



CARSPHAIRN LOCAL PLACE PLAN 2025 – 2035



Carsphairn's Vision

“ In ten years time, we want Carsphairn to be a sustainable place where people of all different ages can enjoy good facilities for education, recreation, health and wellbeing.

People will be able to access the surrounding wild spaces and heritage sites; Carsphairn's roads will be safer for cyclists and walkers; and good public transport will enable residents to travel sustainably to work, higher education and local towns. ”

Foreword

Carsphairn has long been a place of change as people, industries and amenities have come and gone. Carsphairn has a thriving community but faces the joint challenges of climate change, industrialisation, an ageing population and a reduction in the sustainability of locally available services.

This plan set outs the vision to combat these threats, to retain what makes Carsphairn special and to provide a road map to take Carsphairn forwards and ensure that it continues to thrive for the next 10 years and beyond.



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1 Introduction

The Planning Act (Scotland) and National Planning Framework 4 (2023) introduced Local Place Plans (LPPs) as a new tier of planning legislation aimed at giving local communities a statutory voice in spatial development and land use decisions. Once registered, this Local Place Plan must be considered by Dumfries & Galloway Council (DGC) when producing the new Local Development Plan (LDP).

This plan was commissioned by Carsphairn Community Council (CCC) with support from Glenkens Community & Arts Trust (GCAT) and the Glenkens Community Spaces Network (GCSN), and with funding from the UK Shared Prosperity Fund Local Place Plan Grant (DGC) and Carsphairn Renewable Energy Fund Ltd (CREFL).



Funded by
UK Government



Glenkens
Community
& Arts Trust

Consultation took place over 2024 with the final plan presented for community consultation in April 2025. Key community concerns identified in the initial Our Place Standard Tool survey (**2.6 Community Assessment of Life in Carsphairn**) were sent to every household to determine community priorities (**3 Assets & Opportunities** and **4 Needs & Challenges**). This was then used to draw up the chapter **5 Carsphairn's Objectives & Action Plan**. Chapter **6 Appendix** has a full list of consultation undertaken.

Our thanks go to:

- all the contributors who gave feedback for the report by coming to an event or taking part in a survey;
- the LPP steering group – Liz Holmes (CCC), Anna Clark Kennedy (CCC), Sylvia Sinclair (CCC), Sarah Ade (CCC), Gail Challis;
- Becca Nelson from Glenkens Community & Arts Trust and the Glenkens Community Spaces Network.



2 Description of Carsphairn

2.1 Location & Context

Situated between of the Rhinns of Kells and Cairnsmore of Carsphairn, Carsphairn is the most northerly community in the Glenkens in Dumfries & Galloway, bordering East Ayrshire to the north and west.

The Glenkens is an area of roughly 900 km² surrounding the Ken-Dee valley, part of the Stewartry, and within the Dee and Glenkens Community Council Ward.

At 272km² in area, Carsphairn makes up one third of the area of the Glenkens while having only 7% of the population.

The nearest towns are St John's Town of Dalry (10 miles south) and Dalmellington (9 miles north). The nearest larger settlements are Ayr to the north and Castle Douglas to the south, both around 24 miles away.

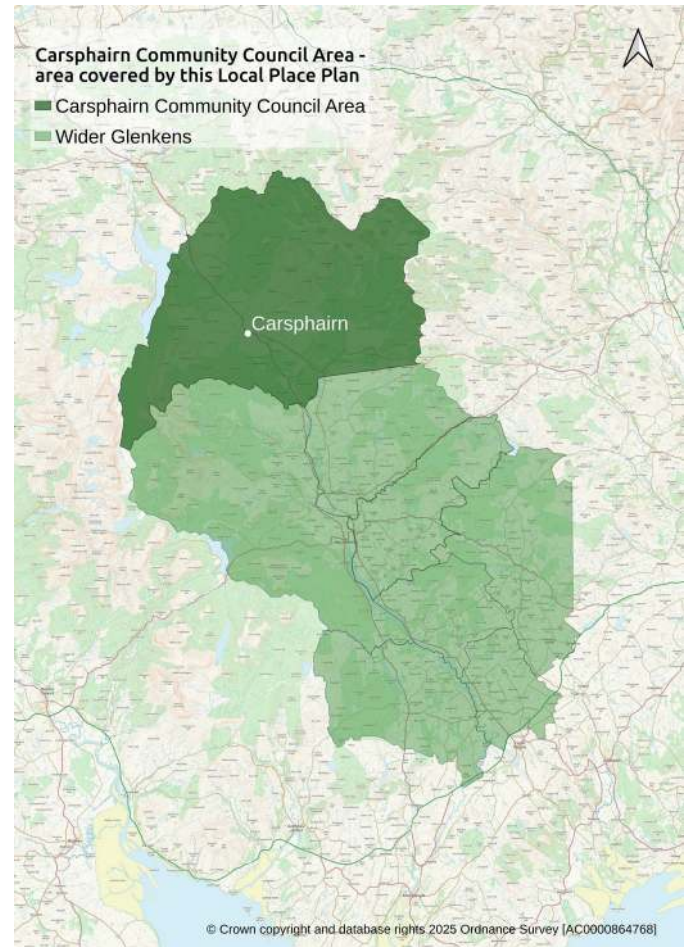
The Carsphairn area is in the Galloway Hills Regional Scenic Area, is on the edge of [Galloway Forest Park](#)¹ and [Galloway Gold Tier Dark Skies Park](#)², and is a UNESCO Galloway and Southern Ayrshire [Biosphere Community](#)³ within the buffer and transition zones.

If the proposed [Galloway National Park](#)⁴ goes ahead (consultation during 2024 and Scottish Government decision expected in 2025), Carsphairn would be partially or fully included, depending on the final park size. The potential effect on this plan is unknown at the time of writing.

Carsphairn Community Trust (CCT), working on behalf of the community, commissioned an independent survey to establish the community's wishes for future projects which resulted in the [Carsphairn Future Plan in 2016](#)⁵. The report was [reviewed and updated in 2021](#)⁶.

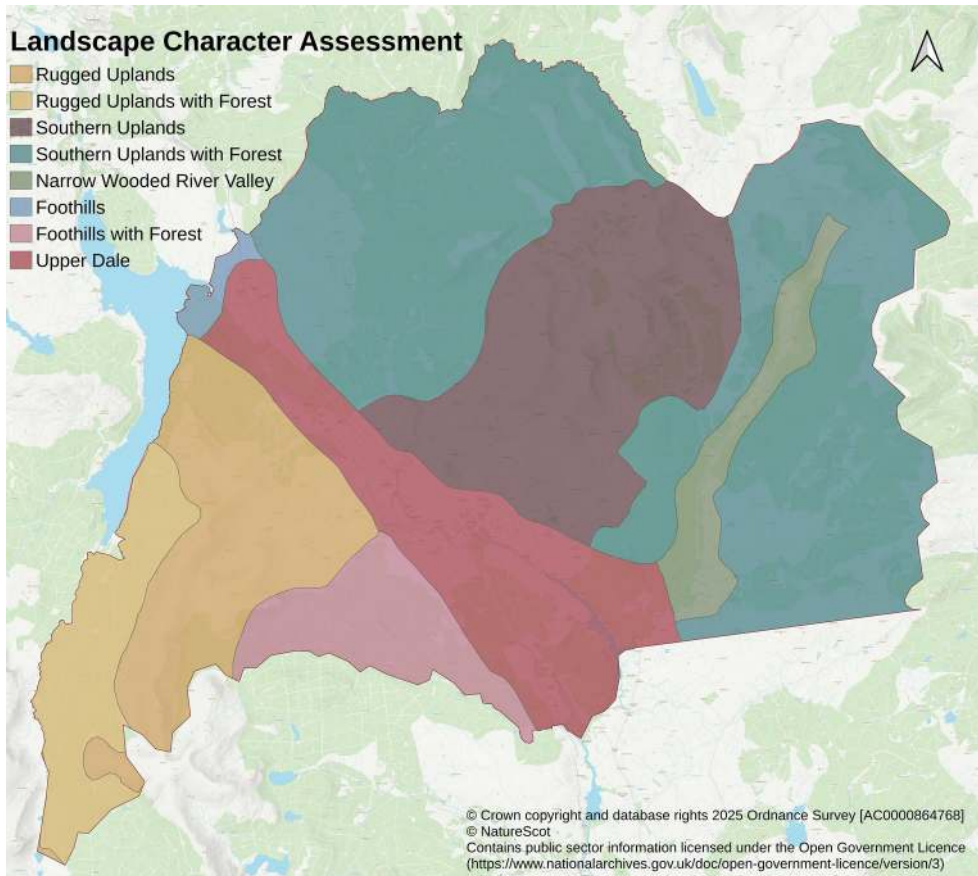
In addition to the Futures Plans, the wider Glenkens undertook a region wide survey which resulted in the 2020 [Glenkens & District Community Action Plan \(CAP\)](#)⁷ consultation and report.

Although Carsphairn did not take part in the initial CAP consultation, the results of all the surveys demonstrate that, although a unique community, Carsphairn shares many of the same challenges and has similar priorities for funding as those outlined in the CAP and in related work such as the [Glenkens Land Use Vision](#)⁸.



1 <http://scotland.forestry.gov.uk/forest-parks/galloway-forest-park>
2 <https://forestryandland.gov.scot/visit/forest-parks/galloway-forest-park/dark-skies>
3 <https://www.gsabiosphere.org.uk/explore-the-biosphere/biosphere-communities/carsphairn/>
4 <https://www.gallowaynationalpark.org/>
5 https://www.carsphairn.org/docs/CCT/Carsphairn_Future_Plan_March16.pdf
6 <https://www.carsphairn.org/docs/CCT/CarsphairnFuturePlanReview2021.pdf>
7 <https://glenkens.scot/reports-resources-archive/community-action-plan>
8 <https://glenkens.scot/reports-resources-archive/a-vision-for-land-use-in-the-glenkens>

2.2 Landscape & Land Use



NatureScot's Landscape Character Assessment

Carsphairn is comprised of eight landscape types, ranging from rugged uplands in the south west to southern uplands, with and without forest in the north east.

Carsphairn village lies in an upper dale, a river valley which is the remains of past glacial activity.

Renewable Energy Production

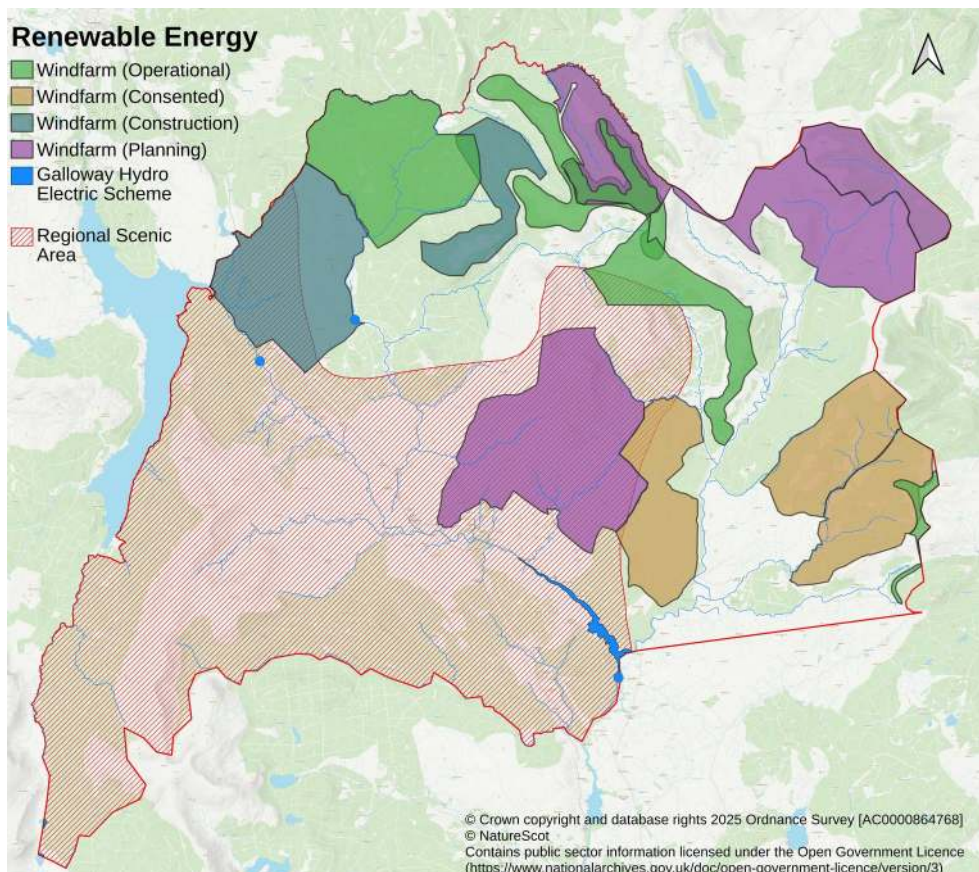
Carsphairn was home to Scotland's first consented windfarm and as of March 2025 hosts:

- 5 operational windfarms;
- 2 in construction,
- 4 consented with 2 with variations in planning;
- 3 in planning.

