

# Burntisland Local Place Plan 2024



**A view of future development in Burntisland and its surrounding area from the people who live here**

Produced by **Royal Burgh of Burntisland Community Council** with the support of **Burntisland Community Development Trust**

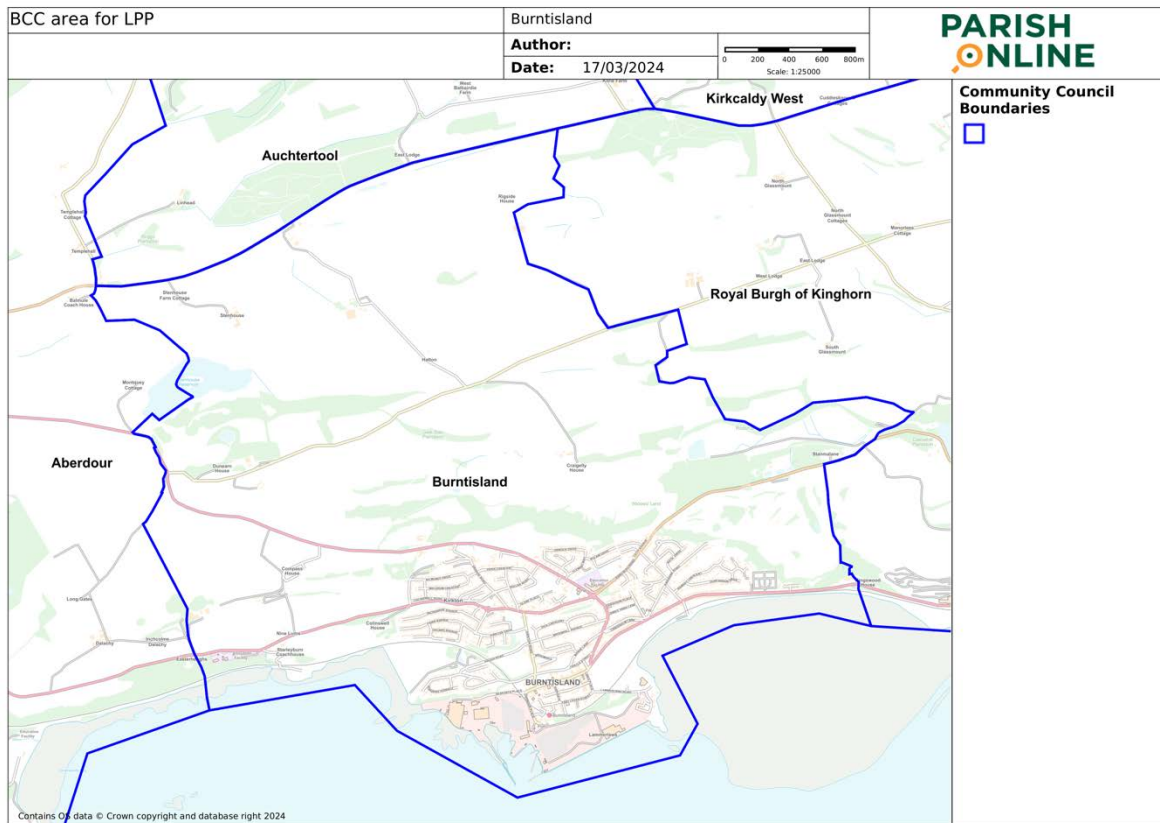
## Burntisland Local Place Plan is set out for four policy areas:

**Countryside** (page 7), **Town** (page 11), **Coastal** (including tourism) (page 15), and **Connectivity** (page 17)

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## Burntisland Local Place Plan 2024

**Defined area covered by this Plan:** Royal Burgh of Burntisland Community Council area as defined by its boundaries shown on the Fife Council map: <https://fifeonline-maps.maps.arcgis.com/apps/webappviewer/index.html?id=d732417bcc7a478996aed4442ab88909>

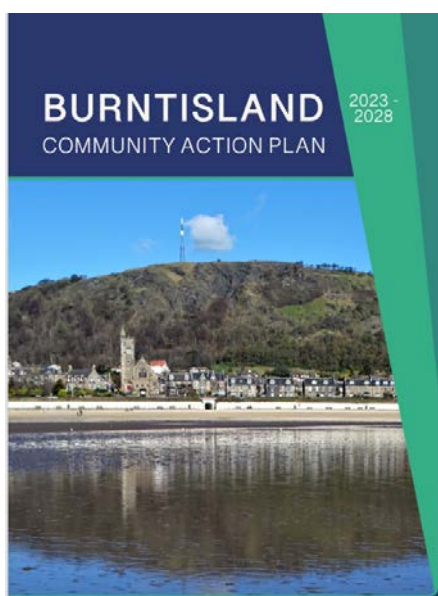


**Reason for producing this Local Place Plan (LPP):** Burntisland already had a Community Action Plan (CAP). The original CAP was produced in 2016 and was intended to be updated five years later in 2021. As we were in the grip of a Covid Pandemic in 2021, we agreed to extend the CAP by two years to 2023. Two community groups worked together on a CAP update from 2022: Royal Burgh of Burntisland Community Council (BCC) and Burntisland Community Development Trust (BCDT). The resulting updated **Burntisland Community Action Plan 2023 – 2028** is available on both the BCC and the BCDT websites. (The BCDT website has the supporting evidence.) <https://www.burntislandcc.org.uk/webs/371/documents/BurntislandCAP2023WEB.pdf> <https://www.burntisland-trust.org/cap>

One of the priorities identified in the CAP (under Theme 5: Social and Community) is: **Improve community consultation for major decisions on land use and changes to service provision.** We (BCC and BCDT again working together) agreed to prepare and submit a Local Place Plan as a way of meeting this identified priority.

This LPP has grown from the extensive public community consultation process that informed the CAP update, with additional consultation described later in the document.

**Aim:** To give local people a say in future development decisions in the Burntisland area.  
**Objective:** To have a place-based plan that reflects public consultation and meets LPP criteria to inform future planning decisions via Fife Local Development Plan 2027-37.



**Summary of Themes, Policies, and Guidance used:**

We mapped the Priorities identified under the Themes from the Burntisland Community Action Plan (CAP) to the spatial framework required for a Local Place Plan (LPP).

<b>CAP Theme</b>	<b>Priorities suitable to include in a LPP</b>
1. Environment, Access & Recreation	Improve access to harbour area
	Take action on climate change, biodiversity & habitat protection
	Improve play parks & splash pad
	Investigate potential to create dog parks
2. Public services	Improve public toilets
3. Local economy & tourism	Re-open a Post Office & banking facility
	Improve town centre parking & signage
	Create facilities for motor homes
4. Connectivity, roads, traffic & active travel	Make railway station fully accessible
	Increase active travel options
	Prevent flooding
	Make roads safer
5. Social & community	Encourage more affordable housing
	Improve community consultation on land use (& changes to service provision)
6. Heritage, arts & culture	Gap sites: develop for community benefit
	Realise the potential of heritage assets for community benefit e.g. Burgh Chambers



**The guidance we consulted included, but was not limited to:**

[NB: url links may not be functional if viewed from the pdf version of this document.]

**Scottish Government National Planning Framework 4 (NPF4)**

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

**FIFEplan – Local Development Plan 2017:** <https://fife-consult.objective.co.uk/kse/event/30240/section/4395822>

**and its interactive map:** <https://fifeonline-maps.maps.arcgis.com/apps/InstantInteractiveLegend/index.html?appid=196b631dc3d04a86a8a7388dd02b6ea3>

It will be through its successor, Fife Local Development Plan 2027-37, and any subsequent Kirkcaldy Area Plan, that this Burntisland Local Place Plan can contribute a grassroots community perspective.

**Plan 4 Kirkcaldy Area 2019-2022** (Themes: Opportunities for all; Thriving places; Inclusive growth and jobs; Community led services)

[https://www.fife.gov.uk/\\_data/assets/pdf\\_file/0028/162496/Plan-4-Kirkcaldy.pdf](https://www.fife.gov.uk/_data/assets/pdf_file/0028/162496/Plan-4-Kirkcaldy.pdf)

**Climate Action Fife** <https://www.climateactionfife.org.uk>

**Fife Local Biodiversity Action Plan 2013-2018**

[https://www.fife.gov.uk/\\_data/assets/pdf\\_file/0024/191175/FifeLBAP\\_4thEd.pdf](https://www.fife.gov.uk/_data/assets/pdf_file/0024/191175/FifeLBAP_4thEd.pdf)

**SEStran Regional Transport Strategy 2015-25 and its update for 2035:**

<https://sestran.gov.uk/wp-content/uploads/2022/10/2022-09-28-SEStran-RTS-v1.8-FINAL-SEStran.pdf>

**Central Scotland Green Network** <https://centralscotlandgreennetwork.org>

**Burntisland Conservation Area Appraisal and Management Plan**

[https://www.fife.gov.uk/\\_data/assets/pdf\\_file/0034/296971/Burntisland.pdf](https://www.fife.gov.uk/_data/assets/pdf_file/0034/296971/Burntisland.pdf)

**Burntisland Energy Masterplan** <http://localenergy.scot/wp-content/uploads/attachments/energy-masterplan-burntisland-case-study.pdf>

**Fife Council website: Local Place Plans**

<https://www.fife.gov.uk/kb/docs/articles/have-your-say2/community-planning/local-place-plans>

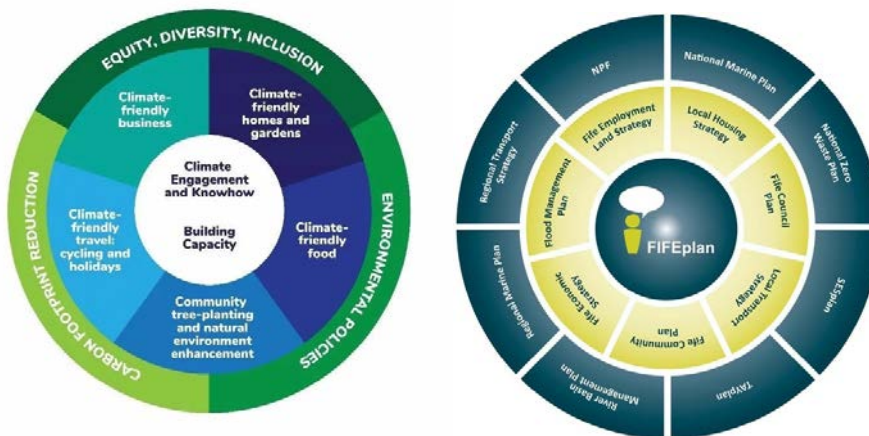
**Planning Aid Scotland** <https://www.pas.org.uk>

**Images, maps, and photos:** Thank you to Scottish Government NPF4, Climate Action Fife, and Fife Council Fife Plan for use of their images below. Images can contribute greatly to understanding and communication. Maps were adapted by us from Parish Online (Community Map Scotland). They are for guidance only and full accuracy is not ensured. Our photographs were contributed freely and in good faith for this LPP.



Above image from National Planning Framework 4

Below images from: (left) Climate Action Fife and (right) Fife Local Development Plan



**Our Policies:**

**Burrtisland Local Place Plan 2024** is the result of study of the guidance and policies available to us, and of our local consultations. (For details of the consultations please see pages 21-35.)

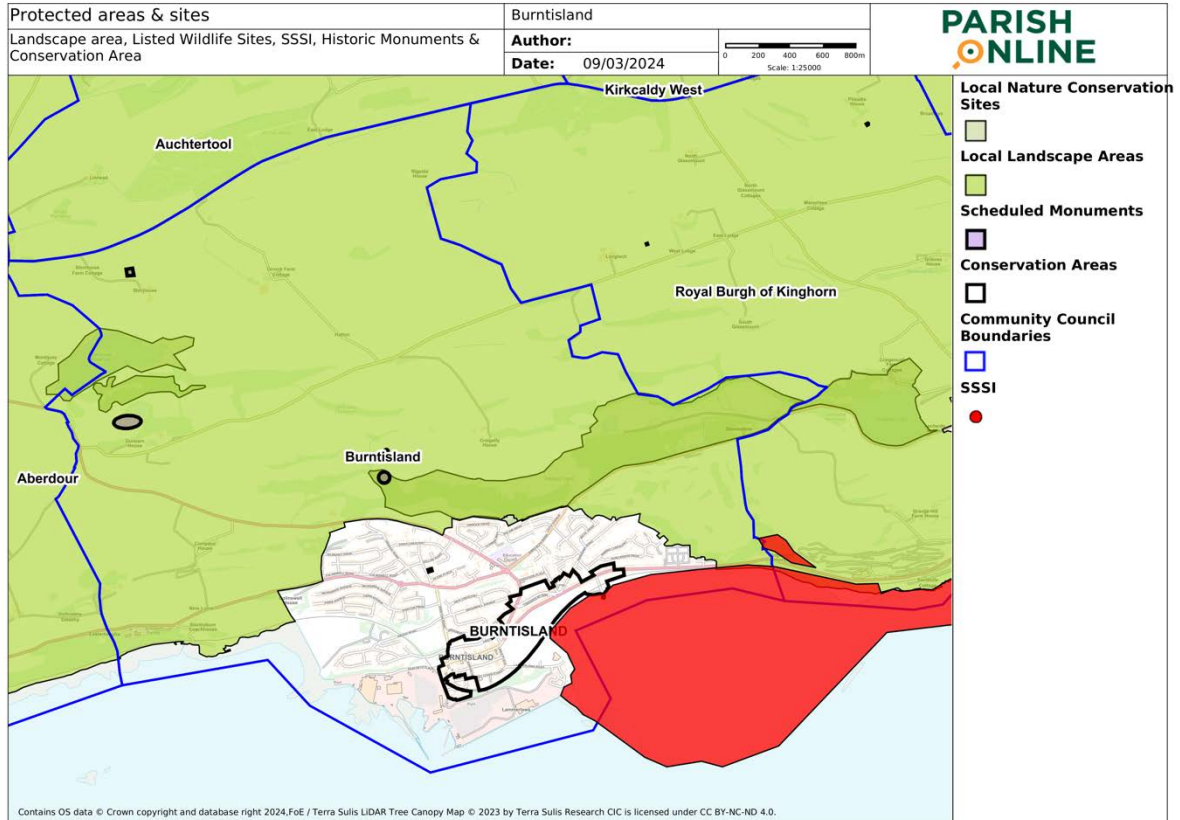
We have shown the Local Place Plan as a set of ‘policies’ in four categories:

- **Countryside**
- **Town**
- **Coast (including tourism infrastructure)**
- **Connectivity**

These are set out over the following pages interspersed with maps and photos. Additional maps and photos are shown in Appendix 2.

**Countryside policies** (i.e. out with the current town perimeter):

1. Local **Listed Wildlife Sites** (recognised by Fife Council) should remain protected. These are: Stenhouse old reservoir, Dunearn wood, Binn, (and also Craigenalt LWS at Kinghorn, which is effectively an extension of the Binn LWS.)
2. **A Local Nature Reserve at Stenhouse** old reservoir: There is likely to be community support for this, as community consultations for both the CAP and the LPP showed a strong wish to protect natural habitats and improve biodiversity.
3. The **natural landscape** of the LPP area should be protected and maintained. Our consultations show this is highly valued by local people and visitors. This means an assumption that quarrying would not be extended beyond its current area, and an assumption against mining, and against any new landfill sites in the area.
4. **Farmland:** Nature friendly farming is encouraged. This includes protection of **biodiversity corridors** and the **planting of native trees and hedges** in suitable places. **Soils and watercourses should be protected.** Soil forms an important part of carbon storage. The importance of soil protection from erosion, undue disturbance, and impoverishment is recognised in NPF4. Watercourses too need protected from chemicals and agricultural run-off. Climate change is delivering challenges to farmers and landowners in managing both wetter and drier conditions than previously experienced, and this may require changes to infrastructure to prevent flooding or parched soils. This may impact development decisions.
5. **Responsible access** to all land under the Land Reform Scotland Act should be assumed and encouraged. This plan supports development to improve **signage, access, and maintenance** of local paths, including gates and stiles.
6. **New housing:** There is a clear preference for any new homes to be built in town gap sites and on **brownfield sites** and against building on farmland and out with the current town 'envelope'. However, there is recognition that if any greenfield site building should ever be under consideration, then the field immediately adjacent to **Bendameer** Road could be appropriate. This acceptance comes with caveats on renewing public access to the old Right of Way; ensuring high quality build of a variety of home types; suitable landscaping, leisure green space, and active travel routes; and enough infrastructure capacity e.g. access to facilities.
7. The **old meadows** between the Binn woods and the town should be **protected from built development.** They are currently not grazed and act as biodiversity corridors. They contribute to the local landscape by providing a grassland zone between the town and wooded hillside.



**Map above of Protected Sites shown above:**

**SSSI:** Red shows that Burntisland Bay and the Lammerlaws peninsula are part of the Forth Estuary Site of Special Scientific Interest (SSSI).

**LWS:** The darker green shows the local Fife Council Listed Wildlife Sites (LWS): Stenhouse old reservoir, Dunearn Woods, the Binn (and the adjoining Craigencait area by Kinghorn Loch.)

