community but has some concerns brought about by the increased visitor numbers. A wider consultation would be welcome for any proposals that address these issues.

Other public green spaces in the village

Within the village boundaries there are currently only two public green spaces: the playground and the village green, with adjacent community garden.

⁵ Car parking, both in the village and at the beach, is discussed in more detail in a separate section of this plan.

THE VILLAGE PLAYGROUND (map ref no 5)

The playground has recently been refurbished to a high standard by Fife Council, supported by a massive fundraising drive spearheaded by one of the former community councillors. It is now an excellent asset, very well used by different age groups of children and young people. Thanks to the seating provided it also offers a social space for parents and carers. It will need to be maintained. Space is limited and a safe, larger area allowing a variety of activities for all, would be of benefit to the community

THE VILLAGE GREEN (map ref no 6)

The Green lies at the centre of the community and should be maintained as a green space for public use in perpetuity. Its location next to the school makes it an ideal space for the community. It provides outdoor space for village fêtes and gatherings. Seating could be provided to also make it more hospitable for informal socialising.



Feedback from consultation events also suggested space for pétanque or other outdoor-based community games as well as a communal library of tools, which might be based there. There was some discussion about the possibility of community ownership of the area. This may be a possibility though the ground is currently owned by Cambo Estate.

This is a green space and it is recommended that the majority of this space be retained as such as a place where people can meet outside and enjoy fresh air. This is in keeping with NPF4 (policies 3,4,5,6) which recommends green spaces for health and well-being.

THE COMMUNITY GARDEN (map ref no 7)

The community garden, maintained by parents of school children, has also been developed into a valuable community asset. While its proximity to the school is ideal, space is very limited.

THE GLEBE FIELD (map ref no 8)

The only potential opportunity to expand public green space which has been identified would be the Glebe field.

Lying west of the former Manse, the Glebe field is owned by the Church of Scotland and managed by their land agent. It is currently rented to a tenant farmer, who has registered his right to buy, under the 2003 Act.

In the Local Development Plan (Fife Plan 2017), 2ha of land is allocated for a Cemetery within the Glebe Field “to be determined during lifetime of Local Development Plan in consultation with the local community.”



Community consultation suggestions for use of extended outdoor green space:

- Outdoor sports facility with football pitch
- Outdoor activities such as yoga or Qigong, playing boules or chess
- Outdoor gym equipment.
- A climbing wall
- Putting green & tennis courts
- Curling rink and skating pond have also been mentioned

Other mixed-use suggestions include an extended community garden with a community larder; a green burial site; community orchard and growing space; areas where people can meet and socialise outside. This would fit well with NPF4 – provision of green spaces for recreation, health, wellbeing and the production of local food (policies 3,4,5,6,14,21)

Land at the glebe field could be set aside for community composting and if a carpark out with the village is to be developed a small part could be set aside for waste recycling, including glass. This would encourage recycling and reduce the need for journeys to St Andrews recycling centre. (NPF4 policy 12).

Proposal (LPP 3-4)

3. It is proposed that the following areas are kept as a community spaces:
 - A a. the Village Playground
 - b. the Village Green
 - c. the Community Garden.
4. Any planning proposal to develop the Glebe Field site for building development should be opposed.

Proposal (CAP 8)

8. Preserve, extend and maintain green spaces, ensuring they remain available and accessible, contributing to the physical and mental well-being of the community.

Of particular relevance to this section is *Annex D: Six Qualities of Successful Places of National Planning Framework 4* (<https://www.gov.scot/publications/national-planning-framework-4/pages/7/>), especially:

a) Healthy:

- healthy and active lifestyles, through the creation of walkable neighbourhoods, food growing opportunities and access to nature and greenspace

b) Pleasant:

- connecting with nature including natural landscape, existing landforms and features, biodiversity and eco-systems, integrating blue and green infrastructure and visual connection
- variety and quality of play and recreation spaces for people of all ages and abilities
- enjoyment, enabling people to feel at ease, spend more time outdoors and take inspiration from their surroundings.