The site areas encompass 36% of the community council area.

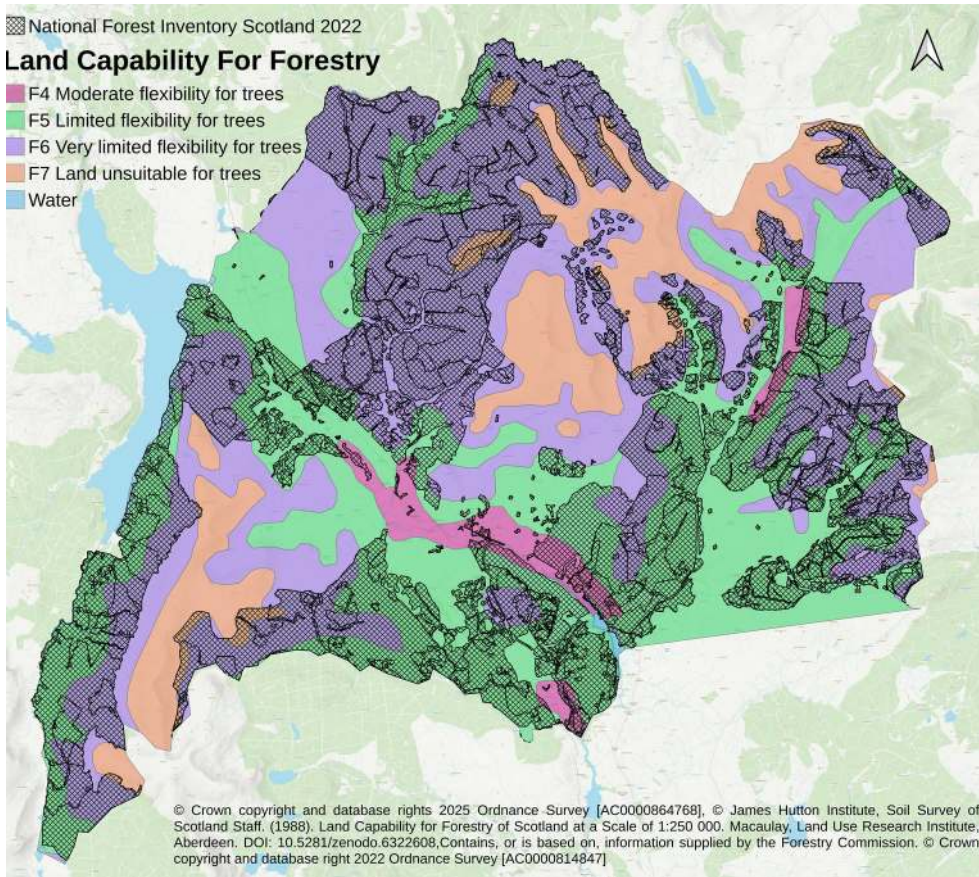
Southern upland with forest is considered to have medium sensitivity to turbines 80m-150m, and high medium sensitivity for turbines from 150m-250m ([Dumfries and Galloway Wind Energy Landscape Sensitivity Study \(2024\)⁹](#)).

The Galloway Hydroelectric Scheme, built in the 1930s, starts in the Carsphairn area with the Drumjohn flume and Bow Burn dam and progresses south east along the Water of Deugh to the dams at Kendoon Loch.



Land Capability For Forestry

- F4 Moderate flexibility for trees
- F5 Limited flexibility for trees
- F6 Very limited flexibility for trees
- F7 Land unsuitable for trees
- Water



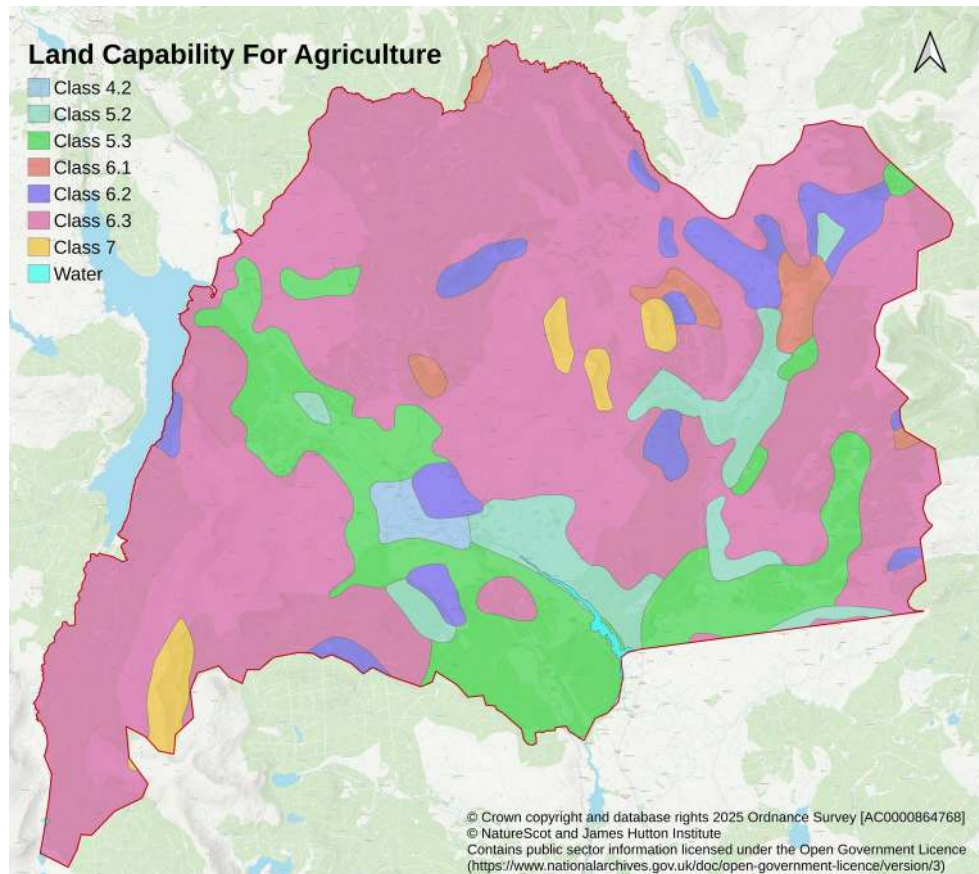
© Crown copyright and database rights 2025 Ordnance Survey [AC0000864768], © James Hutton Institute, Soil Survey of Scotland Staff, (1988). Land Capability for Forestry of Scotland at a Scale of 1:250 000. Macaulay, Land Use Research Institute, Aberdeen. DOI: 10.5281/zenodo.6322608. Contains, or is based on, information supplied by the Forestry Commission. © Crown copyright and database right 2022 Ordnance Survey [AC0000814847]

Forestry

52% of Carsphairn is forested with mostly commercial 'plantation' forestry which began in the 1930s and continues today (4 new woodlands have been created in the last few years).

The forests are predominantly 'highly artificial coniferous plantations' that do little to enhance recreational opportunities or biodiversity.

The majority of the land is classed as having moderate to very limited flexibility for trees, with the hill tops of the Rhinns of Kells and Cairnsmore of Carsphairn classed as unsuitable.



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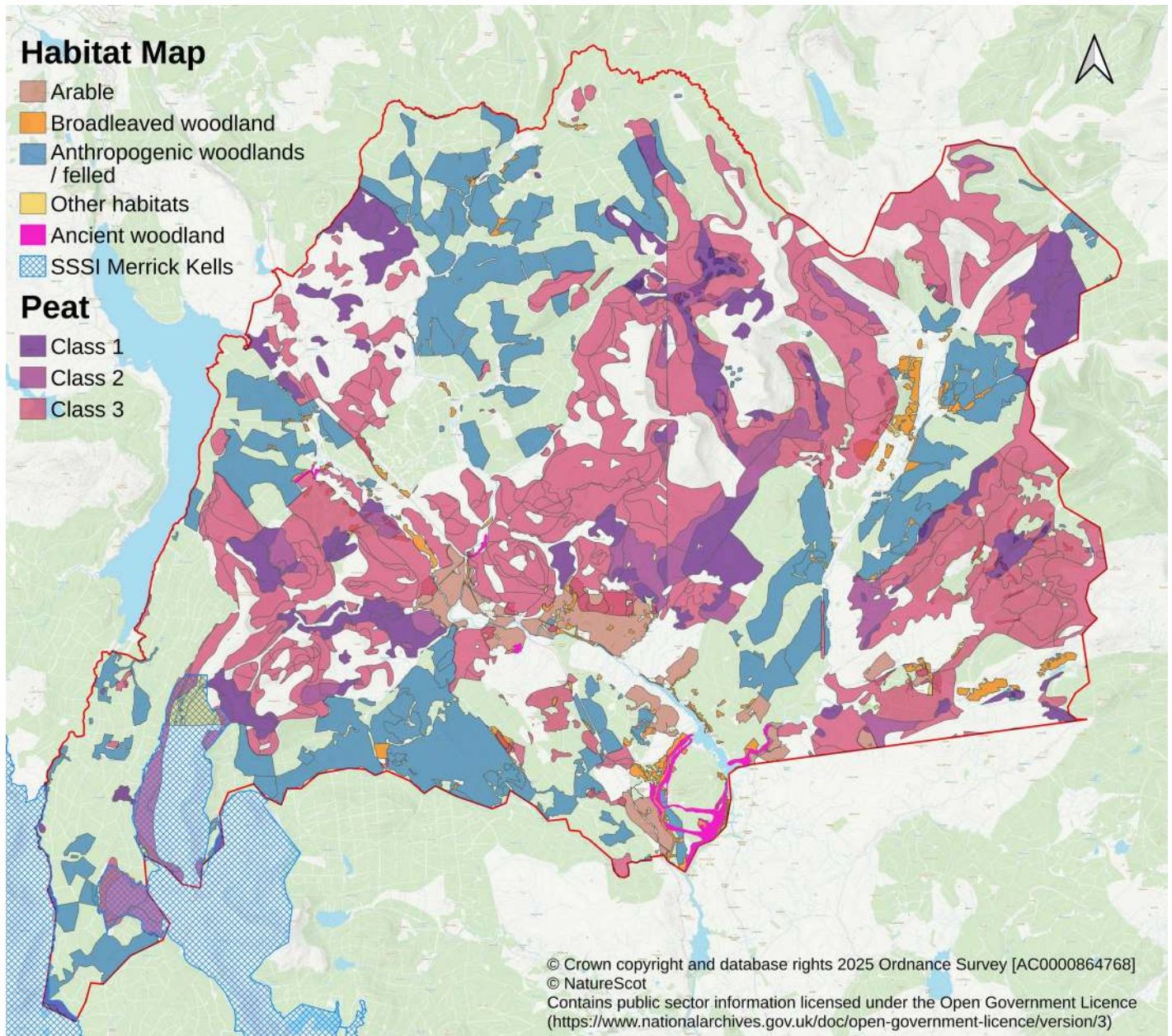
Farming

The majority of land in Carsphairn is only capable of supporting rough grazing (Classes 6.1 to 7).