**LLA:** The paler green shows the Cullaloe Local Landscape Area. Burntisland sits on the coast surrounded by this attractive landscape of rolling hills and ridges.

**Scheduled ancient monuments** include: Knockdovie Castle ruins, Dunearn hill fort, prehistoric Cup and Ring marked rocks at the west Binn, and the old Kirkton church ruins.

**Conservation Area:** See the Burntisland Conservation Area Appraisal and Management Plan on the Fife Council website for details of the various Listed Buildings in this area.

**The following two maps (below) show the natural areas in more detail.**

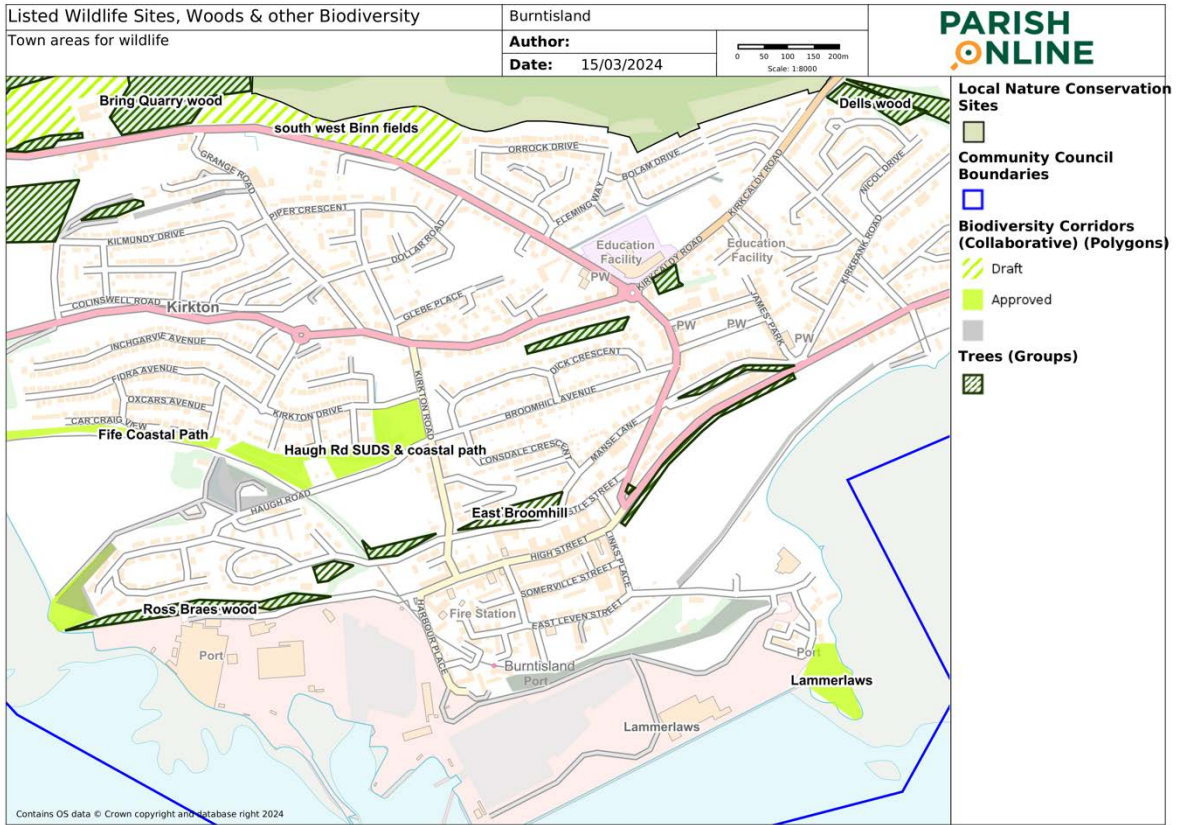
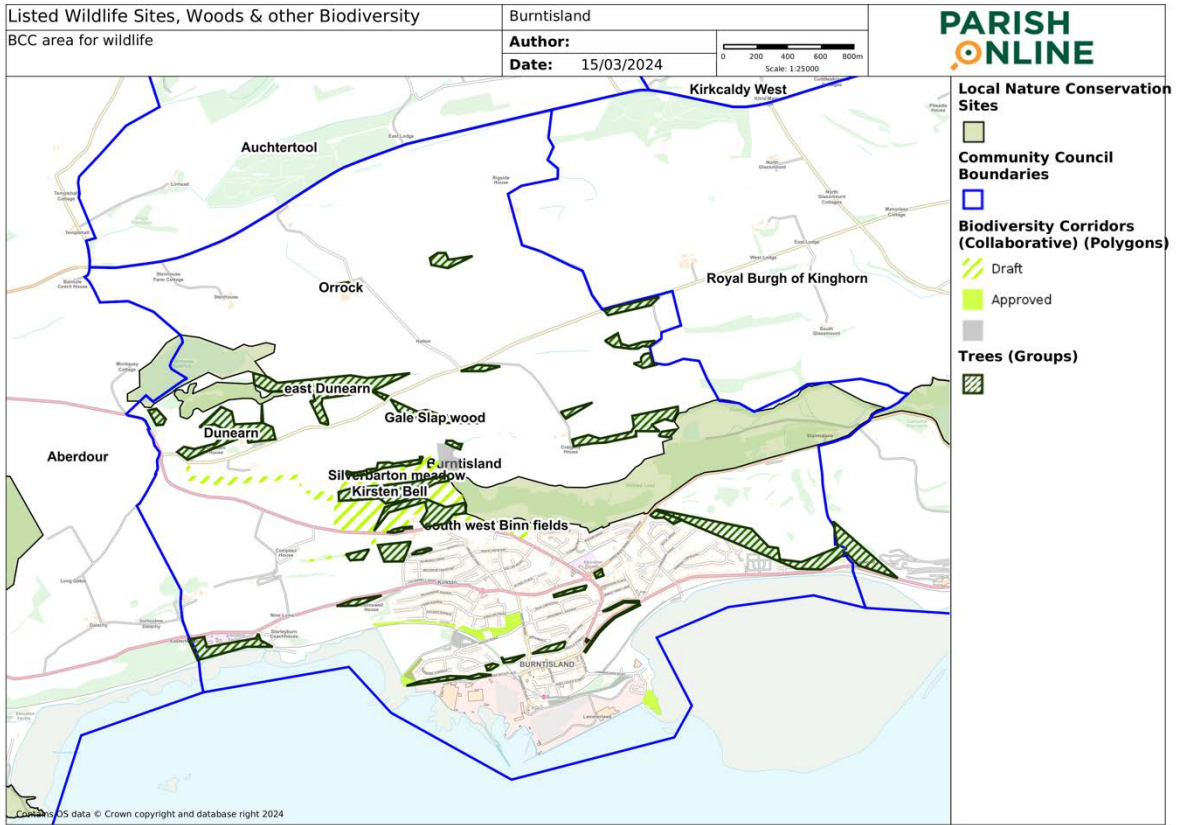
In addition to the LWS shown in green, woods are shown in green hatched. Most of the woodland is seminatural deciduous or mixed, and some is ‘ancient’ and attractive to people and nature. Where the boundaries have been drawn, they should be considered for guidance only and are not likely to be exact. The Binn Pond is outside of the Binn LWS but is a wildlife haven including for common toads, azure damsel flies, and various birds. Roe deer and hares are frequently seen in farmland. Burntisland has its own Hedgehog Haven run by volunteers.

**Biodiversity corridors:** These are shown in bright green or grey and the bright green hatched areas show un-grazed fields. Please note that these are not ‘officially recognised biodiversity corridors’ and show only areas that we know are left fairly ‘natural’ and not farmed, grazed, or managed as leisure and recreation areas. Therefore, the biodiverse areas on the golf course are not shown – the old quarries there are wildlife havens with hawthorn scrub and open water but there is little public access to assess them.

(Error: ‘Bring Quarry wood’ should be ‘Grange Quarry Wood’.) The local Biodiversity Group, in collaboration with Fife Council Grounds Maintenance Service, aims to extend the potential for biodiversity corridors in town with grass strips left unmown and pesticide/herbicide use reduced.

**Adjoining areas:** Note that the Stenhouse old reservoir Listed Wildlife Site (LWS) straddles the boundary with Aberdour Community Council area and that the Craigencait LWS is in the Kinghorn area but abuts the Binn LWS.





Photos below show: Top: Stenhouse old reservoir

Middle: derelict land at old Grange quarry/farm

Bottom: the old cinema gap site on the High Street between a medium sized business and housing/retail



### **Town policies:**

1. The **old cinema gap site** (BUR004) should be developed for **housing** with off street parking. As this site is privately owned, Fife Council should consider a compulsory purchase to develop the site in keeping with housing needs, the Burntisland Town Centre Conservation Area Management Plan, and its own Local Development Plan guidance.
2. The **old Distillery** (BUR005) and **Greenmount** (BUR006) sites already designated for **housing** development should be developed for housing. Developments on either site must not put strain on additional services e.g. for waste water.
3. **Duncan's field** (BUR003) should be **redesignated**: It is **unsuitable for housing** due to access issues, surface water flooding, and gradient. There is community support for maintaining this as **green space**, developing a **community woodland** on the upper slopes with public access and paths but a wish to retain the lower slopes for horse or donkey grazing. This site is owned by Fife Council as part of Burntisland Common Good. (See page 33.)
4. The **'Red Pond' amenity land** by the west breakwater should remain **amenity grassland** for leisure and recreation use, nature habitat, and improved biodiversity e.g. possible development of a community woodland. **Car Parking** should be improved at the access road off Haugh Road, but the grasslands should not be used as a car park. The nature of the subsoil (red mud landfill) makes it unsuitable for food production. There are concerns that built development on any of the site might limit public access to greenspace. There are also concerns that construction of a care home here may put unacceptable strain on existing health services.
5. **Green space and parks**: There is a strong wish to **protect and enhance existing green space** in Burntisland and for play areas to be developed for nature and for people of all ages. There should be equity of access to green spaces. Good public access to green space is important for health and social justice. The community does not wish green space sacrificed for built development. Some play areas improvement may need planning permission, and this should be supported. See page 33 for a green spaces map ('recreation and amenity sites').
6. **Conservation area** - Improving buildings for **climate change adaptation and mitigation**: Planning regulations need reviewed to ensure that older homes and retail/business premises remain fit for the 21<sup>st</sup> century i.e. able to be better insulated and take advantage of decarbonised heating systems, while still retaining an attractive streetscape. Expertise in 'retrofitting' should be improved nationally and Local Authorities facilitated in supporting suitable renovations and rationalisation of their building stock.
7. **Heritage assets**: Our community supports **upgrading** of heritage and existing town centre and community use buildings. Some of these are owned by Fife Council, e.g. as part of Burntisland Common Good. **Burntisland Burgh Chambers** and **Burntisland Library** should be upgraded as community use assets, for example: part conversion to a Post Office and banking hub; a museum, exhibition space, tourism centre; and meeting rooms.
8. **Old Parish Church**: The Church of Scotland wishes to dispose of the A-listed Burntisland Church in East Leven Street: This should remain a publicly accessible heritage asset without becoming a financial burden on the community. Details of possible future development of it are not yet available for this LPP.



Photos below show: Top: Burntisland Burgh Chambers – a B-Listed building in the High Street and a symbol of civic pride (‘thriving places’). The public Library is to the west of this building and the old cinema gap site is opposite.

Middle: Heritage B-listed 16<sup>th</sup> Century buildings in Somerville Square. Mary Somerville’s childhood home is part of Fife Council housing stock. Lodge Dunearn to its right adjoins homes in other heritage buildings.

Bottom: ‘Red Pond’ grassy amenity area – this is not a pond! It is capped landfill of red mud forming reclaimed land by the west breakwater. (The name originates from its appearance before it dried out and was capped.) With Burntisland Links, it is the largest accessible green space in the town for recreation.



The map below shows potential **development sites in the north west of the town**. The Bendameer field (shown approximately in purple) is farming land - cattle pasture. The other two sites are the derelict Grange quarry/farm site to the west, and the old Distillery site (BUR005 on the current Fife Council LDP map) to the east. Note there are countryside paths in this area including a presumed Right of Way immediately east of the Grange quarry site.

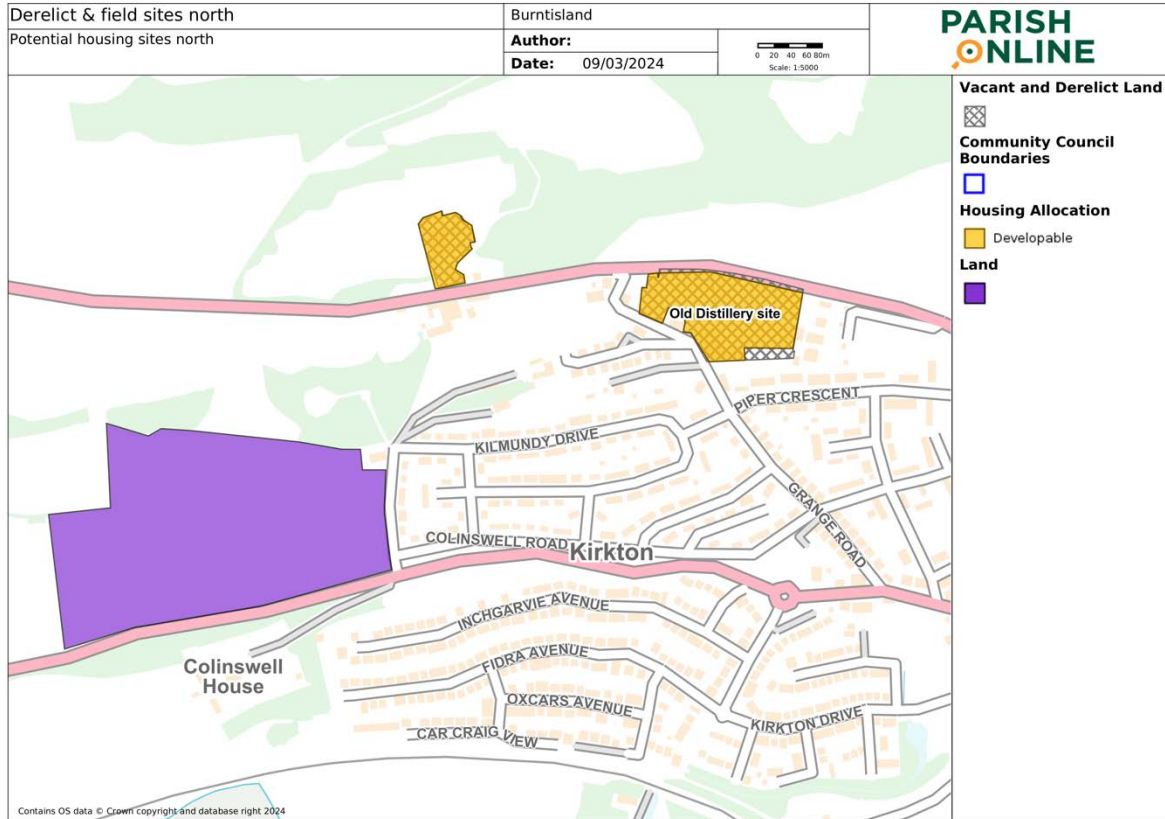
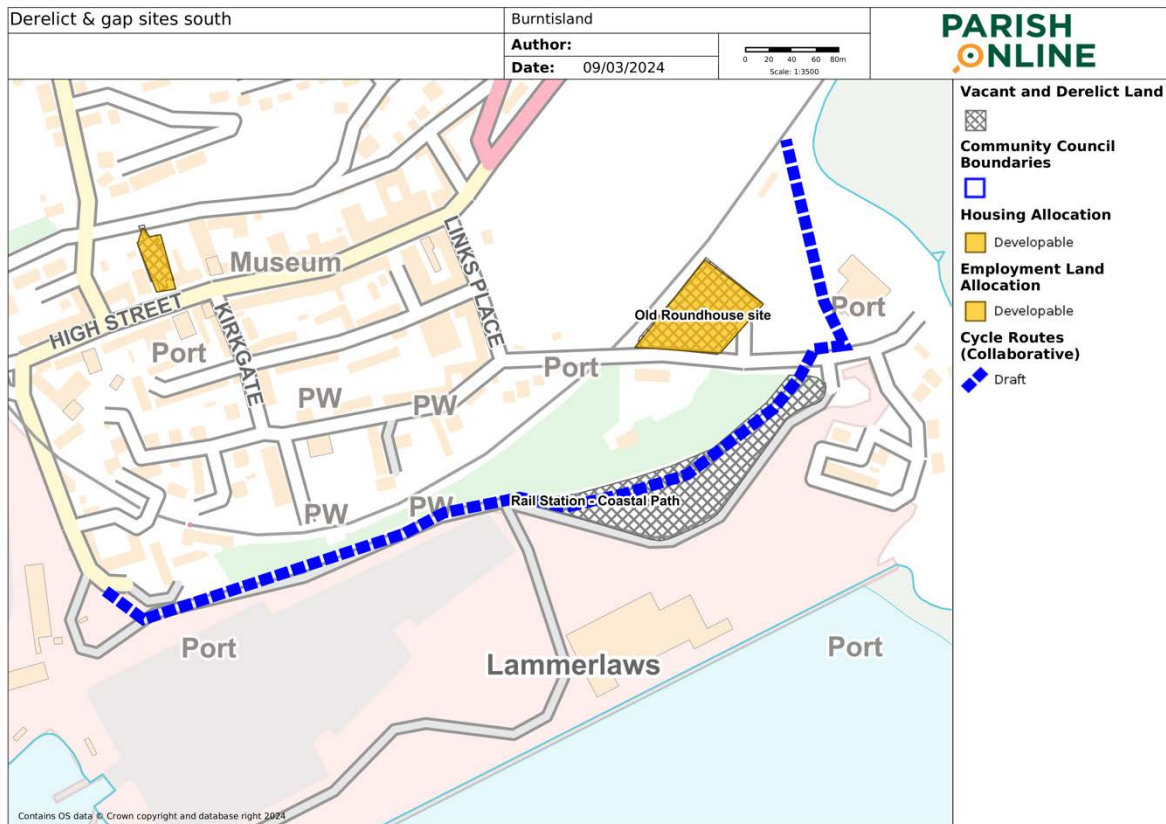


Photo above shows the field at the west edge of town beside Bendameer Road. The landowner would like to sell it for housing development.