Infrastructure

[EXECUTIVE SUMMARY](#)

HOUSING

OVERVIEW

Kingsbarns may require more housing over the coming years. The existing housing stock does not meet the needs of the residential and business community; there is limited rental housing available, house prices have increased considerably in recent years, and, for retirees who wish to downsize, there are very few options available. In addition to this, there are a number of affordable rental properties that require considerable investment or to be replaced.

COMMUNITY ASPIRATIONS.

Within the community there was some support for limited phased development of new housing after close consultation with the community. The community would welcome the opportunity to participate in developing proposals for housing in and around Kingsbarns, however the following policy links from NPF4 were considered to be key:

Lifelong Health and Wellbeing/Homes that Meet our Diverse Needs

The diverse demographics within this small community provide an opportunity to think creatively about how new housing could meet these various needs in radical, imaginative ways. The community would welcome the chance to think creatively about radical approaches to new housing.

Rural Revitalisation

A previous survey identified limited housing for key workers for the existing local businesses and there is potential to use existing buildings for housing and possibly new rural industry through well designed, industry specific housing (for example housing linked to smallholdings or with studio space to encourage artists and crafts-people).

Improving Biodiversity

Kingsbarns is located close to the coast and is surrounded by prime agricultural land so offers ample opportunity to improve biodiversity. Any land taken out of agricultural use for the development of the village must improve the biodiversity of the area through green spaces, wildlife corridors and conservation areas.

PRINCIPLES

Any future housing development should:

- Have strong environmental credibility. All new developments have a considerable environmental impact. Consideration needs to be given to ways that this impact can be mitigated e.g., good quality low carbon housing, environmentally friendly sewage solutions, green energy, more accessible green spaces, community allotments etc.
- Reflect and respect what Kingsbarns Conservation Area represents and potentially help inform the shape of the future of the village.
- Meet the needs of the existing community. In particular this should meet the needs of
 - ⤴ those wishing to downsize
 - ⤴ those looking to set up new homes
 - ⤴ local businesses requiring staff housing (and/or seasonal accommodation)
 - ⤴ landowners replacing the existing affordable rental housing stock
- Prioritise sustainable, affordable accommodation.
- Encourage radical approaches to housing both in terms of how the community lives (for example co-housing) and how it impacts on the existing housing stock (for example a new community heating system to be retrofitted into the existing housing stock).
- Must aid the village in connecting with the National Cycling Network. Safe active travel routes to neighbouring villages are key to creating a 20-minute neighbourhood in Kingsbarns.
- Ensure that any infill development in large gardens is well-considered and does not diminish the charm of the village or substantially reduce green space.
- Should not be situated on land between the east of the village and the sea which is currently designated a local landscape area.

Proposal (LPP 5 & 6)

5. The community would welcome the opportunity to work with local land-owners to create an integrated and holistic plan for the area as a whole, with housing as a key piece of infrastructure.
6. Any future housing planning proposals should adhere to the above principles.

Amenities

[EXECUTIVE SUMMARY](#)

As a small village we have very few amenities namely, the Inn, the Church, the School and the Memorial Hall. Outdoor amenities were discussed in the previous section.

THE INN (MAP REF 8)



Community consultation demonstrated overwhelming support for a village shop and somewhere residents could meet informally and socially. This need could be fulfilled if the Inn at Kingsbarns were to become a community hub, housing shop, café, bar and restaurant. This fits nicely within NPF4 - conserving and recycling assets (policies 7 & 9) local living and 20-minute neighbourhoods (policies 15, 17, & 29), rural revitalisation, reducing the need to travel (policy 13) - moving towards net zero and providing

communal space and amenities (policies 14, 28, 29, 30). It is therefore recommended that the Inn is permanently retained as a public building for the benefit of both residents and visitors and not converted into residential or other business use.

THE CHURCH (MAP REF 2)

The beautiful church, built in 1631 and partially refurbished, is a much-loved place of worship and an important social space for both adults and children in the village. Its clock tower and spire form a focal point, which gives Kingsbarns its distinctive identity. It is critical that this is preserved.