There is a smaller amount (22%) of land capable of supporting improved grassland (Classes 5.2 and 5.3) and an even smaller (<1%) area capable of supporting mixed agriculture (Class 4.2).

Most of Carsphairn's agricultural land is dedicated to upland sheep farming and mixed sheep and beef cattle farming.

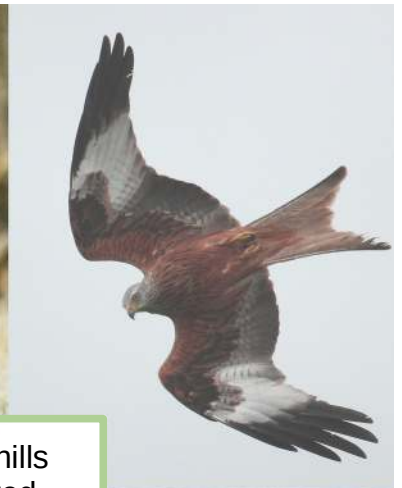
2.3 Biodiversity



Carsphair is home to part of the Merrick Kells SSSI and other special habitats on its south western edge.

There are small pockets of ancient woodland and scattered broadleaved woodlands as well as planted woodlands of other kinds.

Around 33% of the land is peat or peaty soil, with around a tenth being nationally important carbon-rich soils, deep peat and priority peatland habitat Class 1 (areas likely to be of high conservation value) and Class 2 (areas of potentially high conservation value and restoration potential).



The area around Carsphairn is full of wildlife. In the hills there are mountain hares, red deer, golden eagles, red grouse, barn owls, short-eared owls, merlin, peregrine falcons and hen harriers.



Cuckoos can be heard in spring, and the once abundant curlew is still heard locally. The rivers are home to the native white-clawed crayfish and brown trout, and you may be lucky to see ospreys fishing in the lochs and rivers.



Frogs, toads and newts live in the wetland areas, and otter and American mink live in the watercourses. Herons are often seen lurking quietly, waiting to catch a fish, or flying majestically overhead.



Red squirrels and pine martens inhabit the woods, as well as pipistrelle bats, great spotted woodpeckers, siskins, and nuthatches which have colonised in recent years. You may come across signs of the elusive wild boar and see roe, red, and fallow deer.

Carsphairn village is a home for much of the wildlife, with sparrowhawks attracted by garden birds, and swallows returning each summer to nest. Reptiles such as slow-worms and adders are known to live near the old Salutation Inn.

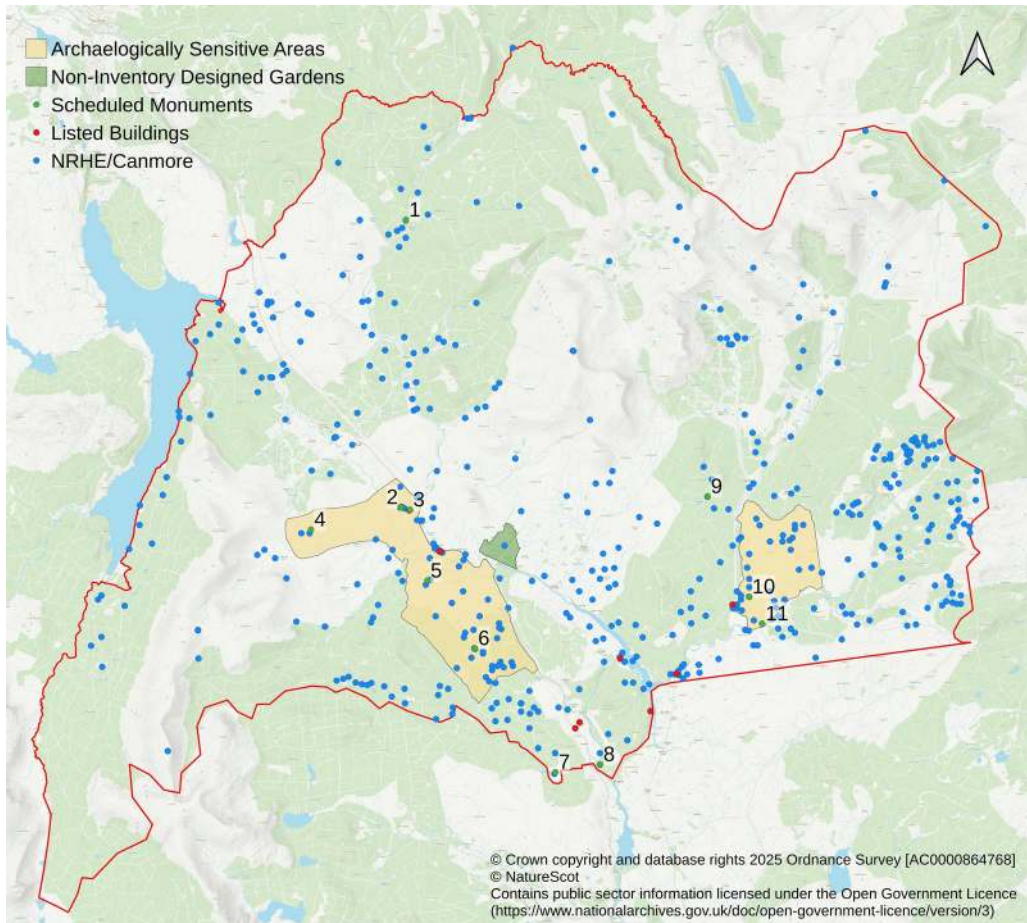
In the grasslands, look out for brown hares, weasels, stoats, foxes, mice and voles, and birds of prey such as kestrels, buzzards and red kites swooping and circling above. The colourful sphagnum moss is ever-present and in spring primroses and rare orchids abound.



Courtesy of Galloway and Southern Ayrshire Biosphere.



2.4 History & Heritage



Scheduled Monument key:

1. The King's Cairn, chambered cairn and cairn to west of Water of Deugh
2. Holm of Daltallochan, stone circle & standing stone
3. Holm of Daltallochan, cross slab
4. Woodhead lead mines and smelter, Carsphairn
5. Cairn Avel, cairn 800m south of Carsphairn
6. Braidnoch Hill, cross slabs
7. Polmaddy, medieval and post-medieval settlement
8. Dundeugh Castle
9. Craigengillan, cairn
10. Stroanfreggan Craig, fort, Smittons Bridge
11. Stroanfreggan Bridge, cairn

Carsphairn is rich in [CANMORE](https://canmore.org.uk/)¹⁰ sites ranging from neolithic cairns, through ancient farming remains, to 20th century aviation sites. It is also home to two archaeologically sensitive areas, one around [Stroanfreggan hill fort](https://hillforts.arch.ox.ac.uk/records/SC0263.html)¹¹, the other encompassing Woodhead Hill and Cairn Avel.

Carsphairn's Gaelic past is evidenced by local place names eg Lagwyne (*Lag uaine* - 'green hollow'), one of several old names in Carsphairn. Gaelic was widely spoken in Carsphairn until the seventeenth century. Carsphairn Community Council have requested that the village signs be revised to reflect this with 'Welcome to Carsphairn' in Gaelic as well as English (*Fàilte gu Cars Feàrna*), along with an indication that Carsphairn is a Biosphere community.



© Becca Nelson

89% of people surveyed said that they thought the preservation of historic sites was important or very important during development.

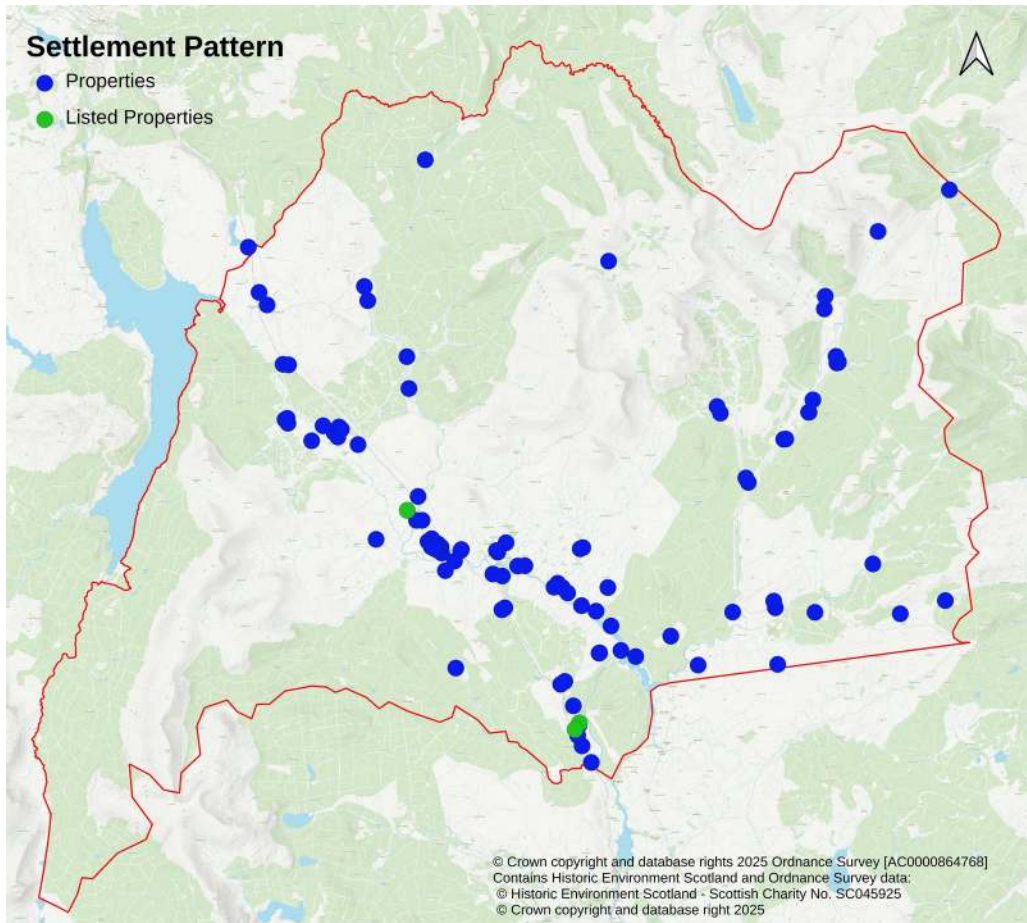
Past forestry practices have damaged some of these sites, notably Dundeugh / Kars Castle, Kings Cairn and the Blue Peter air crash site.

Some responsible developers have worked with the Community Council on projects, such as at The Green Well of Scotland (pictured), to enhance public access and preserve the site.

¹⁰ <https://canmore.org.uk/>

¹¹ <https://hillforts.arch.ox.ac.uk/records/SC0263.html>

2.5 Population & Demographics



Settlement Pattern

Carsphairn is classed as remote rural, parts of which are very remote rural.

It has a very sparse settlement pattern, spanning 14 postcode areas.

Habitation is split between Carsphairn village and outlying areas: 46 properties (33%) are in the village and 95 properties (67%) are in the wider area.