The map below shows potential **development sites in the south of the town** including the old cinema gap site in the High Street (BUR004) and the old railway Roundhouse site (BUR008). The blue dotted line is a proposed Active Travel Route at the edge of site BUR010 on the current Fife Council LDP map. This draft ATR has good potential for tourism, commuting, and leisure. Its exact line is tbc.



The photo above shows the old Roundhouse site, derelict for over a generation. Local people would like to see it developed for car parking and/or motor homes parking. This is site BUR008 on the current Fife Council Local Development Plan map and it is currently designated as employment class 4 business development and is currently for sale.

### **Coast (including tourism) policies:**

1. **Burntisland Bay** should remain protected under the **Forth Estuary SSSI**. This benefits habitat and biodiversity for wildlife, and helps maintain the mental and social health of those who enjoy watching the birdlife and sea mammals.
2. The **Lammerlaws** (and Kingswood cliffs) should remain part of this **SSSI** for their rare marine coastal cliff habitat. **Ross Point** has similar vulnerable coastal habitat but is not included in the SSSI. Care should be taken to ensure that public access (much enjoyed for views, bird and whale watching, and for sea fishing) does not damage the fragile flora by encouraging people to remain on paths and to act responsibly e.g. no litter, dog fouling, or fires.
3. **Railway embankment:** Existing **coastal defences** should be maintained, and where necessary, strengthened, against the increased risks of flooding and coastal erosion. The railway embankment forms a 'sea wall' to the east side of the town and has required recent repairs due to recurrent storm damage. The climate crisis brings rising sea levels and more storms, with threats to the east coast mainline, the A921 road, and many local homes.
4. **Port:** Forth Ports has proposed using Burntisland Port as part of the **Forth Green Freeport**. It is understood that this may mean a jetty from the east breakwater to the deep channel and the mooring of assembled floating wind turbines there before their transport to operational sites. Detailed proposals are not yet available to us. Community consultation shows a large measure of support for increased development at the port with the caveats that it brings significant **local employment** and does not contribute to **road traffic**. The community would prefer most manufacturing to be at the west harbour area, with the east harbour area developed for **leisure use, leisure businesses, and small office developments**. Better **public access** and a new **Active Travel Route (ATR)** are also supported (BUR010 on current Fife Local Development Plan map).
5. **Parking and motor homes:** While the community welcomes visitors to the beach, sea, Links, and town centre shopping, there is concern about inadequate tourism infrastructure. Additional car parking capacity and motor homes facilities are supported, but green space should not be sacrificed for this.
6. The **old Roundhouse site** (BUR008) should be developed for car parking and not sold off for development. This has major community support. An alternative might be to develop it as a motor home site if motor homes could then be excluded from other town car parks. Adjoining sites are for leisure and recreation.
7. **Seaforth Place car park** hard surfacing and lining would be supported.
8. The **access road off Haugh Road** to the Red Pond amenity area should be surfaced and the existing brownfield spaces there developed as surfaced and lined car parks.
9. **Beacon Leisure Centre:** The community supports upgrading of facilities and better signage of the facilities there, including public toilets.
10. **Public toilets** at the east Links ('Erskine') require demolition and replacement with better facilities on the same footprint. The west Links toilets (in Links Place) would benefit from upgrading.
11. **Visitor signage** and information in the town centre and at the **Links** should be much improved.
12. The **Links splash pad** should be replaced or a suitable alternative constructed.

Photos below show: Top: recent storm damage to the east railway embankment/seawall which protects the A921 as well as the east coast main line and many local homes. The breaches were repaired but further damage required additional repairs. Coastal defences require upgrading.

Middle: The east end of Burntisland Links – the splash pad (centre) is now too old to be operated and requires replaced with a similar feature on the same footprint. Our Links and play areas are very popular with visitors as well as locals. Public toilets require renewal & upgrading.

Bottom: No step free access at the rail station. It's not just less able people who struggle, but also those travelling with luggage, buggies, children, and bikes. Station facilities also require improvement.





### Connections policies:

1. **Rail station:** There is unanimous support for **full step free access** to the rail station, currently only possible to/from the south bound platform. **Station services** should also be upgraded to include public toilets and 24/7 accessible shelter on both platforms. Station signage should be improved, especially from Forth Place. Increased car parking capacity would be appreciated.
2. **Active Travel Routes (ATRs):** There is considerable support for an ATR between Kinghorn (and hence Burntisland) and **Kirkcaldy**. There is also community support for development of an ATR along an existing popular walkers' route between Forth Place by the Rail Station along the **east harbour** (by the edge of BUR010) to Lammerlaws Road and hence by the Beacon car park to the existing ATR across the Links and onwards to Kinghorn along quiet streets to the Burntisland-Kinghorn ATR. This is supported by the landowner at the east harbour, Forth Ports. Further ATRs have also been requested to Fife Council but these two are our priorities.
3. **Surface water and sewage flooding:** We have petitioned Scottish Water for over 20 years on recurrent flooding of **Haugh Road, Kirkton Road, and Dick Crescent park**. This disadvantages already disadvantaged parts of our community. The community would support effective measures to prevent recurrent flooding and suspect a mixture of hard construction solutions and green/blue measures will be required. Updates from Scottish Water are awaited later this year.
4. **Road safety measures:** Several proposed road safety suggestions have been made to Fife Council, some of which are scheduled for action. These include **speed reducing measures on Kinghorn Road** near the cemetery, and **safer crossing points on Aberdour Road**. Other suggestions have not so far been progressed e.g. making the 20mph limit around the school permanent and extending it along Cromwell Road. Fife Council did not agree to moving the 30mph zone out to include Core Path crossing points on the A909 and the B923; to erecting 30mph count down markers on the A909; or to reducing the speed limit on the A921 west of Burntisland (where it is currently 60mph). Other crossing point improvement suggestions at the Porte and on Kirkton Road were not agreed by Fife Council. Various dropped kerb requests were agreed.



Photo above shows: Recurrent surface water flooding in Dick Crescent park off Kirkton Road. Haugh Road is closed when it recurrently floods, disadvantaging the local community further. Burntisland residents have waited many years for a solution from Scottish Water.

## **An introduction to Burntisland and past issues affecting current development:**

**Past development:** Burntisland as a community has had several phases of past development. In medieval times it was a small rural settlement supplying agricultural produce and milled grain to Dunfermline Abbey. In the 16<sup>th</sup> century the harbour was developed, and the town became the Royal Burgh of Burntisland, trading with the 'Low Countries' of northern Europe. Industries of quarrying and distilling developed but it was in the 19<sup>th</sup> century that industrialisation became the driving force for town and harbour developments, with exports of coal from Fife coalfields. Burntisland was at one time a rail terminus and had a railway engineering works, the 'Roundhouse.' Trains and steamers brought wealthy settlers and tourism, and the town developed out from its harbourside centre. There was a brief shale mining industry at the east of the Binn, with waste dumped at Binnend. In the 20<sup>th</sup> century, many merchant ships were built at Burntisland docks, and an aluminium works processed alumina from imported bauxite ore for smelting into aluminium elsewhere. The toxic red mud left over from the alumina production was then dumped, first behind a breakwater beside the factory (forming the 'Red Pond' – now a grassy amenity area) and later at the old shale mine dump site at Binnend. This later landfill site is owned by British Aluminium Alcan, a subsidiary of Rio Tinto, and they maintain a water treatment works at Whinnyhall at east Burntisland. The departure of the railway sidings and works, the shipyard, and the BiFab manufacturing facility from the harbour areas has left these largely reclaimed port sites partly derelict. All the port area is now owned by Forth Ports. They have some industrial tenants e.g. Briggs Marine who use sites mainly at the west docks, and Scott Pallets who are based at the east docks. Forth Ports recently closed off previously publicly accessible land at the east docks and breakwater, which has caused consternation to locals. Forth Ports have announced proposals to reindustrialise the area with a Green Freeport assembling offshore wind turbines for the North Sea. Unfortunately, details of the Green Freeport development proposals at Burntisland are not yet available.

**Landscape:** Burntisland sits on the north shore of the Forth estuary in the Cullaloe Natural Landscape area. The town has an attractive situation between the coast and the surrounding, sheltering hills. Although the base rocks are sandstones, limestones, and shales, it's the extinct volcanic plugs of the Binn and Dunearn hills and the various volcanic sills and dykes that give the local landscape its character. The undulating farmland has characteristic 'whinny' ridges bright with gorse from November to May. Many woodland strips follow the undulating hills. There is one quarry at Orrock producing whinstone aggregate. The old sandstone and limestones quarries closed in past centuries and are often wildlife refuges. There is little sign left of the shale industry and woodland covers the old processing site. The 'Red Pond' grassy amenity area and most of the Port areas are reclaimed land. Together with the railway that hugs the coastline, they help obscure some of the town's original coastal topography. Whinnyhall/Binnend, the 'Red Pond', the old Grange quarry (once used as a town coup) and the roadside land north of Balbie (once a commercial tip) are landfill sites that have become 'naturalised'. The Balbie site is planned for commercial development for growing willow trees for biofuel.

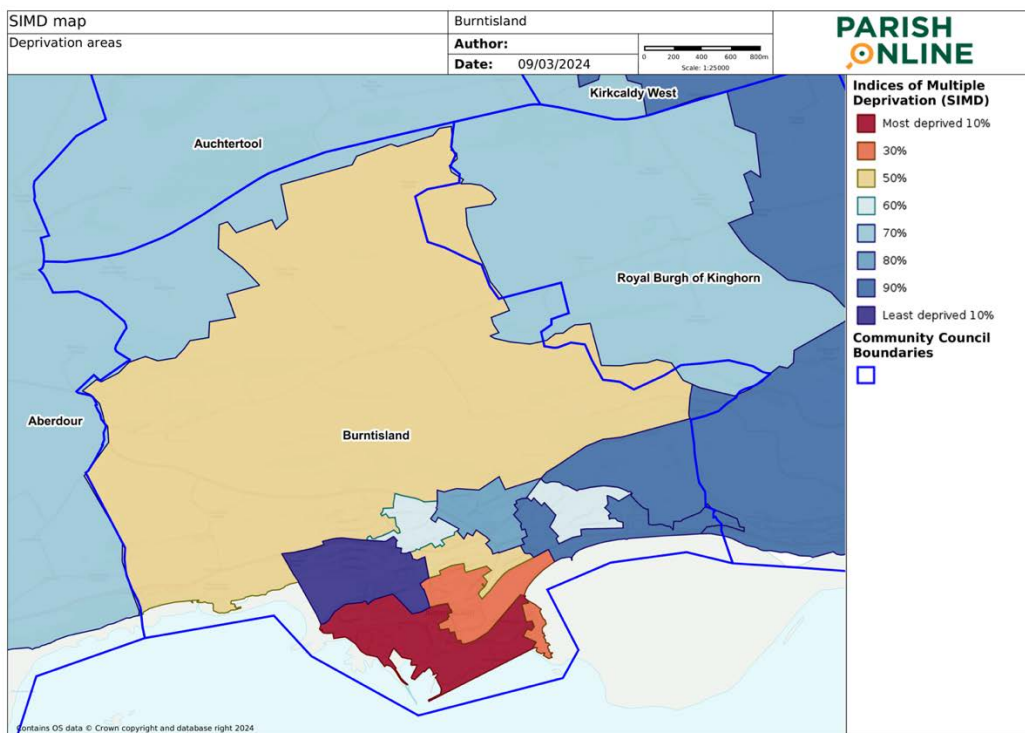


**Protected sites:**

**Natural heritage:** Burntisland Bay and the Lammerlaws peninsula are part of the Forth Estuary **Site of Special Scientific Interest (SSSI)**. The wide intertidal zone exposes sand and silt that provides feeding grounds for wading birds e.g. curlews and oyster catchers. Sea ducks, gannets, and other seas birds feed on and in the sea, along with seals and other marine mammals. Stenhouse old reservoir, Dunearn Wood, the Binn (and the adjoining Craigencait area by Kinghorn Loch) are Fife Council **Listed Wildlife Sites**.

**Built Heritage:** Burntisland has a few **Scheduled Ancient Monuments:** the 12<sup>th</sup> century Kirkton church ruins; Dunearn prehistoric hill fort and promontory fort; prehistoric cup and ring marked rocks on the west side of the Binn (with later, probably early medieval, incised crosses); and the ruins of a 17<sup>th</sup> century hall near Stenhouse (Knockdavie Castle). Burntisland has a number of other built heritage sites, including at the **Harbour**, old **Railway Station**, **Rosend Castle** (built originally by the Abbots of Dunfermline in medieval times and now being renovated as a family home), the 16<sup>th</sup> century A-Listed **Burntisland Parish Church**, and a number of other listed buildings as detailed in the Fife Council **Burntisland Conservation Area Appraisal and Management Plan:** [https://www.fife.gov.uk/data/assets/pdf\\_file/0034/296971/Burntisland.pdf](https://www.fife.gov.uk/data/assets/pdf_file/0034/296971/Burntisland.pdf)

**People and community:** Burntisland has a socio-economically diverse community – see the SIMD map. Some people have lived here all their lives; others have moved here in more recent times. However, there is a strong sense of community, reflected in the many active community organisations for people of all ages. For more information, please see the **Community Profile** on the BCDT website or the summary in the CAP.



The map above shows the areas of highest social deprivation in red and least in dark blue according to SIMD data. The map is potentially confusing, and some areas are sparsely populated e.g. the Port area.

**Existing housing:** The town centre includes old buildings, tenements, and 1960s social housing, two sheltered housing developments, and one small care home. The High Street area has diverse and thriving shops, cafes, and services, though there is a feeling that health and pharmacy services have failed to cope with demand. Georgian and Victorian villas and apartments front the Links, Kinghorn Road, and the south side of Kirkbank Road. In the 20<sup>th</sup> and 21<sup>st</sup> centuries, the town developed outwards with bungalows erected along access roads, and housing estates developed on greenfield, and, more recently, brownfield sites. The earliest of these estates were social housing but most recent developments have been for private ownership.

### **Summary of future development issues:**

**Housing:** The population of Burntisland is rising and is now around 6,800. Local residents appreciate the existing character and size of the town. There are significant issues regarding future housing development. The CAP consultation identified more affordable housing as a priority. However, 'affordable' has several meanings e.g. 'social' housing (affordable rented) and affordable homes to purchase. From comments made, homes for older and less physically able people; homes for families; and homes for more single person households; were all mentioned. **There is a clear preference for any housing developments to be mixed in type; reflecting the existing character of the town; in scale; and to be on brownfield rather than greenfield sites.**

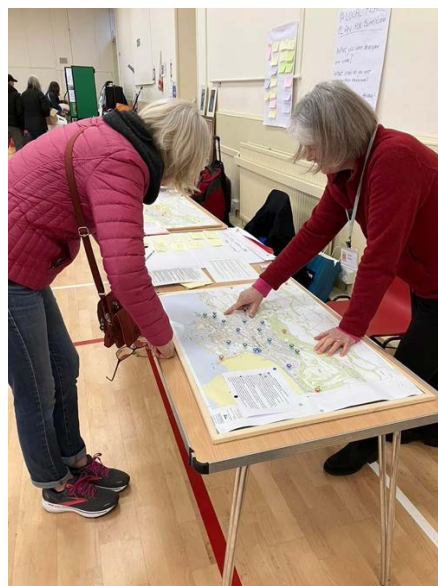
However, the landscape and past developments restrict current options: In a coastal town, penetrated by low ridges, and surrounded by hills and woodlands, there is little open ground for development. What few brownfield sites there are, are relatively small, usually in private ownership, and have lain undeveloped for many years, possibly because they are not economic to develop. One prominent High Street gap site in private ownership has been allowed to lie derelict for many years: the old cinema site.