THE VILLAGE SCHOOL (MAP REF 3)



Kingsbarns Primary School is a B listed building built in 1832 and is the oldest surviving primary school in Fife. It is an architecturally interesting building located on the Main Street. It continues to provide high quality education to young people today.

THE MEMORIAL HALL (MAP REF 4)

The Village Hall provides a popular space for many activities offered within the village. It is well used – almost every day – but is in need of ongoing refurbishment and repair (both being considered by the hall committee). With some investment in heating and insulation the hall should continue to provide an important venue for the village.



Proposal (LPP 7)

7. The Inn in Kingsbarns should be retained as a public building and any Planning Application to change its use to residential or other business use should not be permitted.

Parking, EV Charging, Speed Limit & School Crossing [EXECUTIVE SUMMARY](#)

OVERVIEW

In recent years traffic to Kingsbarns has significantly increased with more people visiting Kingsbarns beach, heading to Kingsbarns Golf Course, the Distillery and Cambo, and also parents dropping children off at the local school. Consequently, in the consultation process the following key issues were raised:

1. The importance of reducing the speed limit both through the village and as far as Kingsbarns Distillery.
2. The village primary school is on the Main Street, a busy A road, and there is no safe crossing.
3. Residents on Back Stile face increasing traffic, including cars and campervans, heading to and from Kingsbarns Beach. Much of the route to the beach is along a single-track section of road with passing places which also obstruct footpaths.
4. The junction from Main Street to Back Stile gets congested at busy times, made worse by on-street parking on Main Street.
5. The dangers experienced by pedestrians, children in prams and disabled people in wheelchairs, using the limited footpath system to walk to the beach from the village.
6. The need for residents' on-street parking alternatives and EV charging points.
7. The desire to limit parking in The Square which at times is overcrowded.

POTENTIAL FOR PARKING SITES AND SHUTTLE BUS

The steering group considered solutions to the issues raised including discussions about the potential for a safe drop-off space for children being driven to school. Also, the possibility of a shuttle bus to ferry local workers, school children and potentially tourists was deliberated. Finally, the group looked into finding possible sites, which with the agreement of the community, could be considered acceptable for carparks. This, however was considered to be beyond our remit at the current time.

Proposal (CAP 9 – 10)

9. Proposal to limit the speed limits
 - from the Kingsbarns Distillery to the village 40 mph
 - through the village to 20 mph.
10. Proposal to request from Fife Council the installation of suitable electric car charge points nearest to parking area for houses with no access to off-street parking and private charging points.

STREET LIGHTING

[EXECUTIVE SUMMARY](#)

INTRODUCTION

Reduction of light pollution and promotion of dark skies

“The global climate emergency means that we need to reduce greenhouse gas emissions and adapt to the future impacts of climate change.”

<https://www.gov.scot/publications/national-planning-framework-4/pages/2/>



As the International Dark Skies Association points out:

“Lighting levels that are higher than necessary and light that shines when and where it’s not needed is wasteful. Wasting energy has huge economic and environmental consequences.”

<https://darksky.org/resources/what-is-light-pollution/>

In Kingsbarns recent changes have greatly increased the height and intensity of streetlights. All these streetlights spill light in all directions and into the sky. Not only does this create light pollution, but it undermines sustainability in terms which run counter to National Planning Framework 4 (annex D, 5, Transition to net zero and climate resilience).

The Dark Skies Association points out that

“...until recently, for all of human history, our ancestors experienced a sky brimming with stars – a night sky that inspired science, religion, philosophy, art and literature, including some of Shakespeare’s most famous sonnets. [...] The natural night sky is our common and universal heritage, yet it’s rapidly becoming unknown to the newest generations.”

A reduction in lighting fits with National Planning Framework 4, annex D2: **connecting with nature**.

Finally, as the Dark Skies Association has established,

“...there is no clear scientific evidence that increased outdoor lighting deters crime and, in some cases, increased outdoor lighting actually increases crime. [...] The truth is bright, glaring outdoor lighting can increase crime and decrease safety by making victims and property easier to see.”