	2016	2021	2023	2024
Properties in full time habitation or main residence	84 ^a	101 [*]	105 [*]	103 [*]
Owner Occupiers	81% ^a	88% ^b	79% ^c	Not available

Sources:

- * LED Scheme participants
- a Carsphairn Communities Futures Plan 2016
- b Carsphairn Communities Futures Plan 2021
- c Carsphairn Community Council Housing Need and Demand Survey Report March 2023

Carsphairn Smallholding Policy

Established in 1991 following requests from Carsphairn Community Council to stem the depopulation of the area caused by forestry replacing family farms, Carsphairn's Smallholding Policy allowed a relaxation of housing in the countryside for the development of new smallholdings.

Applicants entered a Section 75 Agreement linking the smallholding to the house, to prevent subdivision of the site, and developments had to conform to Planning Advice Note 36 on the Siting and Design of New Housing in the Countryside, superseded by [Supplementary Planning Guidance - Development in Remote and Depopulated Areas \(Stewartry\)](#)¹² in 2007.

Between 1994 and 2004, 12 smallholdings were established, increasing the population by 10%. Due to the uneconomic nature of upland smallholding, many of the new houses were homework units¹³.

¹² https://drive.google.com/file/d/1WSRiPK676tp_UWFEm6cMKp8Nw1qMMvL/view?usp=drive_link

¹³ https://drive.google.com/file/d/14-22dnXMoCct_lx_o3BdoOmDzn4sDgG9/view?usp=drive_link

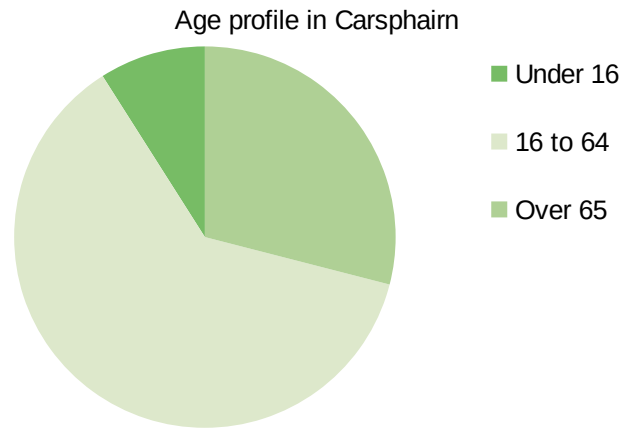
Demographics

Age Profile

Carsphairn's population skews towards older residents compared with the population across Scotland.

Whilst the proportion of residents aged between 16 and 64 was roughly comparable (67% nationally vs 61% in Carsphairn), 28% of Carsphairn's population is aged over 65, compared with 16.8% in Scotland as a whole.

Under 16s make up just 9% of the population, compared with 16% nationally.



Access to Services

The Glenkens as a whole is in the bottom 10% for 'Access to Geographic Services' in the Scottish Index of Multiple Deprivation, with this varying slightly across the area depending on whether residents live within the settlement or the wider CC area.

As a remote rural community, residents have to travel a significant distance to access many facilities, which means that the retention of existing facilities within the village is of the utmost importance.

Housing

Apart from 21st century buildings and large farm houses, most housing stock tends to be either the traditional pre-1920s 1½ storey with solid walls or post-war bungalows. Both types tend to be poorly insulated and mostly heated by oil, LPG, wood, coal and electricity, making them more expensive to run than houses on the gas grid.

[Carsphairn's Local Energy Discount Scheme \(LEDS\)](https://www.carsphairn.org/LEDS)¹⁴ was designed to partly tackle this, giving each property in full-time occupation a payment towards the energy required to run a home. The payment in 2024 was £600 per property.

The [Energy Efficiency & Decarbonisation in Glenkens - Domestic building archetypes](#)¹⁵ produced by Natural Power on behalf of GCAT in 2023, examined the energy efficiency of these two building designs and made recommendations for the best way to improve and decarbonise their running.

The village is on a flood plain and some village properties have experienced flooding, notably in two consecutive years in 2014 and 2015. The [DGC Carsphairn Flood Study](#)¹⁶ identified 32 properties at risk of flooding and assessed various options for their defence. Temporary flood defences were installed by DGC in 2016; these are due to be reviewed in 2025.

¹⁴ <https://www.carsphairn.org/LEDS>

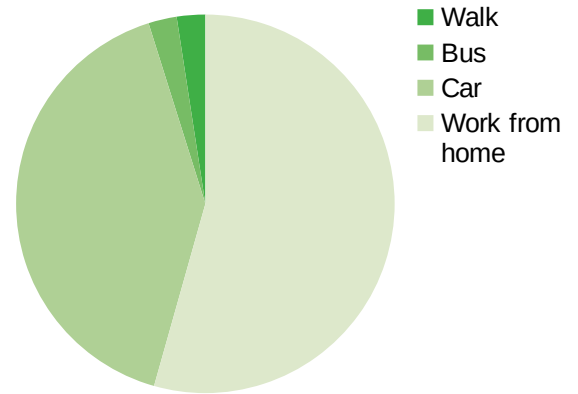
¹⁵ <https://glenkens.scot/reports-resources-archive/energy-efficiency-and-decarbonisation-in-glenkens-community-buildings>

¹⁶ https://www.dumgal.gov.uk/media/19602/Carsphairn-Flood-Study-2015/pdf/Carsphairn_FRA.pdf

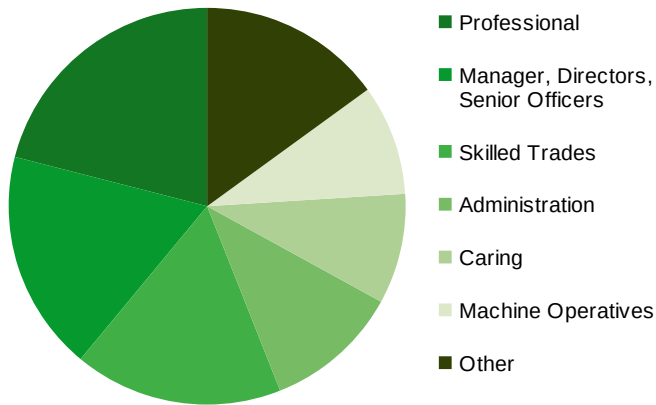
Economy & Employment

When the 2022 census was carried out, over half (56%) of Carsphairn residents of working age reported that they worked mainly at or from home, with a further 42% travelling by car to work. Around 3% were able to walk to work, with the same number reporting that they used public transport.

How do you get to work?



Employment sector



Around 21% of residents in employment were in professional roles, and 18% or more were managers, directors or senior officers. Skilled trades (mainly in agricultural and related sectors) made up a further 17% of the total, with the other main employment groups being administration (11%), caring (9%), and machine operatives (9%).

Carsphairn Futures Plan in 2021 found that the economy was still based around agriculture, mainly hill farming, although this is decreasing as some farms have been sold for forestry. Tourism also plays a large part with a number of holiday/second homes and a campsite in the area.

Over a quarter of the population are classified as income deprived and 7.8% of people in the DG7 postcode area are classed as employment deprived, compared with 8.8% across Dumfries and Galloway. At Ward level, 12.3% of occupants have no qualifications, compared with an average of 15.2% across Dumfries and Galloway (SIMD, 2020).



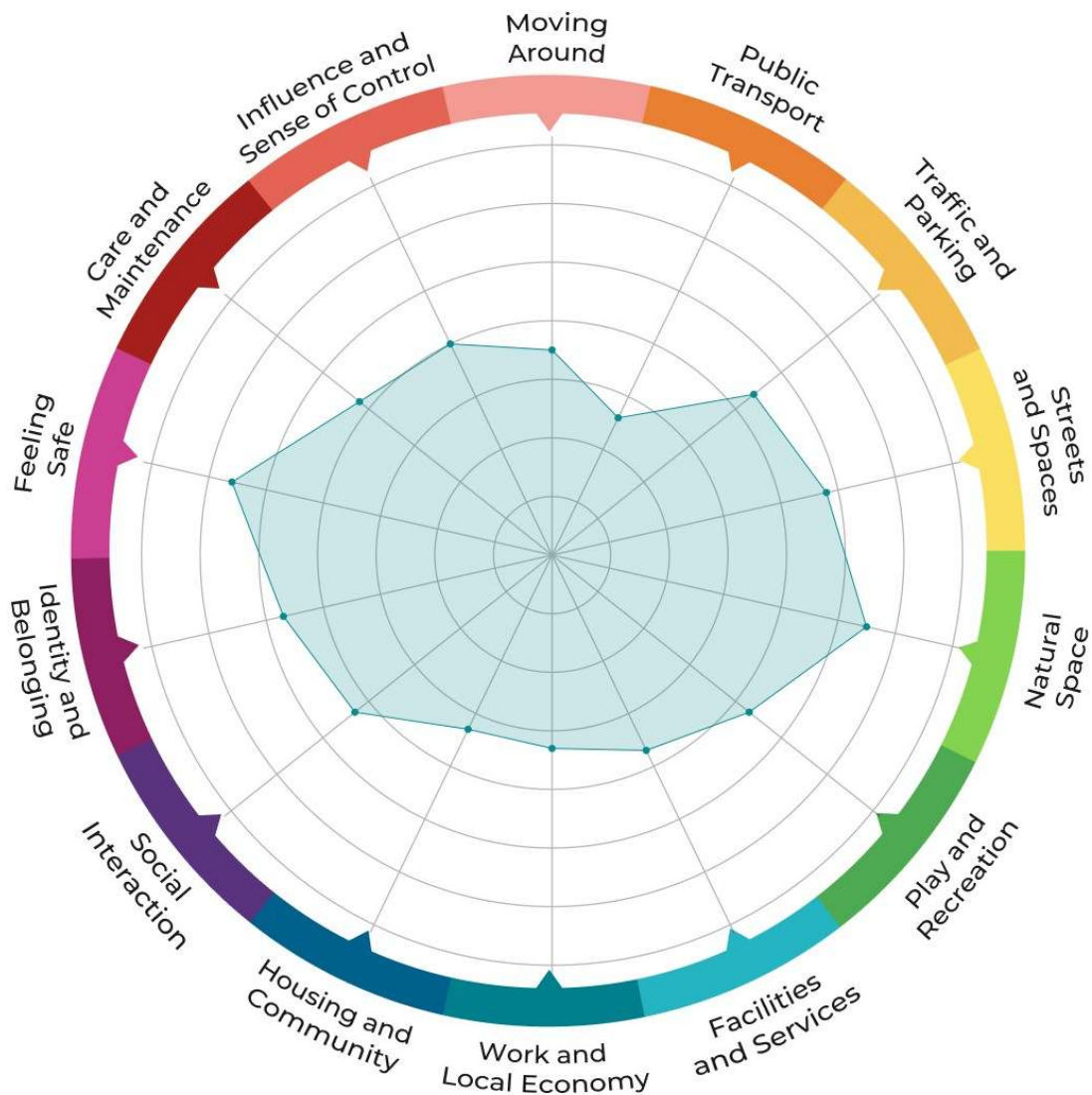
© Liz Holmes

2.6 Community Assessment of Life in Carsphairn

Four community consultation events were held from March to June in 2024 to find out how inhabitants felt about living in Carsphairn. Events were varied to make sure as many people as possible could take part and ranged from drop-in events in Lagwyne Hall and an Easter event for young children and parents in the Heritage Centre, to the annual agricultural show in June.

The survey was also available online, linked from the community website, featured in the Glenkens Gazette (the bi-monthly newsletter for the area), and had a static display in the hall for three weeks to engage with people who use the hall but might not have engaged with online sources or attended the consultation events.

76 people completed the tool, leading to the collated [Our Place Standard Tool](#)¹⁷ below:



The community feels most positively about Feeling Safe, scoring an average of 5.6 and Natural Space (5.5). All other areas with the exception of Public Transport scored an average between 3 and 4. The community were least satisfied with Public Transport, scoring only 2.6 with only 11% of participants feeling that Public Transport was good.