**Economic development:** In the past, Burntisland thrived on heavy industry (rail and quarrying) and manufacturing (primarily ship building but also alumina production) alongside tourism. It is now largely a post-industrial town, but there are still many thriving small and medium sized enterprises (SME), e.g. in retail, leisure, commerce and manufacturing. Tourism is focussed mainly on day-trippers to the beach and Links (including the summer Fair), water sports in the bay, walkers and cyclists (including those using the Fife Coastal Path), and heritage tourism. Our town is well placed to benefit from the growth potential of 'green and blue tourism' and 'heritage tourism'. However, with the Forth Green Freeport proposals, a partial re-industrialisation of the Port area is possible in the near future. What local employment opportunities this may bring is still uncertain. Most potential business development land available is owned by Forth Ports in the port area. Forth Ports have indicated that they are open to attracting more business tenants to their development land. With more people able and willing to work from home, affordable, accessible, and reliable, high speed fibre broadband is necessary.

**Infrastructure:** There is a feeling that current capacity at local schools, medical centre, dentists, pharmacy, Police, and Fire and Rescue services is barely adequate. Any housing development that increased the population, or skewed the demographics to

care of the elderly, might result in the existing infrastructure being unable to cope. Access roads are narrow and hilly and unsuited to HGV traffic. Car parking is inadequate, especially in the town centre on sunny days. Bus services are good to Kirkcaldy, but not further afield. Rail station use is limited by poor access, poor station services, and limited parking. However, there is potential to make more of rail services, especially for commuters and freight. Perhaps more could be made of sea transport, including a ferry across the Forth. There are also opportunities to improve Active Travel Routes and a wish to ensure that any new developments are accessible by foot, wheelers, and bikes. Fibre optic broadband cabling has recently covered most of town.

**Climate change, biodiversity, and green/environmental issues:** The community consultation for this LPP has echoed the consultation for the CAP: Local residents highly value green spaces and want them to be protected and improved for leisure and access. They are 'Climate Action' aware and want better insulated homes that are a comfortable temperature but affordable to heat and do not further harm our planet. Several people mentioned community energy schemes and green energy initiatives. There is support for improving biodiversity locally and planting more trees in suitable places. A local volunteer recycling and repurposing initiative is thriving. There is good awareness in our community of climate change, weather weirding, rising sea level, and coastal and surface water flooding risks and a strong wish for Fife Council, Scottish Water, Network Rail, and others to protect residents, businesses, and infrastructure. Planners must ensure that inappropriate developments are not permitted to add to flood risks.



### **Consultation process:**

**Public consultation:** The **CAP consultation** included interviews with community groups and other stakeholders, and a community event at the local school where hundreds of people were able to engage, discuss, and vote for their preferred priorities. The responses were grouped under six themes (Environment, Access & Recreation; Public Services; Local Economy & Tourism; Connectivity, Roads, Traffic & Active Travel;

Social & Community; Heritage, Arts & Culture) and four or five of the top priorities in each theme were taken forward to inform the Action Plan. The CAP was well received by the community, its elected representatives, Fife Council services, and others, on its launch in June 2023.

As a LPP is spatially based, we needed additional information on our community's wishes on future developments in the Community Council area that focussed on place rather than on services. We had a little information on desires for specific identified sites of interest from the CAP event, but not enough. Therefore, we held **three face to face consultation events**. The first used the six-month CAP review event in January for further public engagement using two large, annotated maps with identified sites of interest: (1.) possible built development sites, including gap sites, old landfill sites, and derelict land; and (2.) greenspace sites, including protected sites, play parks, public green spaces, and underused fields. We repeated this process over two days at the local Big Green Market monthly event in February. This gave us 100 comments on post-it notes that we transcribed and grouped under various themes.

We followed this with an **online questionnaire**: four site specific questions with space for additional comments; one site specific 'comments invited' question; and one additional or general 'comments invited' without any pre-specified sites. The survey ran for three weeks and was advertised on local town centre noticeboards (survey accessible by QR code) and on local community Facebook pages. The link to the questionnaire, and to additional information on the Community Council website, was also emailed directly to leaders of community groups and others in the town. The online survey gave several hundred responses, with different numbers of responses for the different questions.

#### **Landowner and business consultation:**

Before and during the public consultation process we also engaged with some of our larger local landowners:

**British Aluminium Alcan (Rio Tinto)** on the old landfill site at Binnend: The site is operated under a Closure, Restoration and Aftercare Plan approved by SEPA ('the Plan'). Future use of this site is limited by the Plan. A solar farm / array may be possible in the future, but for now, Rio Tinto are unable to assess the feasibility of this. There is no public access to this site which is part used for grazing by horses. It cannot be used for food production due the nature of the landfill, and built development possibilities are limited by the nature of the capped red mud.

**Forth Ports** own the Port of Burntisland: News of a proposed Forth Green Freeport (FGF) including Burntisland was released towards the end of 2023. FGF representatives attended a Community Council public meeting in November and have offered to return for an update in May, but at time of writing, the full details of the proposals are unknown. The news release suggested an offshore wind turbine assembly at the east harbour with a jetty off the breakwater and some limited onshore development. The public have been told that the facility would be serviced by marine traffic and that additional HGV traffic in the town is not anticipated. Local community group, Burntisland Harbour Access Trust (BHAT), have an interest in the port area, having a Registered Community Interest in Land owned by Forth Ports (in February 2022) and owned by Network Rail (in March 2022). Their land use proposals are available on the

Scottish Government website. Forth Ports have stated publicly that they do not intend to sell their land at Burntisland.

**Scottish Water** on local water infrastructure, particularly surface water flood prevention in Burntisland: The Community Council has been engaging with Scottish Water for several years on recurrent flooding on Haugh Road, Kirkton Road, and in Dick Crescent park. Scottish Water's previous proposals for reservoir tanks at the foot of Duncan's field, off Haugh Rd, were abandoned years ago and we await an alternative solution to the recurrent flooding. A Scottish Water representative said they couldn't yet give us any update, but we hope for more information towards the end of 2024.

**Network Rail:** We did not engage with Network Rail directly on the LPP but have been communicating with them for several months on damage caused by recent storms to the now very old railway embankment which forms the seawall and coastal defence for the east of Burntisland. They have made repairs to this.

**'Red Pond':** The landowner of the north part of this amenity land has it offered for sale as a potential development site e.g. for a care home. The land is designated under the current Local Development Plan as amenity and recreation space. The landowner engaged in discussions about the LPP and this site. The south part is owned by Fife Council as part of Common Good land.

**Bendameer field:** The landowner is a local farmer and wishes to sell this field at the west edge of town for housing development. He and his associates engaged with us in discussions of the LPP. They offered several reasons why they think a housing development here would be in the best interests of the town, not least in the provision of affordable homes. The field is currently beef cattle pasture but has in the past been arable land.

**Stenhouse old reservoir:** The landowner here is a local hill sheep farmer and runs a logs business. He engaged with us in discussions of the LPP and described his proposals to develop the old reservoir as a nature reserve and plant more trees. He told us he had been in discussions with Nature Scot and local wildlife enthusiasts.

**Invitations to engage informally** to discuss a LPP were also made by letter to two other local farmers and a local port based marine business. So far, they have not replied. Perhaps we may assume they have no concerns or new developments they wish to discuss.

### **Consultation with community groups and other organisations:**

Through the CAP consultation, local community groups were interviewed as stakeholders, as well as being invited to take part in the CAP Event. Additionally, local community groups and organisations were contacted inviting their members to take part in the online survey for the LPP. Both BCC and BCDT regularly inform the Burntisland community of their work and response to local issues. The CAP consultation helped strengthen joint working across groups. For example, during the LPP consultation, a short-term group formed to discuss Active Travel Routes consultations, including representatives from BCC, BCDT, BHAT, and Craigencait Rural Community Trust (CRCT) which is based in the neighbouring town of Kinghorn.

**Fife Historic Buildings Trust (FHBT):** We met to discuss heritage buildings in the town centre, mainly, Burntisland Burgh Chambers. This was fruitful as FHBT had been asked by Fife Council to review this building and this ultimately led to an offer from Cash



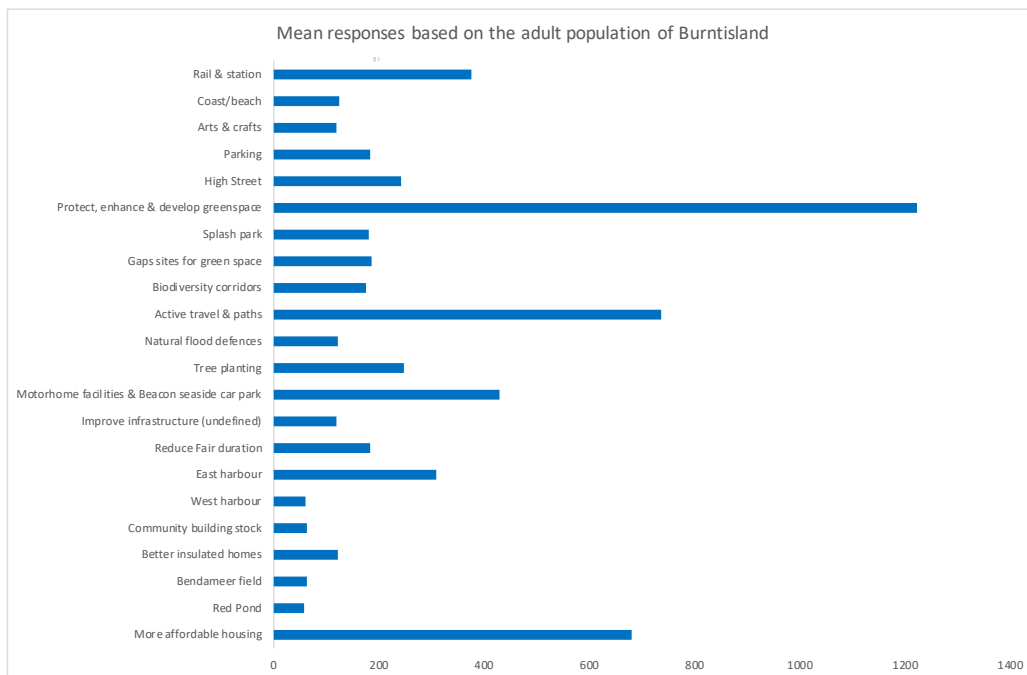
Access UK via LINK to provide a Post Office led banking services hub in the town from a base in that building.

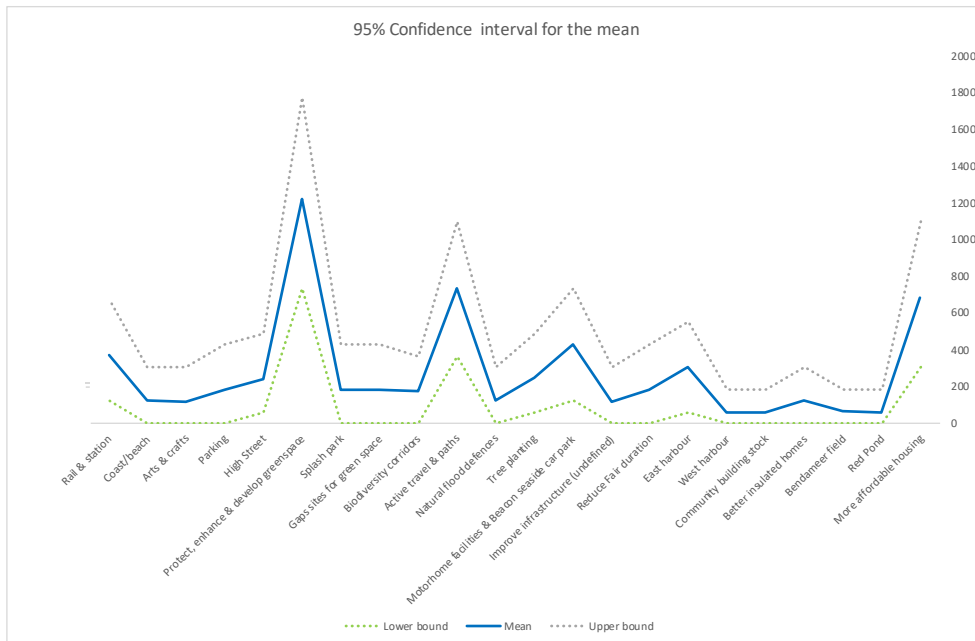
**Craigencalt Rural Community Trust:** As there is currently no Community Council or other suitable community body in Kinghorn, we met with CRCT to discuss whether the Burntisland LPP could include part of the Kinghorn area. There were insufficient community resources to do so, but mutual discussions were helpful in agreeing that general policies for the Burntisland LPP countryside areas are also relevant to the neighbouring area around Kinghorn Loch.

**Burntisland Biodiversity Group:** This community group is a subgroup of the BCDT. The Group was helpful in agreeing and identifying existing areas in and around the town which are likely biodiversity corridors.

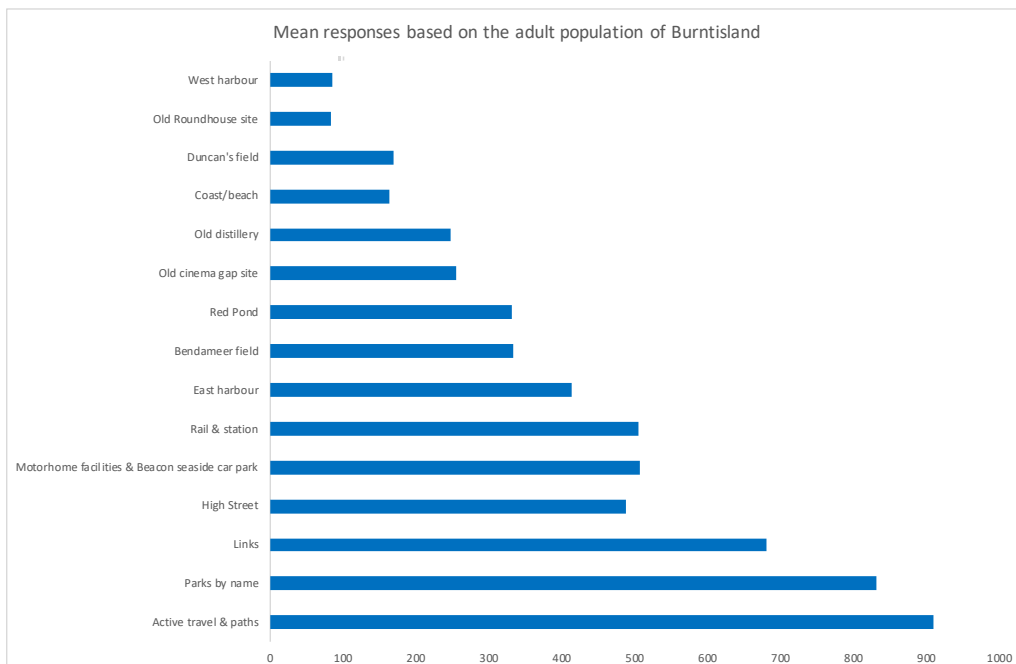
**Consultations responses: Face to face consultations:** The information from the three public face to face consultations is shown aggregated on the following charts and graphs (approximately 100 comments):

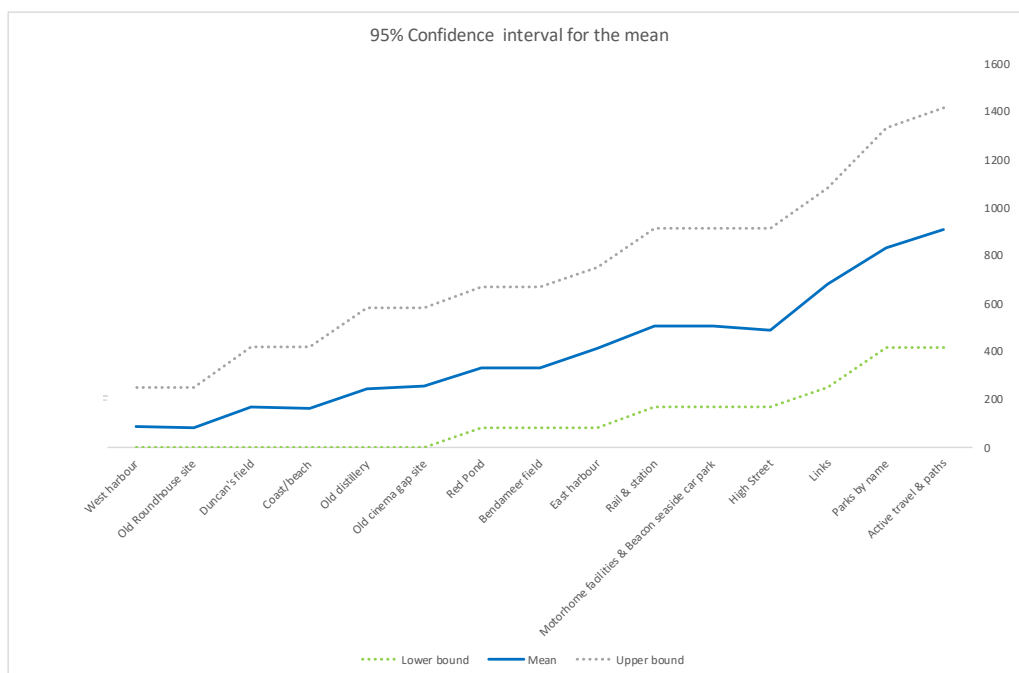
1. A bar chart of comments arranged by theme or place, extrapolated to an adult population of 6000 (approx. for Burntisland) and a graph of the same comments ‘boot-strapped’ to show confidence intervals.