It is evident that sustainability, safety and access to nature and heritage can be improved by modifying current lighting with dimmers and timers to help reduce average illumination levels and save energy. This is in line with NPF 4 policies 1 and 13 *“climate mitigation and adaptation”* and *“Liveable Places”*. Also annex D *“Six Qualities of Successful Places”* specifically 2. *Connecting with nature* and 5. *Sustainability; transition to net zero, climate resilience and nature recovery*.

Proposal (CAP 11-12)

11. Modify current street lighting with lights that are fully shielded and fitted with dimmers, and timers and ensure that only warm white spectrum bulbs are used.
12. Any opportunity to replace or provide new low-level lighting and a design more suited to a conservation area should be considered.

Action - Ask the KCC to forward action plans to Fife Council Transportation Services

Appendix 1

EXECUTIVE SUMMARY

Over the last two years a lot of time and energy has been spent on developing the following combined set of plans based on consultation with the Kingsbarns community. Consequently, this document includes proposals for both a Local Place Plan and for a Community Action Plan.

The following tables summarise the proposals for each, with links to the areas in the document which discuss the process of how the proposals were arrived at and their relevance to NPF4.

LOCAL PLACE PLAN PROPOSALS

Discussion	Proposals
Climate Change Emergency/Net Zero Carbon	1. The community would welcome the opportunity to collaborate in developing any projects that will enable the village to get closer to reaching net zero.
Active Travel and Path Networks	2. Planning proposals that relate to the existing active travel network must meet the stated objectives
Outdoor Activity and Green Spaces	3. It is proposed that the following areas are kept as a community spaces: <ol style="list-style-type: none"> a. The Village Playground b. The Village Green c. The Community Garden. 4. Any planning proposal to develop the Glebe Field site for building development should be opposed.
Infrastructure	5. The community would welcome the opportunity to work with local land-owners to create an integrated and holistic plan for the area as a whole, with housing as a key piece of infrastructure. 6. Any future housing planning proposals should adhere to the outlined principles
Amenities	7. The Inn in Kingsbarns should be retained as a public building and any Planning Application to change its use to residential or other business use should not be permitted.

COMMUNITY ACTION PLAN PROPOSALS

Discussion	Proposals	Action
Climate Change Emergency/Net Zero Carbon	<ol style="list-style-type: none"> 1. Regular cleaning of drains in Kingsbarns, particularly on Lady Wynd and Back Stile. 2. Flood alert notification to the most vulnerable. 3. Necessary equipment for preventing floods should be available at appropriate places. 4. Maintenance of adequate field and road drainage. 	<i>Through the Community Council a means of realising the proposals will be followed up</i>
Active Travel and Path Networks	<ol style="list-style-type: none"> 5. A comprehensive assessment of existing pathways 6. Engagement with residents, community groups, and relevant stakeholders to gather input and support for potential enhancements will be needed. 7. Aim to secure funding and allocate resources for the refurbishment, maintenance, and establishment of pathways and green spaces, leveraging both local and external sources 	<i>Identify a community group interested in supporting and helping to realise the proposals</i>
Outdoor Activity and Green Spaces	<ol style="list-style-type: none"> 8. Preserve, extend and maintain green spaces, ensuring they remain available and accessible, contributing to the physical and mental well-being of the community. 	<i>As above</i>
Parking, EV Charging, Speed Limit & School Crossing	<ol style="list-style-type: none"> 9. Proposal to limit the speed limits <ul style="list-style-type: none"> - from the Kingsbarns Distillery to the village 40 mph - through the village to 20 mph 10. Proposal to request from Fife Council the installation of suitable electric car charge points nearest to parking area for houses with no access to off-street parking and private charging points. 	<i>Through the Community Council proposals will be put forward and/or followed up.</i>
Street Lighting	<ol style="list-style-type: none"> 11. Modify current street lighting with lights that are fully shielded and fitted with dimmers, and timers and ensure that only warm white spectrum bulbs are used. 12. Any opportunity to replace or provide new low-level lighting and a design more suited to a conservation area should be considered. 	<i>As above</i>