Breakdown of topics with average scores in brackets follows:

¹⁷ <https://www.ourplace.scot/>

Feeling Safe (5.6)

Participants reported generally feeling safe outside and in their homes, however local developments such as wind farms, pylons and changes to land use such as plantation forestry, made some respondents feel under threat.

Natural Space (5.5)

Responses noted the benefits of living nearby Carsphairn Community Woodland, the Green Well of Scotland and Cairnsmore of Carsphairn, plus many hills and lochs. While being satisfied with the green, natural space around the area, walkers would like to see more access to forestry and sign-posted walks to local heritage sites such as Woodhead Lead Mines and archaeological features such as the King's Cairn and cup and ring marked stones.

Streets and Spaces (4.8)

Community buildings and spaces such as the community garden, the War Memorial and Heritage Centre were appreciated as being well-maintained. Lack of street lighting in the village makes some participants feel unsafe walking at night.

Identity and Belonging (4.7)

Although scoring comparatively highly on identity and belonging, many comments mentioned the fractured nature of the community and the need for community cohesion.

Traffic and Parking (4.4)

Opinion was split as to whether more parking was needed in the village; however, many people mentioned the need for traffic calming measures, especially in the village itself.

Play and Recreation (4.3)

Bairn Banter was mentioned as a key deliverer of play opportunities for children and respondents appreciated being able to use the playgrounds at the school and at the Community Woodland, although some would prefer the woodland to be closer to the village.

Activities for older children and young adults are needed and several people mentioned adult sport activities such as tennis, bowling and a gym.

Social Interaction (4.3)

Respondents appreciated the many existing groups and opportunities for socialising, especially in the village hall.

Care and Maintenance (4.2)

Some people mentioned that village properties could be better looked after and that infrastructure such as broadband and electricity supply reliability needed to be improved. The wind turbine blade laydown area at the south end of the village was thought to be an eyesore.

Influence and Sense of Control (4.0)

Many people felt there was lots of opportunity to join committees and have their say, however there was some frustration that local opinion was not listened to by developers during consultations.

Facilities and Services (3.7)

Reduction in local services was mentioned by many respondents, including the moth-balling of the school, and closure of the pub and the post office service at the shop/hall. The community owned shop premises, village hall, Heritage Centre, church and community garden were well regarded.

Residents appreciate being able to access the GP in New Galloway but would like more access to dentistry and more support for elderly and disabled people to access health and welfare services, such as an outreach service.

Work and Local Economy (3.3)

The ability to work from home was seen as a benefit due to the lack of public transport but was less possible in the areas which still have poor broadband. Support for school leavers to improve their CV with work experience was mentioned as was using links to local employers such as Natural Power.

Moving Around (3.5)

The quality and maintenance of road surfaces was highlighted by residents (drivers and cyclists). Potholes as well as debris on roads was a concern.

HGV traffic was identified as making roads unsafe for cyclists and walkers, and both would like paths connecting the village to the many local walks so they can avoid this.

Housing and Community (3.3)

More housing for young people and families was thought necessary by many people. Second homes, holiday homes and empty housing were seen as problems along with the lack of local facilities.

Public Transport (2.6)

Scoring the lowest in the survey, public transport is seen as poor with unreliable and infrequent buses. Community members mentioned difficulty in getting to medical appointments and to college.

Carsphairn Futures Plan (2016 and 2021) survey results found similar themes:

	Community Likes	Community Dislikes
Carsphairn Futures Plan (2016)	<ul style="list-style-type: none"> • Community spirit • Natural beauty of the area • Peaceful • Scenery • Good School 	<ul style="list-style-type: none"> • Poor Broadband & mobile phone signal • Neglected buildings • Flooding • Poor public services • Traffic
Carsphairn Futures Plan Review (2021)	<ul style="list-style-type: none"> • Landscape and environment • Community groups 	<ul style="list-style-type: none"> • Public transport • Road safety • Lack of community pub or social space

2024 WHAT'S GOOD NOW



	Positive comments
Moving Around	3
Public Transport	2
Traffic and Parking	4
Streets and Spaces	4
Natural Space	5
Play and Recreation	5
Facilities and Services	9
Work and Local Economy	3
Housing and Community	0
Social Interaction	7
Identity and Belonging	2
Feeling Safe	3
Care and Maintenance	2
Influence and Sense of Control	3

2024 WHAT NEEDS TO IMPROVE

	Negative comments
Moving Around	10
Public Transport	12
Traffic and Parking	18
Streets and Spaces	7
Natural Space	13
Play and Recreation	15
Facilities and Services	26
Work and Local Economy	12
Housing and Community	12
Social Interaction	3
Identity and Belonging	9
Feeling Safe	3
Care and Maintenance	11
Influence and Sense of Control	6



2.7 Settlement Map & Facilities



Carsphairn Primary School: The School was mothballed in 2019. The school's status will be reviewed in April/May 2025. DGC's threshold for mothballing is expected to change to 25 pupils, well above the five expected 2025 enrolments. Primary school pupils currently travel to St John's Town of Dalry (hereafter 'Dalry') which also has the nearest secondary school provision (up to year 4, after which pupils attend school in Castle Douglas or Kirkcudbright).

Water supply: The village itself is on mains water supplied by the Benloch Burn to the treatment plant at the Liggate to the south of the village. Outlying properties have private water supplies and both the village and private supplies can suffer from shortfalls during droughts.

Public Transport: Carsphairn is served by the [520 bus service](#)¹⁸ with five daily buses (Mon-Sat) to Castle Douglas and two services to Dalmellington. Galloway Community Transport is also available in the area, offering shopping trips, excursions and patient transport.

Food: Carsphairn benefits from being in the delivery area for the [Galloway Food Hub](#)¹⁹, a local, grower-led sustainable food group, based in Dalry, which runs a Fair Food for all scheme to ensure everyone can access healthy food. The nearest grocery shops are in Dalry and Dalmellington and other local food deliveries include a butcher. With tenants leaving the Carsphairn Village Shop in 2025 the exact provision in Carsphairn is not known at time of writing.

Health services: The nearest health services are General Practitioners in New Galloway and Dalmellington, and hospitals in Ayr and Dumfries. Dentistry services are available in Ayr, Castle Douglas, Thornhill and Dumfries.

Other services: Carsphairn had a pub until 2008 and a daily post office until 2013. A weekly outreach Post Office service was run from Dalmellington until 2023 but this has now also ceased. The nearest Post Offices are in Dalmellington and Dalry, 10 and 9 miles away respectively. There are public toilets behind Carsphairn Heritage Centre.

¹⁸ https://www.dumfriesandgalloway.gov.uk/sites/default/files/2024-11/520_Castle_Douglas_to_Dalmellington.pdf

¹⁹ <https://gallowayfoodhub.org.uk/>

3 Assets & Opportunities

3.1 Assets

Carsphairn is rich in community spaces, groups and voluntary organisations, further details of which can be found on Carsphairn Community Council's website, [carsphairn.org](https://www.carsphairn.org)²⁰. The website is run by volunteers and advertises local events, hosts information on behalf of community groups and includes lots of local information useful to both residents and visitors.

Voluntary Organisations

Carsphairn Community Council (CCC) meet bi-monthly on the last Monday of the month. As well as representing the community, CCC runs the annual Local Energy Discount Scheme (LEDS), Seniors' Dinner and is the umbrella organisation for Bairn Banter.

Carsphairn Community Trust (CCT) was established to develop community projects. CCT own two village properties which they rent out as as affordable housing, run an annual extra-curricular grant scheme and facilitate a number of recreational activities in Lagwyne Hall, such as the Monday Social Group. CCT currently employs a development officer, shared with Carsphairn Community Woodland, to further their work.

Carsphairn Community Woodland Ltd (CCW) purchased 120 acres of forestry in 2021 to provide local employment; greater access to the countryside for walking and picnics; and also to create a community hub for outdoor volunteering, activities and skills development - [Community Land Scotland case study](#)²¹.

CCW employ 1 full-time forester and run an on-going apprenticeship scheme. CCW hold monthly Volunteer Days at the woodland plus other events throughout the year.



Carsphairn Heritage Initiative (CHI) has been actively collecting, interpreting and archiving local history since the 1980s. The archive was digitised by volunteers in 2017 and is available online at: [carsphairn.org/CarsphairnArchive](https://www.carsphairn.org/CarsphairnArchive)²². The group also operate Carsphairn Heritage Centre, running public events such as exhibitions and are engaged with developing local archaeology projects.

Carsphairn Pastoral and Horticultural Society was founded in 1875 and runs the annual Carsphairn Show on the first Saturday in June in fields behind the village.

The Show includes sheep classes, especially for Blackface sheep, sheep dog trials and the Industrial Section – baking, plants, eggs, handicrafts – in Lagwyne Hall.



²⁰ <https://www.carsphairn.org/>

²¹ <https://www.communitylandscotland.org.uk/wp-content/uploads/2023/06/Case-study-Carsphairn-CW-SoS.pdf>

²² <https://www.carsphairn.org/CarsphairnArchive/>

Carsphairn Renewable Energy Fund Ltd (CREFL) is the wind farm community benefit body for the Carsphairn Community Council area. They administer the community benefit funds from Windy Standard 1 and 2, Wether Hill, South Kyle and Windy Rig Wind Farms on behalf of the community. Grants are made to finance community projects (development and revenue grants) and to assist inhabitants with further education and vocational training.



Carsphairn Learning and Development Committee (CLaDC) has been set up to enable Carsphairn Primary School to be used by the community if it is permanently closed. The group is in the process of becoming a SCIO which will allow them to apply for a Community Asset Transfer (CAT) of the school.



Carsphairn Village Shop Ltd (CVSL) was set up in 1995 to purchase the shop premises and maintain a shop in the village.

Community Spaces

Lagwyne Hall, at the north end of the village, was named for the nearby Lagwyne Mansion and was purpose built in 1929.



As well as a large sports hall with stage area, the hall also has two smaller meeting rooms for hire. The hall is in constant use for weekly social groups, committee meetings and is used for public consultations.

Carsphairn Community Woodland sits on the edge of Kendoon Loch and has great views from its walking trails and woodland playground.



The School Playground is often used as a safe space for children to play. Despite the mothballing of Carsphairn School, it continues to be used for community events.

Carsphairn Kirk is clustered with Balmaclellan, Dalry and Kells, and with them joined the Galloway and Dee churches in 2025. Services rotate among the four venues.

The Community Garden opposite the Kirk is owned and managed by Carsphairn Community Council. Picnic tables, benches, LED lighting and view point boards make it a well-used protected green space.

Carsphairn Heritage Centre was purpose built in 1992 and is leased from DGC. It is operated by Carsphairn Heritage Initiative and the group hold regular exhibitions including specific events aimed at younger children, in conjunction with Bairn Banter.

Residential properties - although not public spaces, Carsphairn community also own 3 residential properties; 1 tied to the shop premises and operated by CVSL and 2 operated by CCT to provide accommodation for people working locally.



© Ian Saunders



© Galloway Glens Landscape Partnership

Community Groups

Bairn Banter is Carsphairn's Stay and Play Group, run by volunteers under the umbrella of Carsphairn Community Council. The group provide a welcoming supportive space for children and their families, including opportunities to grow and make their own food (image: right). Bairn Banter featured in a [case study](#) highlighting how even a small community group can deliver important community goals such as halting depopulation.

Carsphairn Craft Group runs every Friday morning in Lagwyne Hall, providing a welcoming environment for crafts and socialising.

Carsphairn Scottish Women's Institute has a flourishing membership, meeting monthly in the Hall from September to May.



© Bairn Banter

Community Events

Annual community events include:

- Lagwyne Hall's Burns Supper in January
- [Knockengorroch Music Festival](https://www.knockengorroch.org.uk/)²³ in May (pictured right).
- Community lunch in the Community Garden in summer
- Community Market in September as part of Glenkens Food Month
- Show Social Night
- Seniors' Dinner in December
- Remembrance service in Carsphairn Church and wreath laying at the War Memorial at the Liggate.