2. A bar chart of comments where a specific site was identified, extrapolated to an adult population of 6000 (approx. for Burntisland) and a graph of the same comments 'boot strapped' to show confidence intervals





The face to face data echoed the CAP consultation data. We needed more site specific consultation data and so ran the on line survey, specifying sites in five of six questions.

**Consultation responses from the online survey and comments responses:**

The responses to the five site specific questions (1-5) are shown in the following bar charts along with a representative selection of comments.

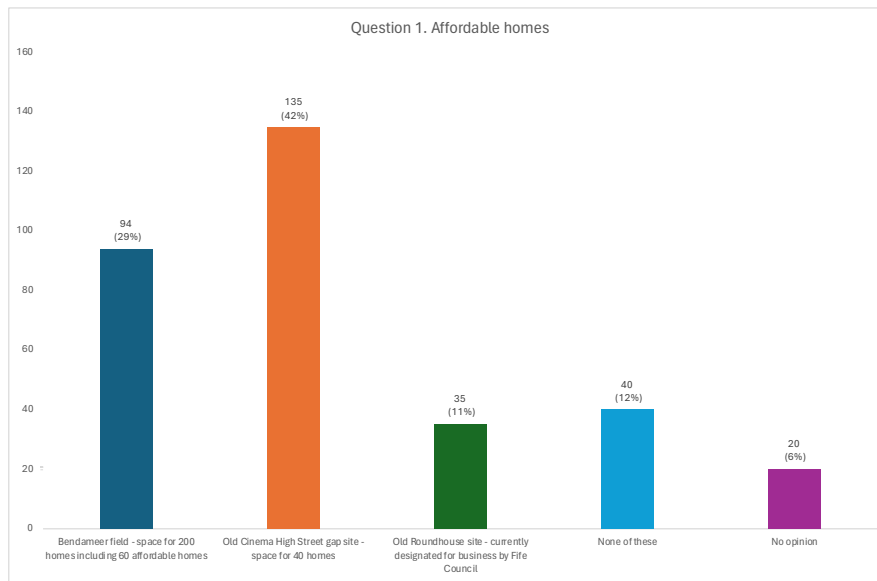
The responses to the additional ‘no site specified’ question (6) are shown in a donut chart, which groups the comments under themes.

**Question 1. Affordable homes** *(Tick the boxes that apply)*  
*Which of these sites would you like developed for housing?*

Tick as many boxes as you wish

Bendameer field - space for 200 homes including 60 affordable homes	94	29.01%
Old Cinema High Street gap site - space for 40 homes	135	41.67%
Old Roundhouse site - currently designated for business use by Fife Council	35	10.8%
None of these	40	12.35%
No opinion	20	6.17%

**Total tabled responses for Question 1 (affordable homes) = 324**



**Total additional comments for Question 1 (affordable homes) = 38**

Very much prefer developing brownfield and gap sites rather than green space like Bendameer.

Difficult - gap site is my first option but would agree to Bendameer if the old Right of Way was restored and local paths upgraded.

Get the ugly gap sites filled first.

The old cinema has nowhere enough space for 40 homes. There is no parking on the high street for residents so where do they park?

Old roundhouse could be better used for much needed parking to bring people to visit the town

Not enough infrastructure in the town to cope with more people.

Before any more housing is even considered the towns existing infrastructure needs to be addressed, schools, medical and dental services, wastewater treatment, police and fire brigade continued cover

My preference would be to build within current perimeter of the town and protect our green spaces around the outskirts.

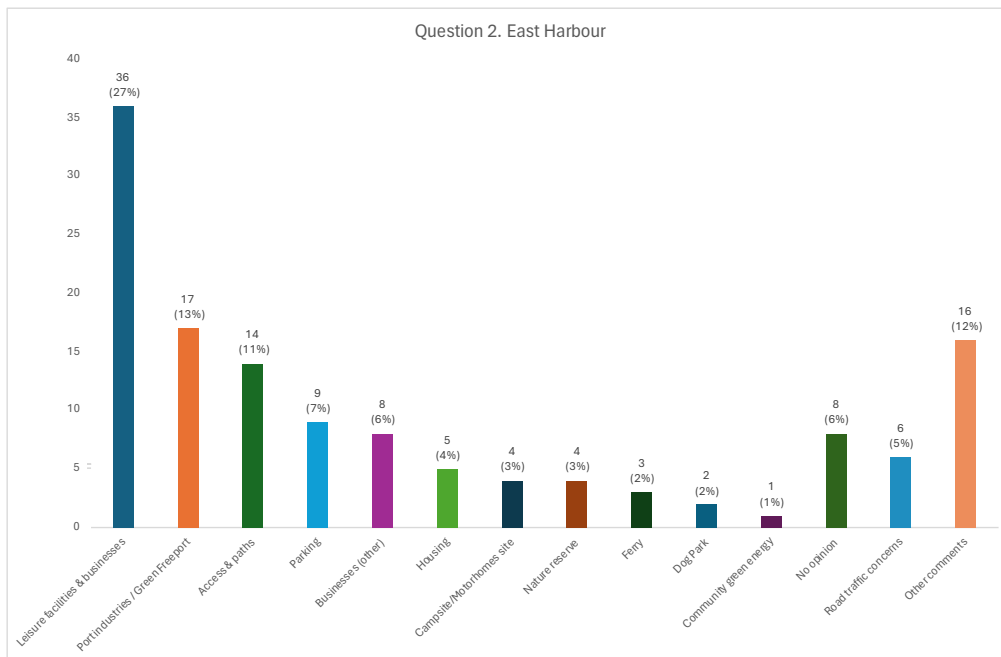
Any future housing development, whether affordable or not should be created with off street parking

**Question 2. East Harbour (Enter a comment)**

*What would you like to see developed here?*

Forth Ports own this site and intend to develop an offshore wind turbine assembly facility here with some harbour side development. Part of the site is leased to Scott Pallets factory. This still leaves space for further development depending on landowner consent.

**Total comments for Question 2 (east harbour) = 133**



Of the 36 comments wishing leisure facilities & businesses, 10 mentioned cafes, coffee shops, or restaurants, 8 mentioned other leisure businesses, and 5 mentioned sports facilities.

A selection of the comments to Question 2. (east harbour):

Community, Leisure and tourism use

Leisure facilities similar to those near Unicorn in Dundee

A thriving leisure port area like Port Edgar. Marine businesses, cafes, maybe a museum?

The East of the East Dock has the potential to complement the existing tourist and visitor attractions already evident in Burntisland... line fishing, bird watching, whale watching, recreational boating, walking, cycling. The site in part or as a whole could house an indoor heritage centre that records Burntisland's other contributions to Scotland's rich history...

I would be happy to see industrial development in this area, especially if it creates jobs and supports sustainable energy.

Off shore wind turbines only if it brings in jobs for local people and brings money into the town

Let's encourage some green energy companies to come to Burntisland so we have year round employment and not so reliable on tourism

Low impact business/professional uses eg: medical clinics, legal offices.



Small independent light industrial units

As much as possible should be left accessible to the public, especially the breakwater

Whatever is developed here I would like to see public access to the breakwater and around the docks restored. I would like to see the basin remain intact and repaired and maintained.

A cycle path along from the links to the station.

a new surfaced and lit path to the station away from the road and railway

Nothing which adds to the road traffic.

Something that can help employment to locals

Whatever brings economic activity

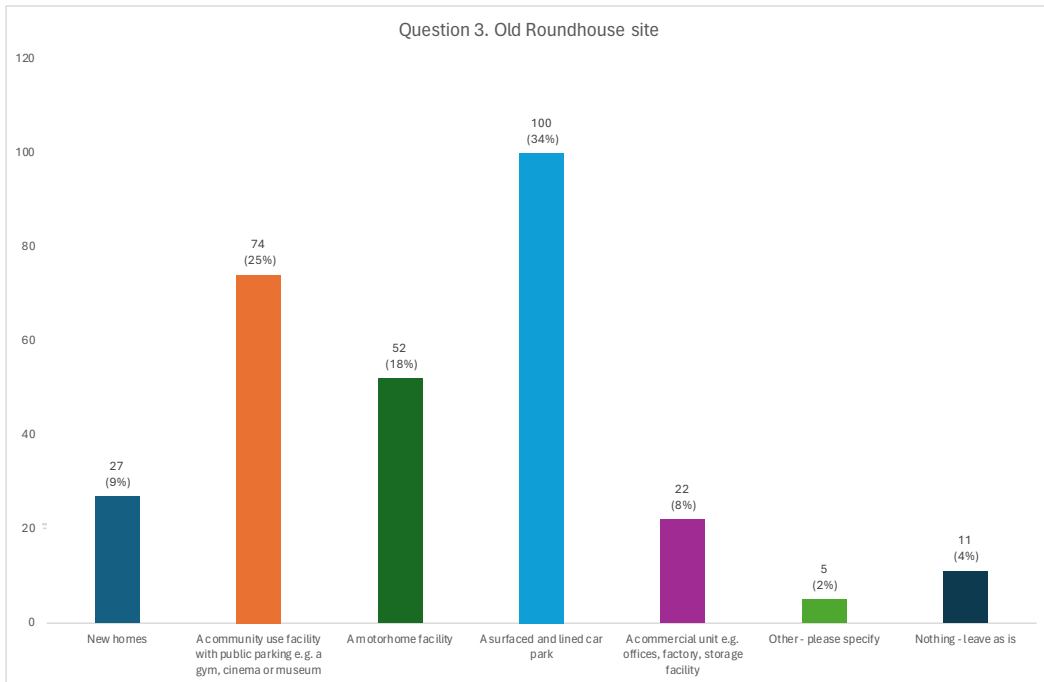
**Question 3. Old Roundhouse site** *(Tick the boxes that apply)*

*What would you like to see developed here?*

Fife Council own the site and have it for sale designated as 'business use'. Currently it functions as an unsurfaced overflow car park. Any other development here would require Fife Council to redesignate the site from 'business' only. Tick as many boxes as you wish.

New homes	27	9.28%
A community use facility with public parking e.g. a gym, cinema or museum	74	25.43%
A motorhome facility	52	17.87%
A surfaced and lined car park	100	34.36%
A commercial unit e.g. offices, factory, storage facility	22	7.56%
Other - please specify	5	1.72%
Nothing - leave as is	11	3.78%

**Total tabled responses to Question 3 (old Roundhouse site) = 291**



**Total additional comments to Question 3 (old Roundhouse site) = 37**

It would be crazy to take away this space for parking.

Infrastructure- the town is desperately short of parking and needs to be addressed if we are to continue to see a thriving High St

Council could charge for parking. It won't put people off coming to the town. People expect to pay for parking and provision is currently lacking. It is not for commerce /factory it is primarily a leisure area.

(It) would be great to have proper facilities for camper vans/ motorhomes which would free up parking at the sea side of the Beacon, and attract visitors to the town.

I think parking and a motor home facility combined.

**Question 4. Red Pond amenity area** *(Select from a drop-down list)*

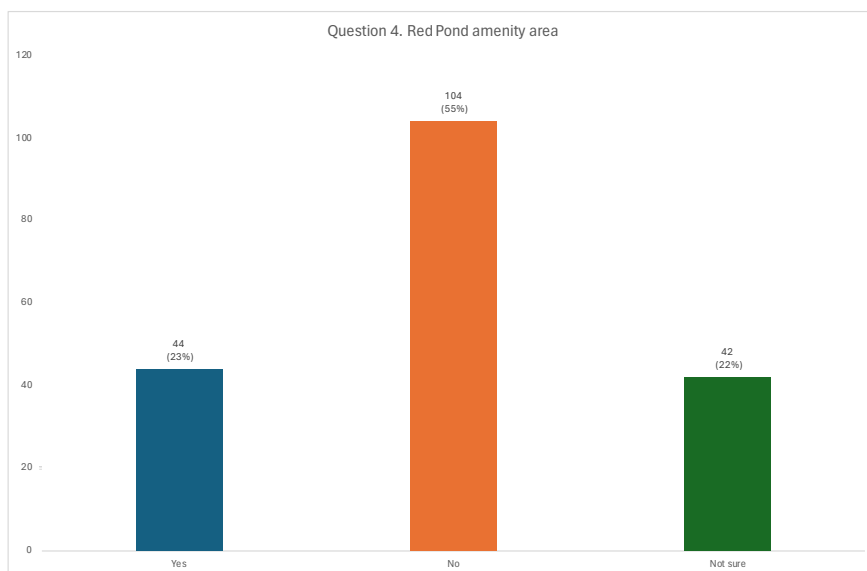
*Would you like to see building development on the north part?*

The north part is in private ownership and up for sale for development e.g. to build a care home. The south part is owned by Fife Council and held as amenity land for recreation.

Select one reply from the drop down list. Add comments if you wish.

Yes	44	23.16%
No	104	54.74%
Not sure	42	22.11%

**Total tabled responses to Question 4 (Red Pond amenity area) = 190**



**Total additional comments on Question 4 (Red Pond amenity area) = 43**

It's the largest green space in town and should be preserved and enhanced for wildlife and recreation.

This space gets a lot of use as a recreational area.

It needs kept as green space and leisure use but if a care home or other such facility could be kept in one corner with most of the green space still available for public use it might be OK. Need to be safe from possible flooding.

Plant some trees and leave it for nature and walkers

The Red Pond should be developed as whole - not piece meal

**Question 5. Duncan's field (West Broomhill off Haugh Rd) (Tick the boxes that apply)**

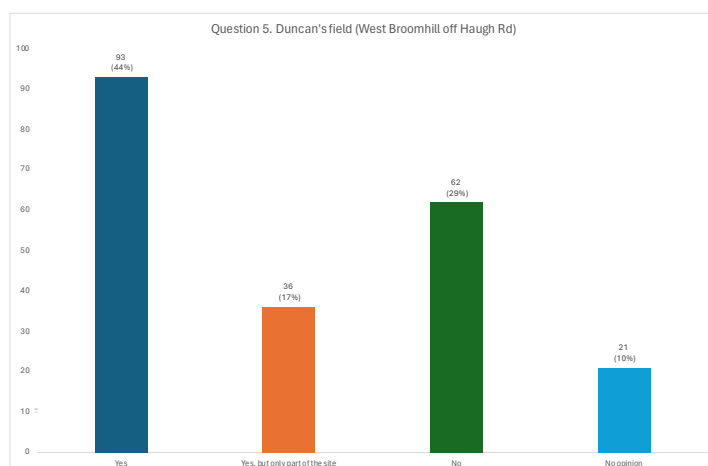
*Would you like to see this site developed for public access with paths and a community woodland?*

The site is owned by Fife Council and is currently leased for grazing (for two horses). There is no public access to the field and little biodiversity here. It may be possible to develop all or part of the site for public access and community woodland with paths.

Tick as many boxes as you wish.

Yes	93	43.87%
Yes, but only part of the site	36	16.98%
No	62	29.25%
No opinion	21	9.91%

**Total tabled responses to Question 5 (Duncan's field) = 212**



**Total additional comments to Question 5 (Duncan's field) = 44**

Community woodland with paths would be great.

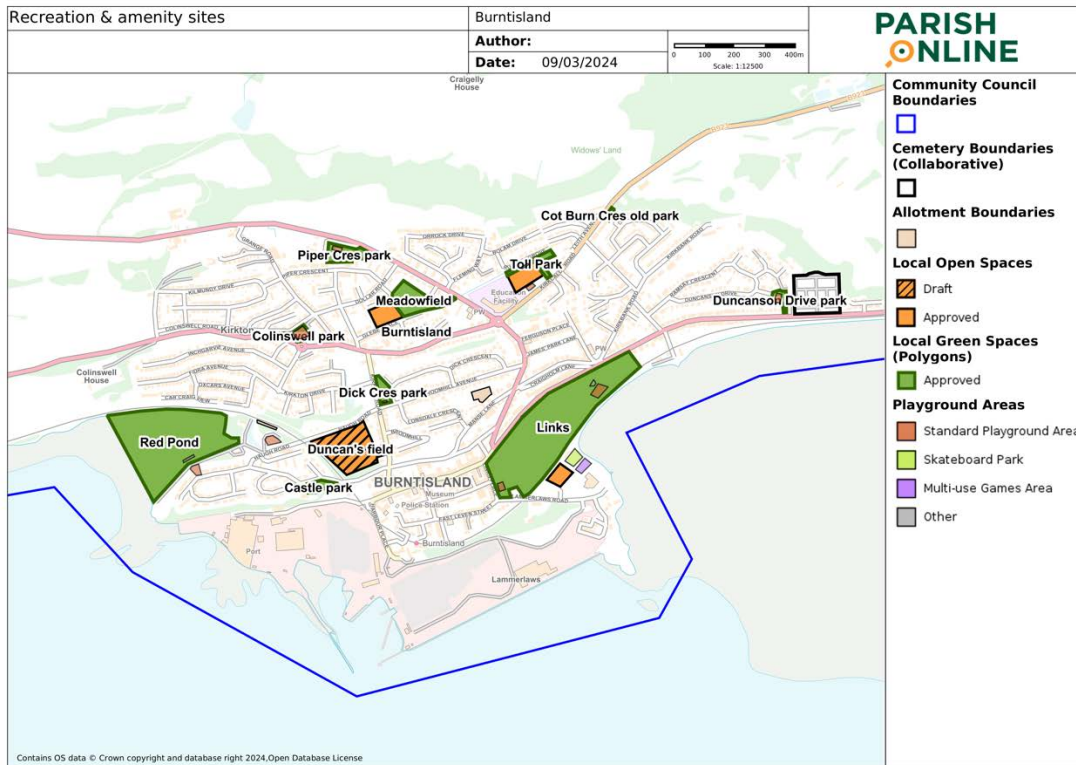
Love the idea of community woodland and paths. Especially as we have lost a walking route at the breakwater.