3.2 Opportunities

Carsphairn Community Council area is in receipt of wind farm community benefit funds, currently from four local wind farms. The fund is administered by CREFL on behalf of the community and provides a source of funding for community project development as well as revenue grants. CREFL's long track record mean they are uniquely placed to ensure Carsphairn's needs are taken into account when distributing community benefits.

The community has seen developers begin to allow a portion of the community benefit fund to be distributed outwith the host area, which if it continues, may result in community aspirations being constrained. However taking this into consideration, a conservative pipeline for Wind Farm Community Benefits is:

Now	Short Term	Medium/Long Term
Agreed Community Wind Farm Benefits	Consented windfarms, no agreed community benefit as yet, assuming a conservative portion of £5K/MW installed	Windfarms in planning, no agreed community benefit as yet, assuming a conservative portion of £5K/MW installed
Current yearly - £350,000		
Circa 2026 onwards (projected)	Circa 2030 onwards (projected)	Circa 2035 onwards (projected)
£460,000²⁴	£1m²⁴	£1.1m²⁴

The availability of grants from a local source is a valuable benefit - able to sole fund projects and match fund larger enterprises. Subject to a successful application and availability of funds, identified community aspirations have a good chance of achieving funding. The objectives in section 5 have been written with this in mind.

²³ <https://www.knockengorroch.org.uk/>

²⁴ Figures exclude prospective development outwith the CC area and exclude South Kyle flagship projects.

The community will continue to work with developers to try and ensure that benefit funds are distributed such that the most impacted communities retain access to a fair share of these funds.

As well as developing new projects to meet identified needs, existing, valued facilities and services need to be maintained. The Priorities Questionnaire asked community members “How important to you are these existing facilities in Carsphairn / The Glenkens?”:

Facility / service / amenity	Percentage ranking it important or very important
Lagwyne Hall	97%
GP Surgery: New Galloway	92%
Village Shop	78%
Carsphairn Heritage Centre	69%
Carsphairn Community Woodland	69%
Dalry Nursery/Primary School	67%
Dalry Secondary School	64%
Carsphairn Community Garden	58%
Carsphairn Church	56%
Carsphairn Tearooms	56%

Support for facilities such as these is key to continuing community well being and promoting connectivity.

The continuation as an asset-rich community is supported by CAP Themes 1 & 2.

Agreed Grants For Community Development Work

Carsphairn CC applied for and was awarded, a grant from CREFL in 2024 to fund a freelance Housing Development Officer.



4 Needs & Challenges

Following the initial community assessment, a Priorities Questionnaire was used to gain more granularity on community need, and to help inform the action plan. The survey was posted to every household in the Community Council area with the option to print further paper copies from a web link, or fill in the form online.

As well as specific follow-up questions from the first survey, the community were also asked to name the top 3 challenges that they thought the action plan should address.

The following five themes were collated from the combined results.

- Five main themes were identified:**
1. Housing
 2. Transport & Roads
 3. Facilities & Services
 4. Recreation & Active Travel
 5. Representation

4.1 Housing

Housing in the Village

Over 80% of respondents felt that more housing was needed in the area, especially accessible homes for older people (81%) and for people with disabilities (80%).

The breakdown of property size needed was: 1-bed (72%), 2-bed (83%), 3-bed (80%), 4-bed (67%) with respondents being split on whether these should be affordable or market-priced and whether they should be to rent or buy.

[Carsphairn Community Council Housing Need and Demand Survey Report March 2023](#)²⁵ by [South of Scotland Community Housing](#) (SOSCH)²⁶, also looked at the type of housing needed in the area.

- 88% of respondents felt that affordable housing was needed, and 36% of respondents knew of someone who had left Carsphairn due to lack of housing.
- 39% indicated that 2-bed properties were the option most sought after, followed by 3-bed properties (32%), 4-bed properties (21%) and 1-bed properties (8%).
- 13% would prefer to rent from a housing association, 13% from a community organisation, 17% from a private landlord with 17% indicating they would want to buy on the open market.
- From the other options: 3% would consider shared equity, 10% self-build, 0% conversion, 7% sheltered housing and 0% residential care.

[Housing Needs and Demands Survey Report](#)²⁷ commissioned by Glenkens and District Trust in 2022 received 16 responses from Carsphairn (11% of the total survey responses and representing 9% of the population). The survey found that:

- Properties do not meet inhabitants needs as they are too expensive to run/heat (50%), in poor repair or need to be closer to work/school/family/transport links (both 30%). A few (~20%) said their current home was too big or too small.
- Approximately 30% of respondents from Carsphairn said they or someone they knew would be in need of housing in the next 5 years.
- Respondents from Carsphairn were mostly in need of 2 and 3-bed homes.
- 60% thought self-build or conversion would best suit their needs and 40% would prefer to rent (community organisation, private or housing association). Around 20% would buy on the open market.
- In 2022, there were 34 and 20 applicants on the Homes4D&G waiting list for 1-bed and 2-bed homes respectively. The total number of these properties was 3 1-bed and 1 2-bed bungalow.
- Around 60% of respondents required home workspace.

[A housing site appraisal](#)²⁸ was also carried out in 2023 by SOSCH on behalf of CCC which identified six potential sites for housing and considered the constraints on each. One property has since been purchased by a private buyer and is no longer available for community development and two other properties did not respond to contact from CCC.

Further work by CCC's Affordable Housing sub-group has found further sites and the potential options are summarised below:

25 https://drive.google.com/file/d/1MFgHGwPS4buOOJsp0Yjcdf1KJAEbN9Ei/view?usp=drive_link

26 <https://sosch.org/>

27 https://www.glenkenstrust.org.uk/_files/ugd/a7a70d_ad9c8e50d69e47e3b2938c955b4ffbad.pdf

28 https://drive.google.com/file/d/1am2ipbJamN9kTtZSjwmtggLP081HJwul/view?usp=drive_link

Site	Owner	Local Development Plan 2 Policy Background	Flood Risk	Suitable for
Defined area of land between Community Gardens and the telephone Exchange building, south end of Carsphairn	Known but not contacted.	Within the village settlement inset boundary. Agricultural use currently would require a change of use to housing; may be considered "rounding off".	Outwith SEPA Flood Risk Zone	Housing, all sizes
Defined area of land around Preaching Knowe	Known, expressed willingness to sell for housing.	Outwith the current village settlement inset boundary but could be considered "rounding off".	Outwith SEPA Flood Risk Zone	Housing, all sizes
Defined area of land south of Carsphairn at war memorial on A713	Known, expressed willingness to sell for housing.	Outwith the village settlement inset boundary but near to existing properties, clustered at road junction - Housing in the Remote Area policy applies.	Outwith SEPA Flood Risk Zone	Housing, detached, in character with existing properties.
Land half-way between Carsphairn and St.John's Town of Dalry	Known, not contacted.	Outwith the village settlement inset boundary but near to existing properties - Housing in the Remote Area policy applies.	Outwith SEPA Flood Risk Zone	Smallholding
Land at Polquhanity, 3 miles south of Carsphairn	Known, expressed willingness to sell for housing.	Outwith the village settlement inset boundary but near to existing properties - Housing in the Remote Area policy applies.	Outwith SEPA Flood Risk Zone	Smallholding
Defined area of land at Bridgend, less than 1 mile north on Carsphairn on the A713	Known, expressed willingness to sell for housing.	Outwith the village settlement inset boundary but near to existing properties clustered near road junction - Housing in the Remote Area policy applies.	Outwith SEPA Flood Risk Zone	Smallholding

The last [Site Assessment and SEA Checklist for Carsphairn in LDP2](#)²⁹, looked at land at the north of the village at McAdam's Way. The site was rejected as:

"SEPA and the Council's Flood Risk Management Team would object in principle to any proposed development at this location due to historic records of flooding, SEPA flood maps and the results of the Dumfries and Galloway Council funded Carsphairn Flood Study."

Designing elevated buildings for this site would not be likely to gain approval as [safe pedestrian access from higher ground cannot be guaranteed](#)³⁰. With the removal of the site at McAdam's Way there are no allocated housing sites currently in Carsphairn.

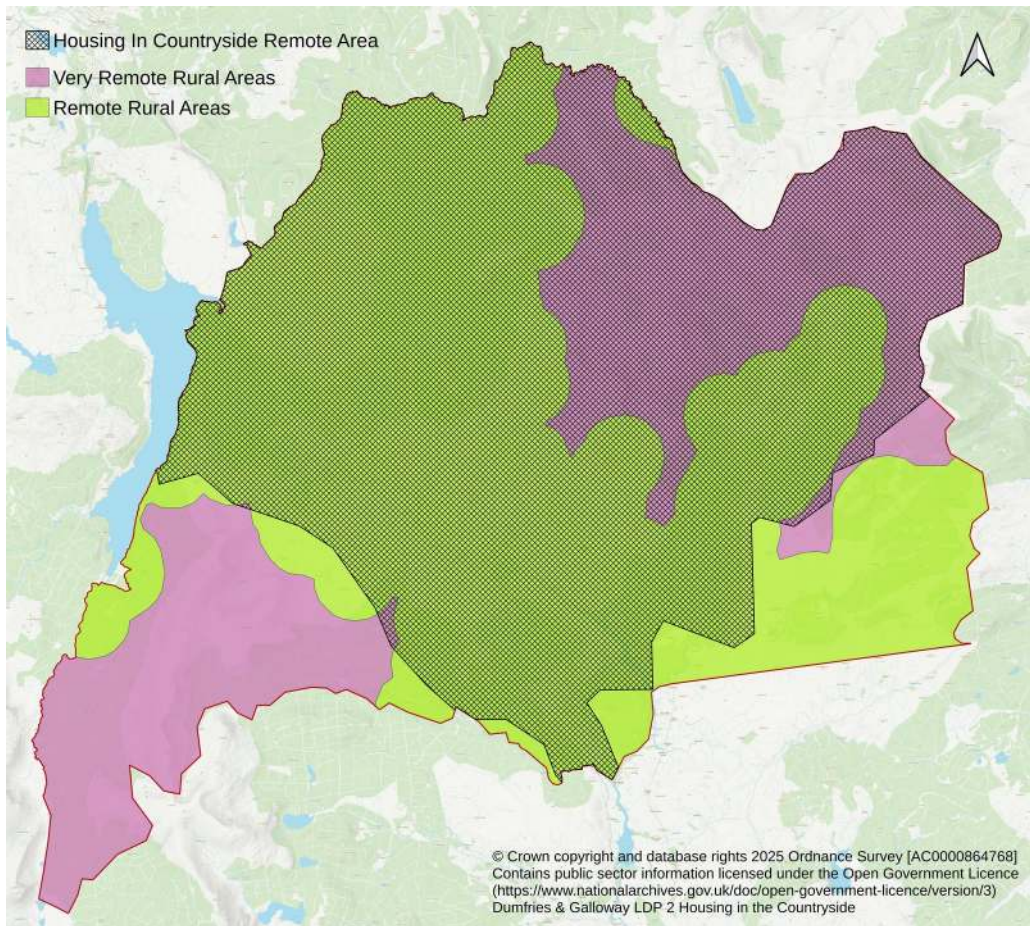
However, the assessment noted that Carsphairn Water Treatment Works (supply) has sufficient capacity for further development and development would have a neutral impact on waste treatment as "Scottish Water are funded for Growth [and] can instigate a Growth project when the Developer meets their 5 Growth criteria."

Housing development in the vicinity of the village would therefore not be limited by water supply and waste water treatment and may be possible so long as land outwith the flood risk zone was found.