Community woodland atop with paths & seating. Not dense - plenty open space to encourage biodiversity. Wouldn't mind horses' field nearer roadside if safe path through this. Not suitable for housing - keep as green space but make public access.

I don't see any point in this as we already have lovely woodland walks all round Burntisland.

Definitely no, people love going to see these horses, would really be a shame to take this away. There is enough walk ways and woodlands as it stands.

Having horses there is great, wouldn't want to lose that



Map above shows publicly accessible green space in the town (in green). The Links and Red Pond amenity areas are the largest green spaces and popular with dog walkers. Much of the Links is covered by a summer Fair run by the Showmen’s Guild for three months every summer. Meadowfield is the next biggest area. Play parks are shown in brown and recreation grounds/sports pitches in orange. The MUGA pitch and skate park are also shown beside the Beacon Leisure Centre. There is a small allotments site at Broomhill. The cemetery is also a peaceful accessible space for short walks. The golf course (to the north east) is popular but not practically accessible for non-players, most of the time, so it is not shown. The beach, Ross Point and the Lammerlaws are popular open spaces for walkers. The Coastal Path towards Aberdour is also popular. Forth Ports closed off much of the harbour area, including the breakwater, to public access. There are various countryside paths, not all Core Paths, but these are generally earthen and often steep. See the LWS and biodiversity maps for woods etc. Locals say how much they value green space in and around the town and how important it is to retain this. Duncan’s field is shown (orange hatched) on the map and in the photo below.





**Question 6. Other** *(Enter a comment)*

*Do you have any other ideas for development (or prefer no development) on any sites in and around Burntisland?*

Remember the Burntisland Community Council area also covers countryside areas as far north as the B9157 'quarry road' and borders the Aberdour, Auchtertool and Kinghorn CC areas.

**Total additional comments (no site specified in the question) = 108**

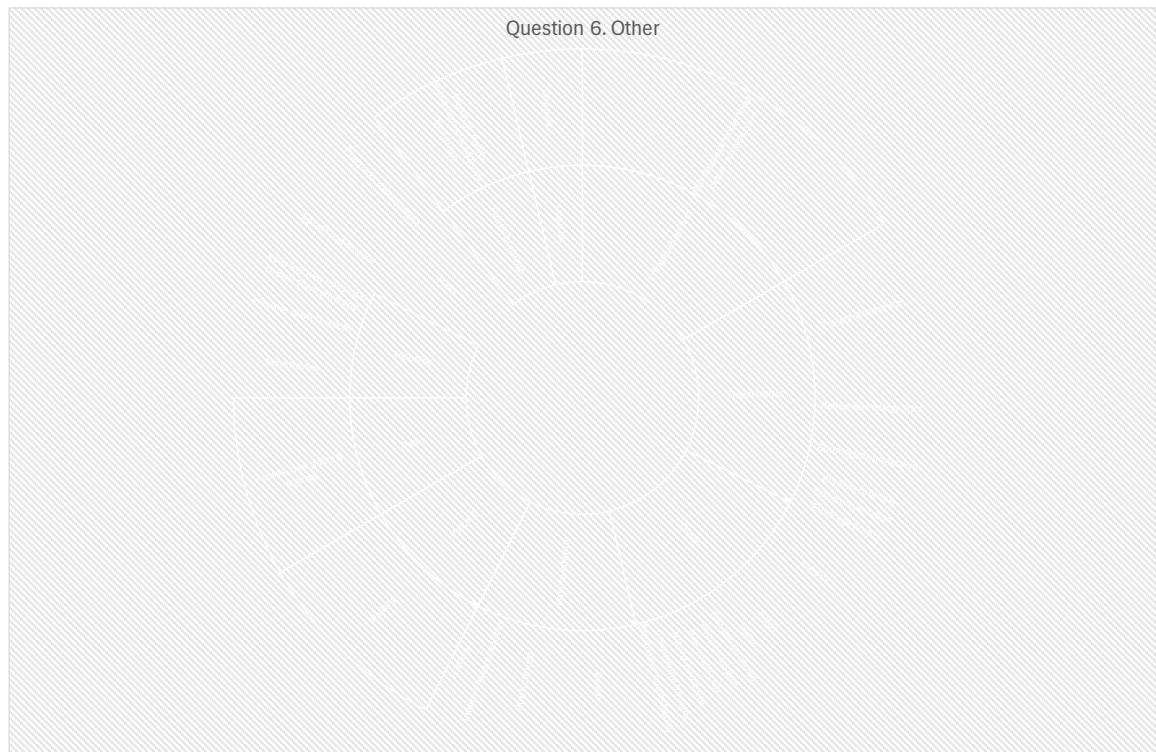


Chart key - Clockwise from 3 o'clock:

**(In orange) Green issues** includes: Countryside protection, Protect greenspace, Renewable energy sites, Flood prevention measures, Wildlife corridors, and EV charge points.

**(In pink) Leisure activity** includes: Improve leisure facilities, Beach, Harbour, Public toilets.

**(In green) Parking** is a single issue.

**(In blue) Paths** includes new paths and better signage.

**(In blue) Housing** includes: more new homes, Keep any new housing to current town envelope, and Preserve town character.

**(In green) Parks** includes: Play parks development, and Splash pad renewal.

**(In orange) Public buildings** includes: comments for and against renovation of heritage buildings, and a wish for better spaces for meetings, events, and exhibitions.

**(In green) Dog park** is a single issue.

**(In blue) Other** includes: minority requests and service upgrades, along with a wish for better rail station access.

**(In blue) Infrastructure first** includes 18 comments (17% of the total responses to this question), mainly related to new housing. See examples below.

### **Selection of the Infrastructure first comments:**

Whilst in favour of affordable homes being built, only major concern is whether the current school, Dr's, dentist etc can cope with such an influx.

Little development until infrastructure is in place - second pharmacy, improved health centre facilities. Is there adequate capacity in the school?

If there is more development within Burntisland's boundary then surely it has to be to the western side and to the northern perimeter, expanding the towns boundary, but this should only be allowed planning permission if there are facilities provided schools doctor's surgery cycle and walkways.

I don't think there is much room for any further development in or around Burntisland, and no real need for it.

Burntisland is becoming over developed. Building so many houses without incorporating amenities. We need more indoor/outdoor leisure facilities.

### **The next steps:**

This Burntisland Local Place Plan is submitted to Fife Council with the expectation that it informs the **Fife Local Development Plan 2027-2037** and future development decisions in this LPP area.

It is shared with our neighbouring Community Councils and with our local Ward 9 Fife Councillors by email attachment.

It is shared with the Burntisland community, community groups, other contributors, and made available to others via the website of Royal Burgh of Burntisland Community Council: <https://www.burntislandcc.org.uk//>

We invite representatives from Fife Council to meet regularly e.g. annually, with Royal Burgh of Burntisland Community Council and Burntisland Community Development Trust to monitor progress and to discuss development issues affecting the Burntisland area.

As a community, we can review our LPP regularly alongside our CAP.

We will continue to engage with our local community, our locally elected representatives, Fife Council, and others. We will continue to endeavour to reflect the views of our diverse community to those with the power to make change affecting our town, its people, and our local area, to aid community empowerment.

It's good to share ideas. We seek to work in partnership, where possible, with Fife Council, community groups, and external organisations who have, or might have, an interest in Burntisland and its future development.

**Thanks:** We would like to thank everyone who contributed their time and ideas.

**Royal Burgh of Burntisland Community Council** with the support of **Burntisland Community Development Trust**. Contact us at: [burntislandcc@outlook.com](mailto:burntislandcc@outlook.com)



## Appendix 1: mapping the Burntisland LPP Policies to NPF4

### Countryside Policies

	Location	Recommendations	Key NPF4 policy	Supporting NPF4 policies
1	Stenhouse old reservoir; Dunearn wood; Binn; Craigenalt	Local Listed Wildlife Sites (recognised by Fife Council) should remain protected. (Craigenalt is not in this LPP area but abuts Binn LWS and similar protection should assume to apply.)	Policy 4	Policies 1, 3, 6
2	Stenhouse old reservoir	Develop as local nature reserve.	Policy 3	Policies 1, 4
3	Protection of the natural landscape of Burntisland	Quarrying would not be extended beyond its current area. No new mining in the area. No new landfill sites in the area.	Policy 4	Policies 1, 3, 8, 33
4	Farmland	Nature-friendly farming is encouraged. Protection of biodiversity corridors; planting of native trees and hedges; soils and watercourses protected.	Policy 4	Policies 1, 2, 3, 5, 6, 20
5	Responsible access to land	Responsible access to all land assumed and encouraged (Land Reform Scotland Act). Improve signage, access, and maintenance of local paths, including gates and stiles.	Policy 14	Policy 2, 13, 15
6.	Location of new housing – town gap sites; brownfield sites; greenfield sites	New homes preferentially built in town gap sites and on brownfield sites. Greenfield sites – Bendameer field by Bendameer Road could be considered. Recommendation that any new builds include: ensuring high quality build of a variety of home types; suitable landscaping, leisure green space, and active travel routes; retaining/renewing public access to the old right of way; increased infrastructure capacity e.g. access to facilities.	Policy 14	Policies 1, 2, 4, 8, 9, 13, 16, 18
7.	Old meadows between the Binn woods and the town	Protect from built development. Currently these are biodiversity corridors, are not grazed, and enhance town perimeter landscape.	Policy 4	Policies 3, 6, 8

## Town Policies

	<b>Location</b>	<b>Recommendations</b>	<b>Key NPF4 policy</b>	<b>Supporting NPF4 policies</b>
1	Old cinema gap site (BUR004)	Developed for housing with off-street parking and in keeping with Town Centre Conservation Area site.	Policy 27	Policies 9, 14, 16
2	Old Distillery (BUR005): Greenmount (BUR006)	Developed for housing. Recommendation that any new builds include: ensuring high quality build of a variety of home types; suitable landscaping, leisure green space, and active travel routes; retaining/renewing public access; increased infrastructure capacity e.g. access to facilities.	Policy 16	Policies 1, 2, 4, 8, 9, 13, 14, 16, 18
3	Duncan's field (BUR003)	Site use to be redesignated. Maintain as green space, developing a community woodland on upper slopes with public access and paths.	Policy 4	Policies 3, 6, 8, 14
4	'Red Pond' amenity land (west breakwater)	To remain amenity grassland for leisure and recreation use, nature habitat, and improved biodiversity. If built development here ever proceeded it should include: suitable landscaping, leisure green space, and active travel routes; retaining/renewing public access; increased infrastructure capacity e.g. access to facilities.	Policy 4	Policies 1, 2, 3, 8, 9, 13, 14, 18, 20, 22
5	Town green space and parks	Protect and enhance existing green space in town; equity of access to play areas and green space.	Policy 21	Policies 3, 4, 15
6	Designated conservation area	Improve and facilitate improvement of existing buildings for climate change adaptation and mitigation.	Policy 2	Policies 7, 14, 16, 27,
7	Town heritage assets	Upgrade heritage and existing town centre and community-use buildings. Burntisland Burgh Chambers and Burntisland Library should be upgraded as community use assets.	Policy 7	Policies 25, 27
8	Old Parish Church	Remain publicly accessible heritage asset.	Policy 25	Policies 7

## Coast Policies (including tourism)

	<b>Location</b>	<b>Recommendation</b>	<b>Key NPF4 policy</b>	<b>Supporting NPF4 policies</b>
1	Burntisland Bay	Remain protected under the Forth Estuary SSSI.	Policy 4	Policy 3, 10, 21
2	The Lammerlaws (and Kingswood cliffs); Ross Point	Remain protected under the Forth Estuary SSSI. Ross Point to share similar protection as it has similar vulnerable habitat; consider including in SSSI.	Policy 4	Policy 3, 10, 21
3	Railway embankment	Existing coastal defences should be maintained, and strengthened as necessary.	Policy 4	Policies 2, 10, 22
4	Burntisland port	Any development to benefit local community, and to increase employment and leisure opportunities. Improved public access and new Active Travel Route.	Policy 26	Policies 13, 25, 27,
5	Parking and motor homes	Improve infrastructure to support increased tourism.	Policy 30	Policy 27
6	Old Roundhouse site (BUR008)	Developed as community asset (leisure, tourism) with opportunity to improve car and coach parking capacity.	Policy 27	Policy 30
7	Seaforth Place car park	Improve access and use.	Policy 18	Policy 27, 30
8	Access road off Haugh Road to the Red Pond	Improve access and use.	Policy 18	Policies 27, 30
9	Beacon Leisure Centre	Retain asset. Upgrade facilities and signage.	Policy 21	Policies 15, 27, 30
10	Public toilets at the east Links ('Erskine')	Retain or replace asset. Upgrade facilities and signage.	Policy 14	Policies 15, 21, 27
11	Visitor signage and information in town centre and at Links	Improve/increase.	Policy 30	Policies 27
12	Links play park	Splash pad renewed or replaced with suitable alternative	Policy 21	Policies 3, 4, 15, 27

## Connections Policies

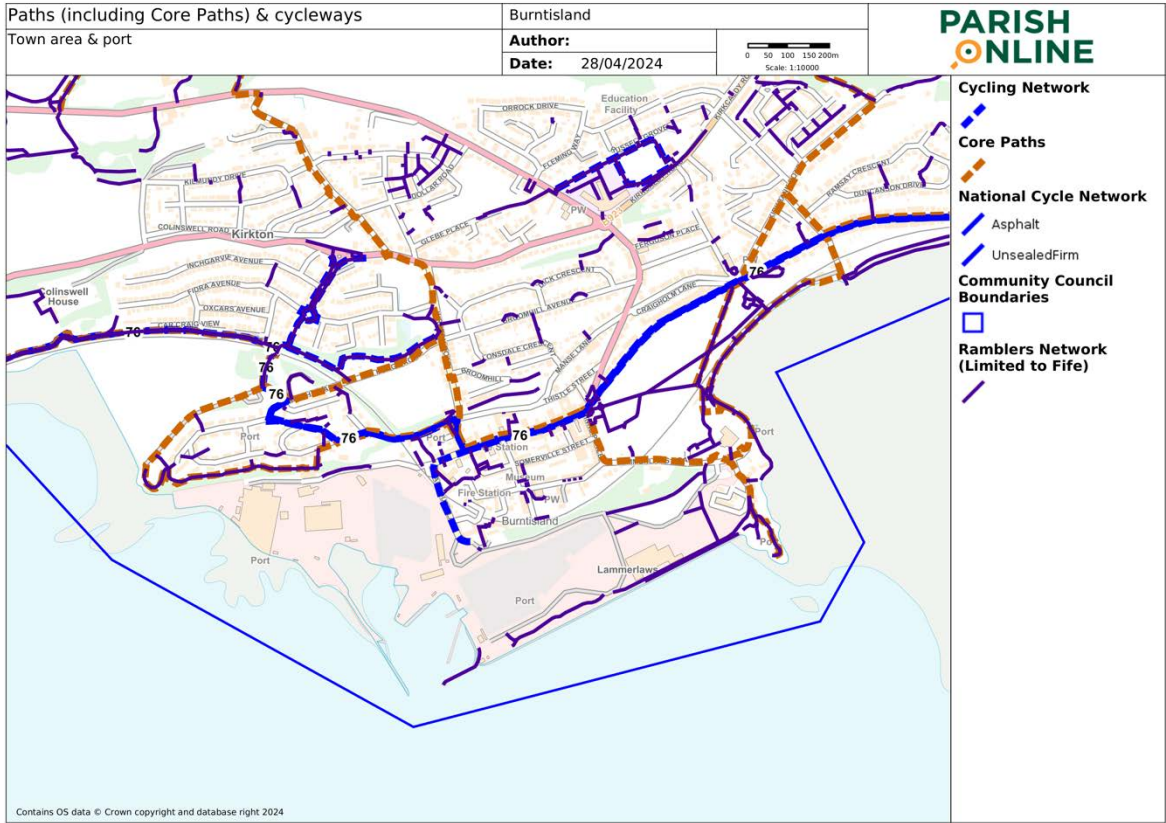
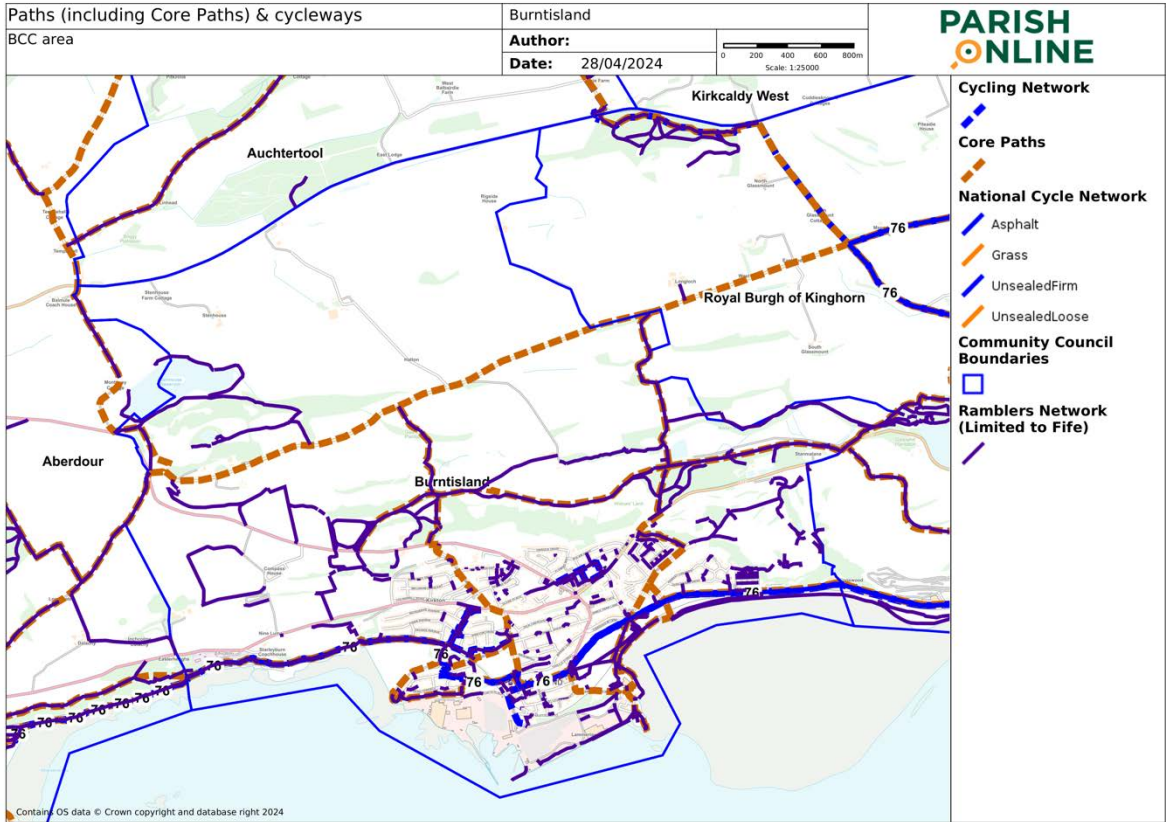
	<b>Location</b>	<b>Recommendations</b>	<b>Key NPF4 policy</b>	<b>Supporting NPF4 policies</b>
1	Rail station	Fully accessible platforms and facilities. Improved signage, facilities, and shelter.	Policy 13	Policies 14, 27, 30
2	Active Travel Routes (ATRs)	Development of ATRs in and around town. Priorities are: 1. ATR between Burntisland and Kirkcaldy (currently none east of Kinghorn.) 2. Town ATR between Forth Place (Rail Station), by (BUR010), Lammerlaws Road, existing Links ATR to the Burntisland-Kinghorn ATR.	Policy 13	Policies 13, 14, 15, 27, 30
3	Surface water and sewage flooding at Haugh Road, Kirkton Road, and Dick Crescent	Measures to prevent recurrent flooding.	Policy 22	Policies 14, 22
4	Road safety measures	Speed-reducing measures on Kinghorn Road; reduced speed limits on Cromwell Road, A921 west of Burntisland and at primary school; safer crossing points at Aberdour Road, Porte and Kirkton Road.	Policy 13	Policy 14, 15

**Appendix 2:  
Mapping the Burntisland LPP Policies to Fife Local Development Plan 2017 and  
other guidance, and additional maps and photos**

**Countryside Policies**

	<b>Location</b>	<b>Recommendations</b>	<b>Links to LDP &amp; other</b>	<b>Map &amp; photos page numbers</b>
1	Stenhouse old reservoir; Dunearn wood; Binn; Craigenalt	Local Listed Wildlife Sites (LWS, recognised by Fife Council) should remain protected.	LWS. LDP Policy 13.	Map: page 8 & 9
2	Stenhouse old reservoir	Develop as local nature reserve.	LWS. LDP Policy 13.	Map pg 8 & 9 Photo pg 10
3	Protection of the natural landscape of Burntisland	Quarrying would not be extended beyond its current area; no new mining; no new landfill sites in the area. Fife Council recognised Cullaloe Local Landscape Area (LLA)	LLA. LDP Policy 13.	Map pg 8
4	Farmland	Nature-friendly farming is encouraged. Protection of biodiversity corridors; planting of native trees and hedges; soils and watercourses protected.	Climate Action Fife LDP Policy 13.	Map of LWS, woods & other farmland pg 9
5	Responsible access to land	Responsible access to all land assumed and encouraged (Land Reform Scotland Act). Improve signage, access, and maintenance of local paths, including gates and stiles.	SG legislation LDP Policy 13 access	Map pg 41
6.	Location of new housing - town gap sites; brownfield sites; greenfield sites	New homes preferentially built in town gap sites and on brownfield sites. Greenfield sites - Bendameer Road could be considered. Recommendation that any new builds include: ensuring high quality build of a variety of home types; suitable landscaping, leisure green space, and active travel routes; retaining/renewing public access to the old right of way; increased infrastructure capacity e.g. access to facilities.	LDP Policies 3 & 7	Map pg 13 Photos pg 10 (old Grange quarry) & pg 13 (Bendameer field)
7.	Old meadows between the Binn woods and the town	Protected from built development. Currently biodiversity corridors and are not grazed.	LLA. LDP Policy 13. Climate Action Fife.	Map pg 8 & 9

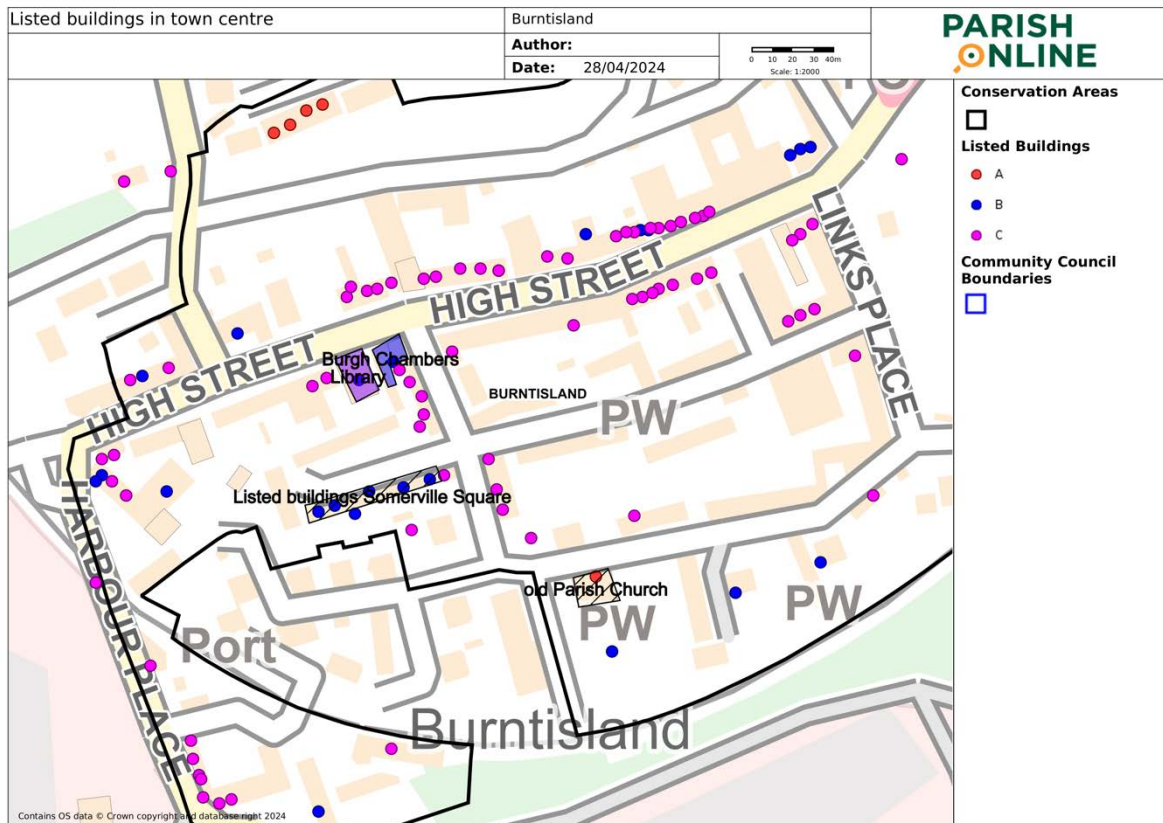




## Town Policies

	Location	Recommendations	Links to LDP & other	Map & photos page number
1	Old cinema gap site (BUR004)	Developed for housing with off-street parking. Confirm LDP. Consider Fife Council compulsory purchase and support of a Housing Association	BUR004 LDP Policies 3 & 6	Map pg 14 and photo pg 10
2	Old Distillery (BUR005): Greenmount (BUR006)	Developed for housing. Confirm LDP. Recommendation that any new builds include: ensuring high quality build of a variety of home types; suitable landscaping, leisure green space, and active travel routes; increased infrastructure capacity e.g. access to facilities.	BUR005  BUR006  LDP Policies 3 & 7	Map pg 13 (old distillery) & 49 (Greenmount & old distillery etc.)
3	Duncan's field (BUR003)	<b>Site use redesignated from current LDP 'housing' allocation to greenspace-</b> Reasons: 1. There is a shortage of greenspaces within the town perimeter. Local people value green space highly. This site is prominent in views from the north of the town. 2. The access road (Haugh Rd) at the foot of the steeply sloping north facing field is subject to recurrent flooding; it is therefore undesirable for its current designation for housing development. 3. Opportunity to improve biodiversity, mitigate flooding, and help combat climate change by developing a community woodland on the upper slopes. 4. Create public access (with recent loss of port area public access) and an opportunity for outdoor recreation e.g. walking, wildlife watching, views. Maintain as green space, developing a community woodland on upper slopes with public access and paths.	BUR003 LDP Policy 3 no loss of infrastructure or existing open space, Policies 3, 12 & 13. Climate Action Fife.	Maps pg 33 (recreation & amenity) & pg 47 (Haugh Rd) Photo pg 33
4	'Red Pond' amenity land (west breakwater)	Confirms current LDP 'amenity land'. Remain amenity grassland for leisure and recreation use, nature habitat, and improved biodiversity. Any development must take into account suitable landscaping, leisure green space, and active travel routes; retaining/renewing public access to the old right of way; increased infrastructure capacity e.g. access to facilities.	LDP Policy 3 no loss of infrastructure or existing open space & Policy 13 access.	Map pg 33 (recreation & amenity) & pg 47 (Haugh Rd) Photo pg 12
5	Town green space and parks	Confirms current LDP. Protect and enhance existing green space in town; equity of access to play areas and green space.	LDP Policy 3 no loss of infrastructure or existing open space. Fife Council Kirkcaldy Area adopted Play Parks Strategy	Map pg 33 (recreation & amenity) Photos pg 16 (east Links) & 17 (flooding in Dick Cres park)

6	Designated conservation area	Improve existing buildings for climate change adaptation and mitigation	Climate Action Fife. Burntisland Town Centre Conservation Area Management Plan (TCCAMP)	Map pg 43 Photo pg 12 (Somerville Square homes)
7	Town heritage assets	Upgrade heritage and existing town centre and community-use buildings. Burntisland Burgh Chambers and Burntisland Library should be upgraded as community use assets.	TCCAMP. LDP Policy 6 & 14	Map pg 43 Photo pg 12
8	Old Parish Church	Remain publicly accessible heritage asset	TCCAMP. LDP Policy 14	Map pg 43 Photo pg 50



There are many listed buildings in the town centre. The old Burntisland Parish Church is A-listed but has been listed for 'disposal' by the Church of Scotland by December 2027 despite its heritage value. <https://burntislandparishchurch.org/history/#:~:text=The%20church%20was%20established%20in,Andrew's.>

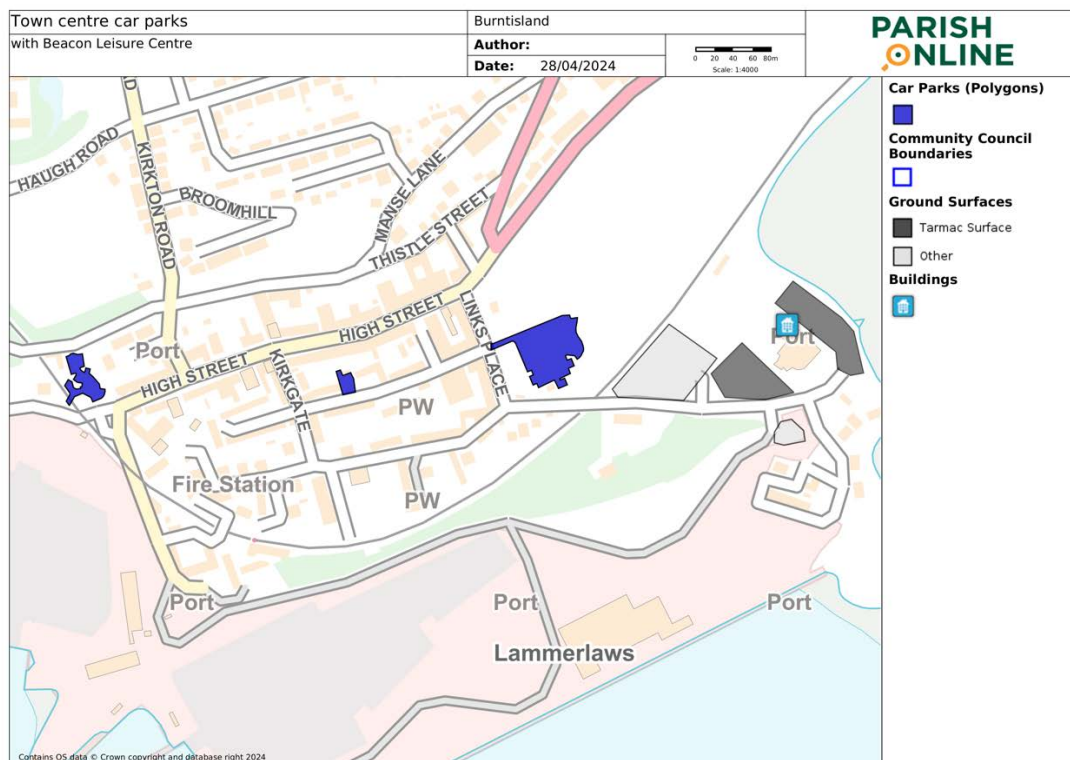
Burntisland Burgh Chambers and Library are B-listed and together in a prominent position in the High Street and symbols of civic pride but they require upgraded for 21<sup>st</sup> century community use. The B-listed buildings in Somerville Square are heritage assets as well as homes and require improved for climate change adaptation as do many other old buildings in the town. Everyone deserves a warm, comfortable home, however old the property. The sensitivity of the Conservation Area status should not be a barrier.