²⁹ https://www.dumgal.gov.uk/media/19017/Carsphairn-Site-Assessment/pdf/Carsphairn_combined.pdf?m=636215452902330000

³⁰ <https://www.sepa.org.uk/environment/land/planning/guidance-and-advice-notes/position-statement-elevated-buildings-in-areas-of-flood-risk/>

Housing in Remote Areas



Carsphairn's Smallholding Policy was replaced in Local Development Plan 2 by the Housing in the Remote Area guidance ([Housing in the Countryside Supplementary Guidance](#)³¹).

This offers potential for single houses in the prescribed remote area (see map), however the more restrictive nature of the policy has resulted in very limited uptake.

Community comments were in favour of smallholdings, woodland/forest crofts and 'smart clachans' to provide sustainable live-work opportunities and expressed the need to bring more properties into full-time occupation. Only one comment expressed that no more housing should be built.

The return of the Carsphairn Smallholding Policy with modernisations to bring it into line with the Scottish Government's Reducing Greenhouse Gas Emissions policy and the Just Transitions strategy, could be modelled on the [Smart Clachan](#)³² project which aims to create community-based housing which is affordable, cooperative, sustainable, low carbon and connected.

These aspirations are supported by the National Planning Framework 4 (NPF4) priorities for the South of Scotland, especially "supporting sustainable rural development" and "increasing the population by improving local liveability" and is in line with:

"LDPs should set out tailored approaches to rural housing and where relevant include proposals for future population growth – including provision for small-scale housing such as crofts and woodland crofts and the appropriate resettlement of previously inhabited areas."

SOSCH have indicated that they are able to continue supporting CCC with a feasibility study including a topographical survey; architectural design services; engineering services; a flood risk assessment; and quantity surveyor.

31 https://www.dumgal.gov.uk/media/17426/Housing-in-the-Countryside-Supplementary-Guidance/pdf/Housing_in_the_countryside_sg_adopted_aug2014.pdf?m=635908780341300000

32 <https://www.scottishcommunityalliance.org.uk/briefings/smart-clachan>

4.2 Transport & Roads

Public Transport

Nearly 64% of respondents said public transport was not adequate for their needs and it was the third most mentioned challenge to be addressed. This is a decrease on the 95% who reported that public transport was “difficult or impossible” in the 2016 survey, and may reflect changes to local provision in those nine years.

The community wants to see more regular and reliable services for medical appointments and grocery shopping, plus services at times which would allow young adults to get to further education.

Most people felt that the preferred models to provide this would be via scheduled bus services (50%) and Galloway Community Transport (44%). Less favoured options included Dial-a-ride (19%) and a car share club (14%).

Given the success and established nature of the [Galloway Community Transport scheme](https://gallowaycommunitytransport.org/)³³, contacting them for advice and support would be an obvious first step. The service relies on volunteer drivers and in order to allow them to service more of Carsphairn’s needs, a funding model would have to be created to ensure its viability via paid positions.



³³ <https://gallowaycommunitytransport.org/>

Road Safety

Many residents reported problems with getting around by cycle and car due to potholes and the speed and volume of HGV traffic. 94% were in favour of better road maintenance being carried out, including clearing the brash which accumulates in winter.

As an afforested area, the Glenkens as a whole suffers from road degradation and this problem should be tackled at a regional level with DGC enforcing road reparation from companies entering into Transport Agreements and when submitting their Traffic Management Plans. Levying higher fees would ensure that DGC and Council Tax payers do not have to foot the bill to repair damaged infrastructure. The Community Action Plan Steering Group (CAP SG) may be able to help formulate a region-wide proposal to ensure consistency across the Glenkens with a similar ethos to the Land Use Vision: that those who profit from our facilities like roads, should add value to them.

Additionally, residents expressed a need for traffic calming measures in the village itself. 89% were in support of Vehicle Activated Speed (VAS) signs and 75% supported a reduction in the speed limit in the village to 20 miles per hour. Other ideas included creating a road crossing (56% approval), improved street lighting (53%) and speed bumps/chicanes (33%).

Those in favour of VAS signs has increased since the [2021 Carsphairn Futures Plan Review](#)³⁴ when only 64% of survey respondents were in favour of electronic speed signage in the village.

DGC have undertaken a number of traffic surveys since 2020 that have shown that there is speeding in the village, and in 2023 CCC undertook a community survey where 92% of the 33 respondents indicated they felt a need for and would support the installation of VAS signs.

CCC continue to work with CREFL to try and secure funding for VAS signs.

4.3 Facilities & Services

Respondents expressed a need for the re-opening or creation of the following facilities:

Facility / service / amenity	Percentage ranking it important or very important	
Outreach service for health & support for elderly / disabled	86%	Other valued facilities were: Amenities for Tourists (50%) Allotments (33%) Dalry Multi-Use Games Area (31%).
Dental surgery	69%	
Children's playground	67%	
Mobile Post Office / Banking facility	64%	
Carsphairn Primary School	61%	
A pub	53%	

The varied and complex nature of the projects could only realistically be achieved with the employment of a development officer to assess feasibility, apply for funding and oversee the projects.

³⁴ <https://www.carsphairn.org/docs/CCT/CarsphairnFuturePlanReview2021.pdf>

4.4 Recreation & Active Travel

Respondents expressed a need for the following to be introduced:

Facility / service / amenity	Percentage ranking it important or very important
Signposted walking routes & footpaths connecting to heritage sites and local walks	67%
Improved recreational access to forestry areas	64%
Better pedestrian footpaths in the village	64%
Benches and seating areas	42%
Electric car charging points	42%

Development of better walking routes and paths would be a long term project, requiring the co-operation of many landowners. A dedicated development officer would ensure the success of these projects.

Other desired amenities were:

- outdoor sports in the school grounds (39%);
- more parking in the village (36%);
- designated wild swimming spots (33%)
- the re-opening of Stroanfreggan Bowling Hut (33%);
- a Men's Shed (31%);
- sports facilities (28%).

4.5 Representation

78% of people felt that the needs of Carsphairn residents were not adequately taken into account by developers during the consultation process. In recent years, Carsphairn has experienced the development of multiple wind farms and clear felling, resulting in substantial increases in road traffic and significant changes to the environment around people's homes.

Residents were dismayed that community concerns were ignored (10 comments) especially after having taken part in the consultation process. Five comments also address the feeling that even Carsphairn Community Council's comments are ignored by developers.

During construction, 89% of residents felt that developers should protect biodiversity including peatland and preserve heritage sites. The community also thought developers should consider the cumulative (83%) and visual impacts (81%) of their projects. 75% want developers to manage construction traffic better, notify residents of construction activities and preserve access to properties; retain public access and use the opportunity to increase access; and consider woodland planting diversity.

Resident also want developers to:

- be considerate to neighbours, including addressing noise mitigation;
- restore sites in a timely manner;
- create permanent local employment.

The [Vision for Land Use in the Glenkens](https://glenkens.scot/reports-resources-archive/a-vision-for-land-use-in-the-glenkens)³⁵ sets out a clear expectation that Community Wealth Building principles should be key to any new developments, with the overarching vision for land use in the Glenkens being 'that everyone who takes value from land returns value to it'.

Creating a public charter of community expectations, incorporating the Visions for Land Use, would help cement the standards the community expects from developers and provide a baseline for monitoring and reporting on developer behaviour.

³⁵ <https://glenkens.scot/reports-resources-archive/a-vision-for-land-use-in-the-glenkens>

4.6 Challenges & Threats

Depopulation

As a remote rural area, Carsphairn faces many of the challenges common to similar areas such as in the Highlands and Islands. The ageing population profile is the result of a dearth of families with young children, who were not attracted to the area, possibly by lack of employment opportunities when land use became more forestry orientated, but now because they are unable to send their children to the local school in the village.

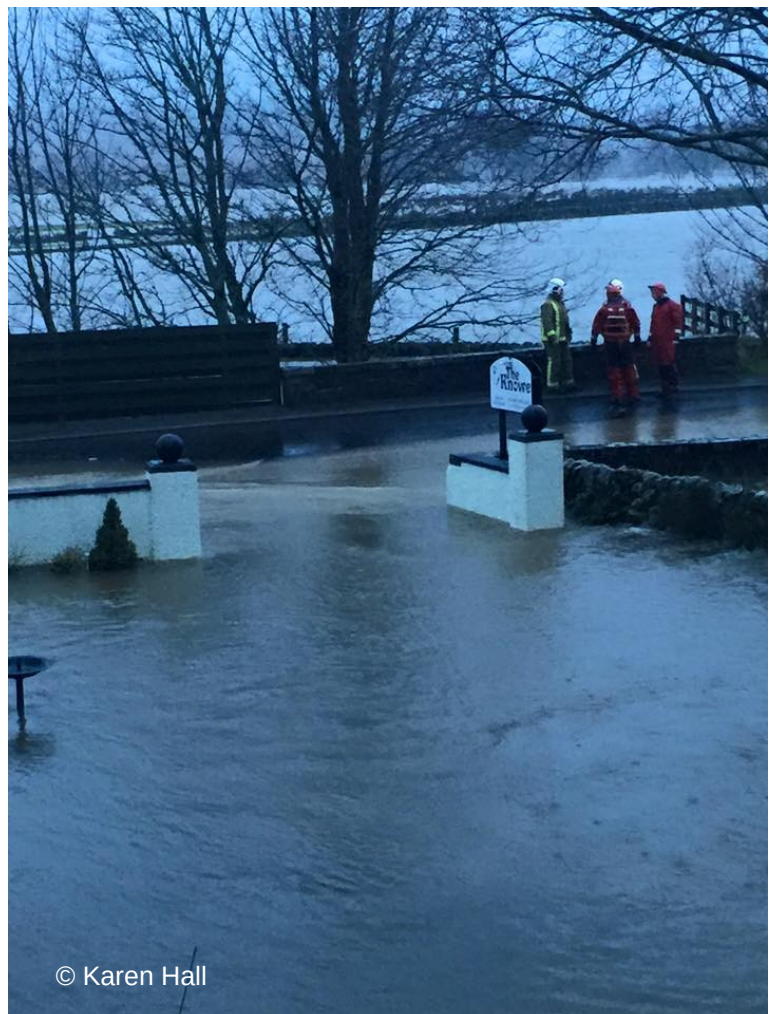
Breaking this cycle is paramount to Carsphairn remaining a viable community and respondees to this consultation seem well aware that affordable housing is desperately needed to achieve this.

The Climate Crisis

Climate change is highly evident in Carsphairn, with increases in winter flooding, summer droughts and higher wind speeds than experienced in the past.

Situated in the river valley, the village is at increasing risk of flooding. Since the installation of the concrete flood barrier and bund installed by DGC, village properties have not experienced flooding, however, as projected rainfall is expected to increase in coming years, the existing defences may not be sufficient.

As a highly forested area, wildfires are a risk every summer. A move towards more mixed forestry planting may help with this, as would sensitive design to allow for more fire breaks.



Flooding in 2015

Volunteer Burn Out

Carsphairn has an amazing range of community-led, volunteer-driven projects and groups. Their hard work over many years (sometimes decades) has resulted in the vibrant and evolving community we see today.

Nearly all of the community assets and facilities mentioned in the survey responses are run by volunteers and it is a testament to their hard work that Carsphairn is as good a place to live as it is.

However, many of the volunteers are already over-stretched, juggling work, childcare and family caring commitments while still providing these necessary services to the community. Reliance on already over-committed volunteers threatens not only the success of new projects, but also the existing projects reliant upon them.

Therefore any further large scale project developments that the community require and aspire to will need to be carried out by paid project development officers. In some cases, where the expertise can be found, this may also provide employment for local people.

5 Carsphairn's Objectives & Action Plan

5.1 Objectives & Action Plan

Carsphairn's Objectives have been divided into short term (1-2 years) and medium-long term (2-10 years) plans.

The tables below show the tasks and lead organisations. Many of the tasks are outwith the powers of Carsphairn Community Council and will require agreement and support from DGC to achieve.