## Coast Policies (including tourism)

	Location	Recommendation	Links to LDP & other	Map & photos page number
1	Burntisland Bay	Remain protected under the Forth Estuary SSSI	SSSI & RAMSAR. LDP Policy 13	Map pg 8
2	The Lammerlaws (and Kingswood cliffs); Ross Point	Remain protected under the Forth Estuary SSSI. Ross Point included under SSSI as it has similar vulnerable habitat	SSSI LDP Policy 13	Map pg 8 Photo pg 50
3	Railway embankment	Existing coastal defences should be maintained, and where necessary, strengthened.	LDP SEPA coastal flood risks	Railway south of Links and east of Lochies Rd/beach (e.g. maps pg 45 & 46) Photo pg 16
4	Burntisland port	East Port area should be designated for employment, recreation & leisure use. Previously Fife LDP included the port land in 'housing' allocation. This would seem ill-advised given rising sea levels and climate change. Any development to benefit local community, increase employment and leisure opportunities. Improved public access and new ATR.	LDP. Scottish Government support for ATRs. BUR010 edge for proposed ATR.	Map pg 14 Photo pg 50
5	Parking and motor homes	Improve infrastructure to support increased tourism.	LDP Policy 6 Town Centres First.	Maps pg 14, 45, 46 & 47 Photo pg 14
6	Old Roundhouse site (BUR008)	<b>Re-designate from current LDP 'Employment – class 4 office development'</b> Reasons: 1. The site for sale has lain derelict for generations since the old Victorian railway roundhouse has been demolished. 2. This while car and coach parking is in short supply in this coastal tourist town on sunny days and high season. 3. A pilot project is starting on motorhome parking by the Beacon. The vans further pressurise town centre car parking. 4. The site is high profile and close to other leisure and recreation sites. <b>Develop as community asset (leisure, tourism) i.e. develop for public parking or motorhome parking.</b>	BUR008 LDP Policy 5: 2 – building here would restrict activities of existing and future businesses on neighbouring sites by depriving them of parking for customers and workers. It would also reduce the amenity value of the area. LDP Policy 10.	Map pg 14, 45 & 46 Photo pg 14

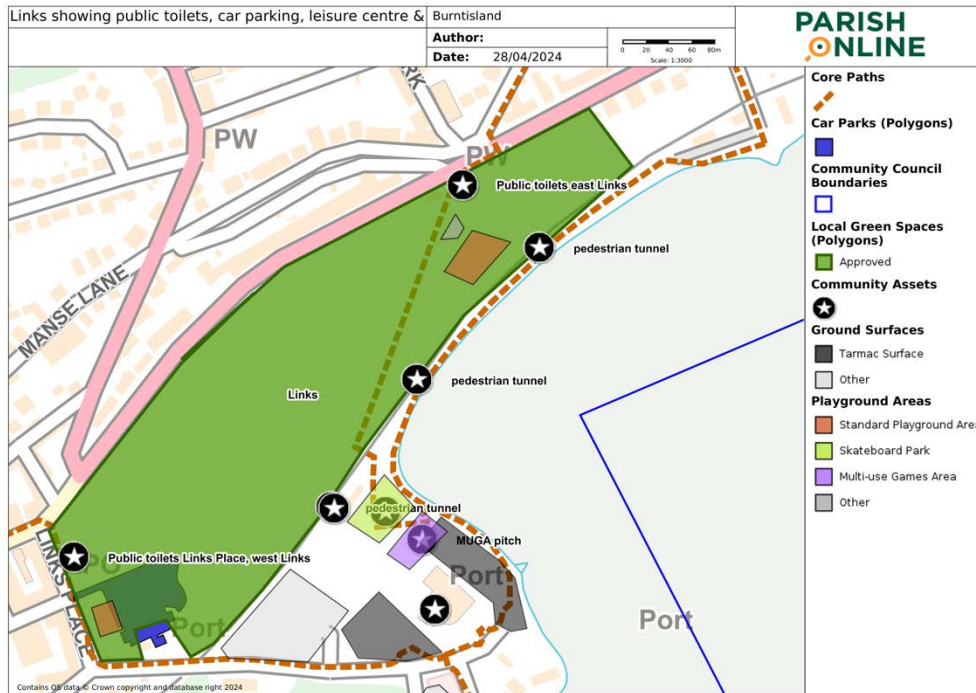


7	Seaforth Place car park	Improve access and use. Better surface and lining would make better use of available space.	LDP Policy 6. Plan4Kirkcaldy: Thriving Places	Map pg 45
8	Access road off Haugh Road to the Red Pond	Improve access and use. Gravel surfaced access road is frequently damaged by surface water flooding making access by pedestrians, rollers, bikes etc challenging despite it being a popular walking and cycling route. A better developed and drained roadway and development of two small additional car parks would help.	LDP Policy 10 amenity. Plan4Kirkcaldy: Opportunities for all, Thriving Places.	Maps pg 45 & 47
9	Beacon Leisure Centre	Retain asset. Upgrade facilities and signage	LDP Policy 10. Plan4Kirkcaldy: Opportunities for all, Thriving Places	Maps pg 45 & 46
10	Public toilets at the east Links ('Erskine')	Retain asset. Upgrade facilities and signage.	LDP Policy 3: 25	Map pg 46
11	Visitor signage and information in town centre and at Links	Improve/increase	LDP Policy 3: 25	Map pg 46
12	Links play park	Splash pad improved or replaced with suitable alternative	LDP Policies 10 & 3: 25,26.	Maps pg 33 & 46 Photo pg 16



In blue (west to east): Seaforth Place, Somerville St and west Links car parks. In dark grey are the Beacon Leisure Centre car parks. (Beacon Centre building is annotated.) In light grey are gravel surfaced areas used for parking, including the old Roundhouse site (BUR008).



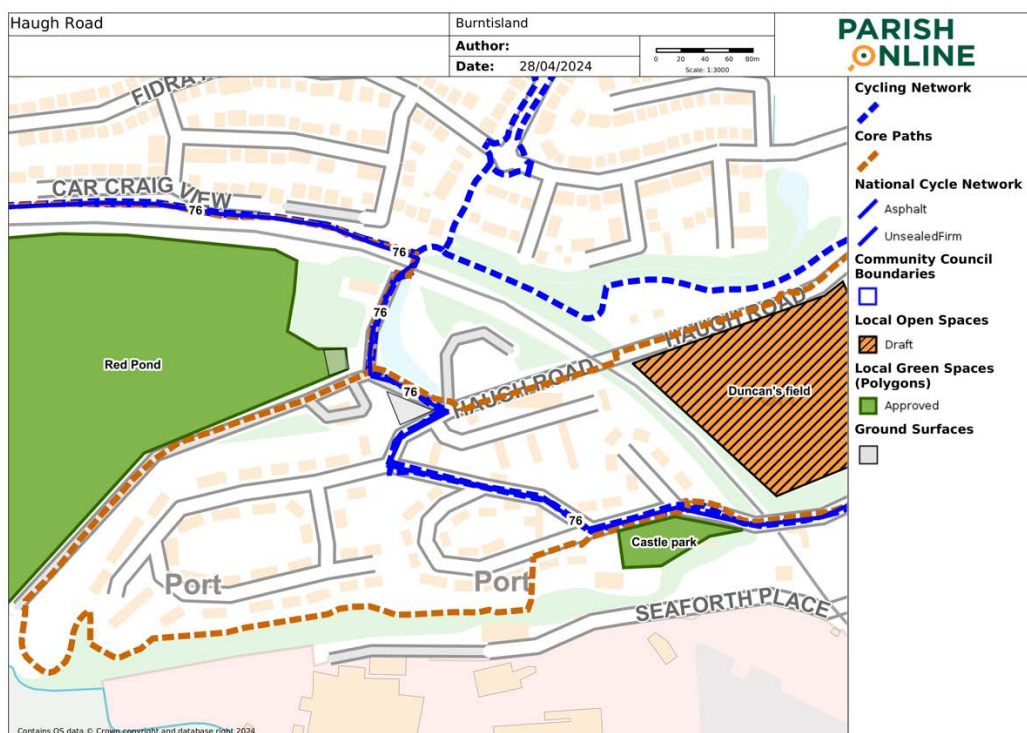


Map shows public toilets at west and east Links, Beacon Leisure Centre, various play areas & car parks (blue/dark green, light & dark grey). The three pedestrian access tunnels to the beach/Links & Core Paths are also shown. Visitor signage to these assets needs improved. Public toilets need upgraded. (Unfortunately, the map is inaccurate in its details and should be taken as indicative only.)

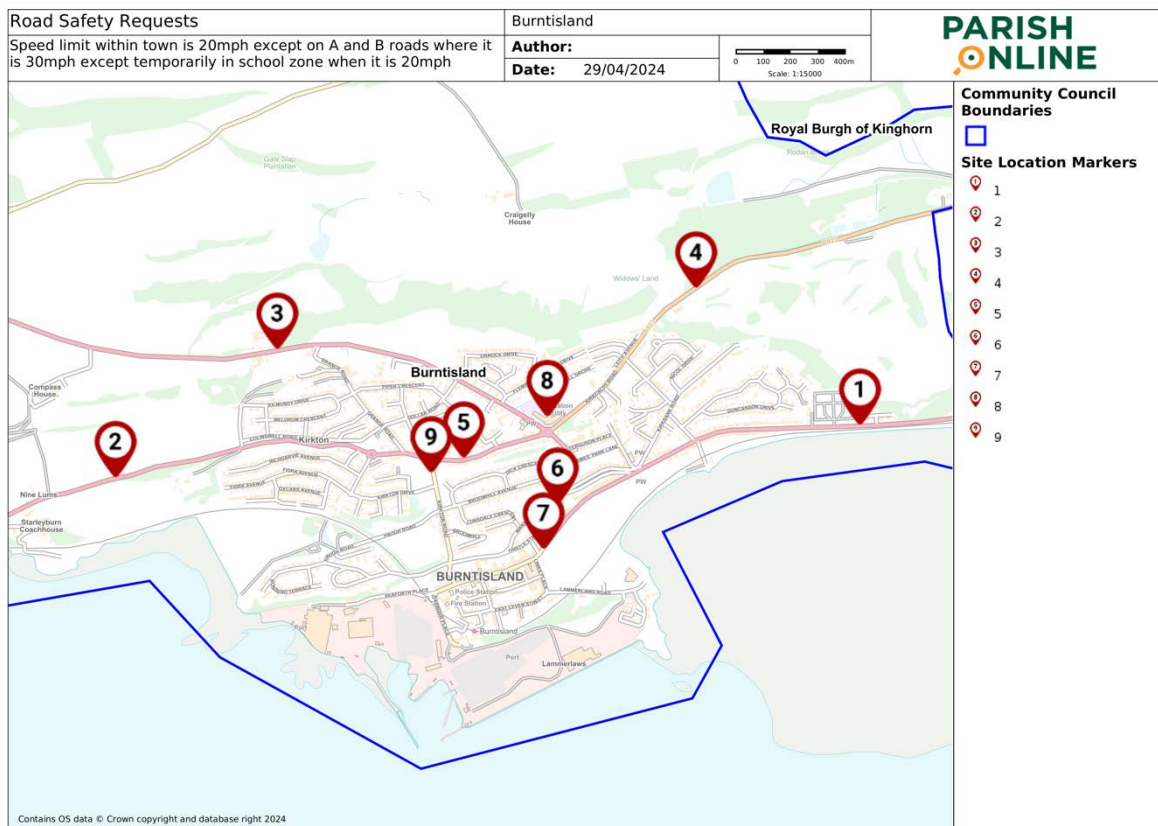
**Connections Policies:**

	Location	Recommendations	Links to LDP & other	Map & photos page number
1	Rail station	Accessible platform. Improved signage and shelter	Plan4Kirkcaldy: Opportunity for all, Thriving Places	Station is marked on town centre maps Photo pg 16
2	Active Travel Routes (ATRs)	Development of ATRs in town. Priorities are: 1. ATR between Burntisland and Kirkcaldy. 2. Town ATR between Forth Place (Rail Station, BUR010), Lammerlaws Road, existing Links ATR to the Burntisland-Kinghorn ATR.	Climate Action Fife. SG policy. LDP Policy 13 access	Map pg 14
3	Surface water and sewage flooding at Haugh Road, Kirkton Road, and Dick Crescent	Measures to prevent recurrent flooding.	LDP Policy 12.	Map pg 47 Photo pg 17
4	Road safety measures	Speed-reducing measures on Kinghorn Road; reduced speed limits on Cromwell Road, A921 west of Burntisland and at primary school; safer crossing points at Aberdour Road, Porte and Kirkton Road.	Transport Scotland Road Safety Framework. Plan4Kirkcaldy: Thriving Places.	Map pg 48

Map of the Haugh Rd area (liable to flooding) showing Red Pond, Duncan’s field and local paths and cycleways. **Connections Policy 3.**



## Map of road safety requests – Connection Policy 4



The following were agreed with Fife Council Transportation Service and await construction:

1. Speed reducing measures on Kinghorn Rd near the cemetery (30mph). We do not yet know the measures intended; perhaps a raised table or chicane, and hopefully not road bumps.
5. A build out somewhere on Aberdour Rd to facilitate road crossing by pedestrians.

The following measures were requested but not so far agreed by Fife Council:

2. A reduction in the speed limit between Aberdour and Burntisland from the current 60mph.
3. Moving the 30mph zone outwards beyond the most popular Core Path crossing point on Cowdebeath Rd. Also introducing countdown markers to the 30mph limit. Currently speeding down the hill towards town is an issue and the first speed reducing measure is a speed bump within the 30mph zone.
4. Moving the 30mph zone outwards beyond the most popular Core Path crossing point and entrance/exit to the Golf Club car park on the Kinghorn Loch road.
6. Making the temporary 20mph zone around the school permanent and extending it all along Cromwell Rd (between Toll roundabout and Porte junction.)
7. Making pedestrian crossings, or safer build outs, for pedestrians crossing both Cromwell Rd and Kinghorn Rd at the Porte junction. There is a mini-roundabout and a cobble 'island' on Cromwell Rd and Kinghorn Rd west of the mini-roundabout but many pedestrians cross the roads here in an unsafe way, especially to access bus stops and recreation facilities on the Links. The current speed limit here is 30mph but becomes 20mph west of the mini-roundabout.
8. This marks Burntisland Primary School. The Council nursery is south of Kirkcaldy Rd and there is a private nursery on Aberdour Rd near point 5.
9. A pedestrian crossing on upper Kirkton Rd. The pavement is not continuous on Kirkton Rd and it is necessary to cross it on the upper section in order to use the existing pedestrian crossing on Aberdour Rd at the Kirkton junction. This is a school route and, with Cromwell Rd and Greenmount Rd, the link road joining the north and south parts of town.

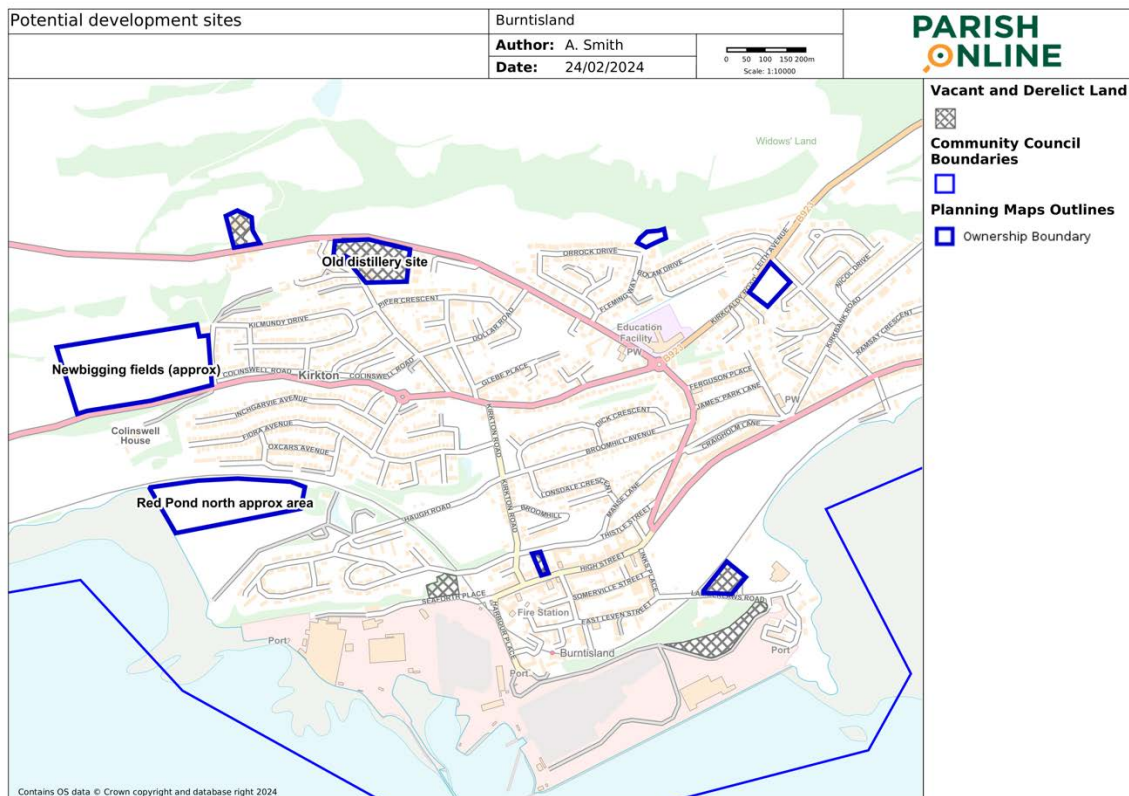
**Map of as yet undeveloped sites:**

Housing development is supported in Old Disillery site (BUR005), Greenmount (north east) BUR006, and old cinema gap site (BUR004). Newbigging field by Bendameer Road is a greenfield site and so less desirable for housing development than a brownfield site, but it could provide a significant housing development of up to 200 homes including up to 60 affordable homes, on a site immediately bordering the existing town perimeter. All the caveats on infrastructure first, access, and amenity apply. The small sites in the north at the old Grange quarry and the old Binn House site may be suitable for a small number of homes.

Built development at the Red Pond is not supported. Duncan’s field is not suitable for housing development and should be re-designated as green space, which it has always been.

Development at the old Roundhouse site should be for community benefit i.e. include public parking or motor homes parking.

Economic development at the port area is supported if it brings local jobs and does not adversely affect the community e.g. by increasing road vehicle travel, especially HGVs. Leisure business and leisure facilities are preferred here. The port area is thought unsuitable for housing due to coastal flooding risks.







Above: Burntisland old Parish Church in East Leven Street. It is a unique A-listed historical building and should remain a community heritage asset.

Below: Lammerlaws peninsula (SSSI) Looking to Inchkeith. Coastal cliff habitat including *armeria maritima* ('thrift' or 'sea pinks').



Below: Burntisland east harbour, Burntisland Sailing Club and boats at pontoons. Public access is now restricted by Forth Ports. Forth Green Freeport development information is awaited. Leisure development here is supported.



**Royal Burgh of Burntisland Community Council**  
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