Objectives:

Increase housing & housing options.

Improve roads & transport.

Maintain & improve facilities and services.

Improve opportunities for recreation & active travel.

Improve care for the community during developments.



SHORT TERM

Objective	Task	Lead organisation / personnel	
Increase housing and housing options	Employ Housing Development Officer (HDO) to progress housing development.	CCC, SOSCH	
	Discuss and agree housing sites with DGC.	HDO	
	Discuss and agree with DGC changes to village settlement boundary to include further housing sites for inclusion in the LDP3.	CCC+ DGC	
	Set up appropriately constituted body or work with existing groups to purchase the land eg. Pamela Young Trust / CCT	HDO	
	Seek funding for feasibility study into housing sites and engage SOSH to carry out the study.	HDO	
	Discuss and agree with DGC steps needed for new “Carsphairn Eco Clachan Policy” and include in the LDP3.	CCC + DGC	
Improve roads and transport	Discuss funding model with Galloway Community Transport (GCT) to allow them to extend their service further to Carsphairn (Carsphairn Transport Service - CTS) to fill short-fall in scheduled and bespoke services such as transport to medical/welfare appointments and banking/PO services.	CCC, GCT	
	Apply for funding for CTS	CCC	
	Install Vehicle Activated Speed (VAS) Signs in Carsphairn village.	CCC + DGC	
	Continue to represent community concerns about road conditions to DGC.	CCC + DGC	
	Support area wide review of Transport Agreements and Traffic Management Plans.	CAP SG	
	Maintain and improve facilities & services	Maintain highly regarded village amenities via CREFL funding.	Various community groups.
		Apply to CREFL for funding for a General Development Officer (GDO) to over-see community aspirations to develop facilities and services in Carsphairn	CCC
Employ GDO		CCC	
Carsphairn Learning and Development Committee (CLaDC) to become a SCIO.		CLaDC	
If Carsphairn School is permanently closed, transfer the school to community ownership via the Community Asset Transfer Scheme.		CLaDC	
Improve care for the community during developments	Draw up and publish “ <i>Better Development – Care for the Community</i> ”, the expectation that all developments will meet our community’s standards.	CCC	
	Publish instances of good engagement and bad engagement on the community website.	CCC	

MEDIUM - LONG TERM

Objective	Task	Lead organisation / personnel
Increase housing and housing options	Develop community owned properties both in the village and in Eco Clachans.	HDO + relevant professionals
	Advertise for tenants	HDO + owners
Improve roads and transport	Monitor effectiveness of VAS signs in Carsphairn village and consider further measures if necessary.	CCC
Maintain and improve facilities & services	Feasibility studies to develop outreach services; dental surgery; children's playground and a pub.	GDO
	Funding application to action the above.	GDO
	Develop educational services in school building.	CLaDC
Improve opportunities for recreation & active travel	Feasibility study into new footpath / cycle track creation to join the village to heritage and recreational sites.	GDO



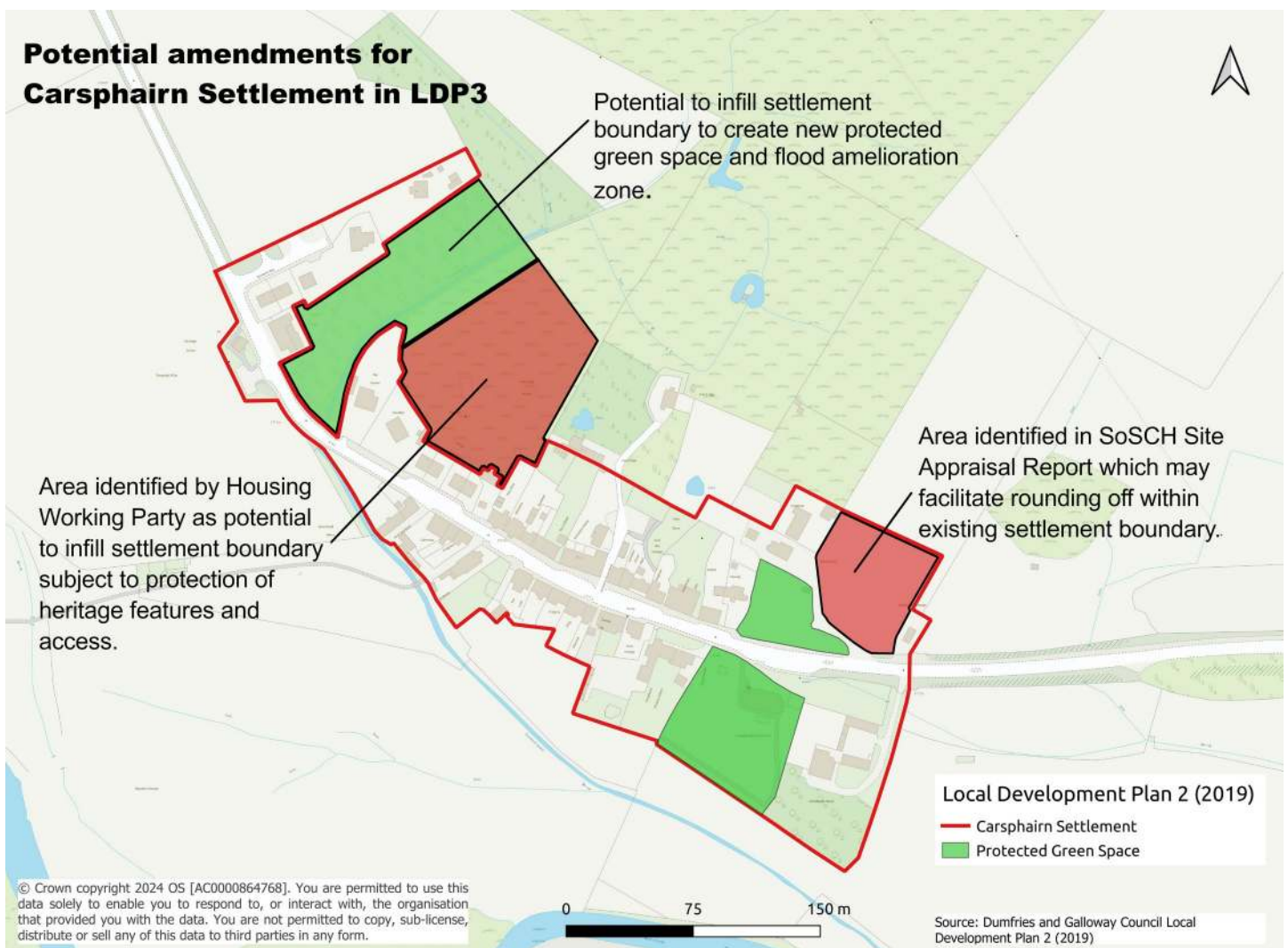
5.2 Planning Considerations & Asset Development Map

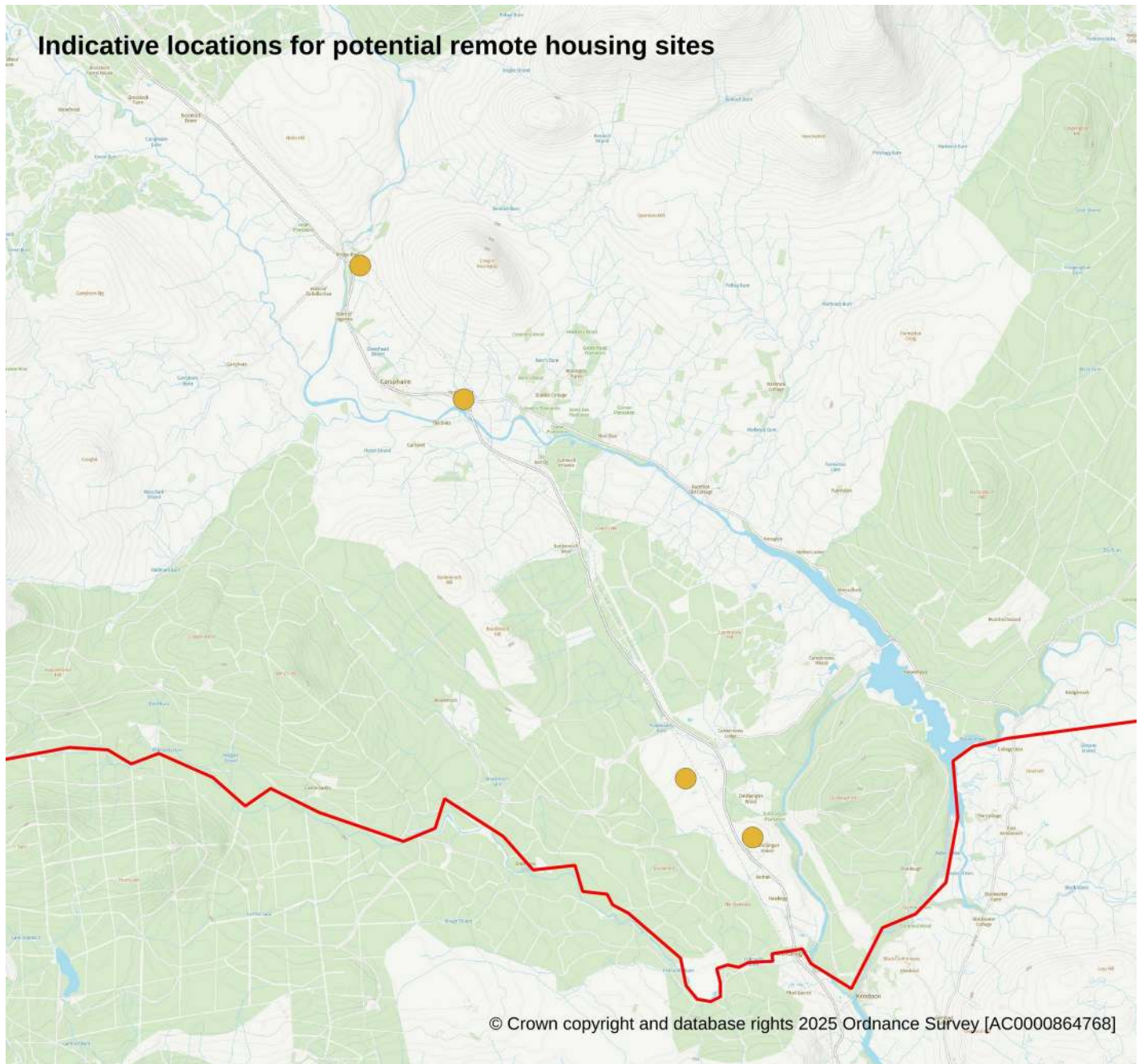
Settlement boundary changes.

New affordable housing for families is needed in Carsphairn and in the wider area.

In order to achieve Carsphairn's objective's detailed in section 5.1, Carsphairn community request that DGC assist with evaluating options in and immediately around the village that may allow development of housing for inclusion in LDP3. There may be options around the area to the east of the village, within the settlement boundary which could be used for housing and considered to be "rounding off" the settlement. This is elevated ground and outside the SEPA Flood Risk Zone.

Further opportunities may exist in infilling Carsphairn's settlement boundary at the west of the village which could provide further housing sites on elevated ground and allow for both the creation of further Protected Green Space and flood amelioration along the side of Greenhead Strand.





Creating innovative Eco Clachans would provide housing and employment for families, improving Carsphairn's viability as a community.

The map shows the general position of land where the owners have expressed a willingness to sell land for housing.

All lie within the Housing in the Remote Area policy and outwith SEPA Flood Risk Zone.

Development at these sites would be subject to a feasibility study and confirmation of the exact location.

In addition to Eco Clachans, provision for small industrial and business units would help support local residents to startup or expand small business opportunities.

Vehicle Activated Speed Signs in Carsphairn village

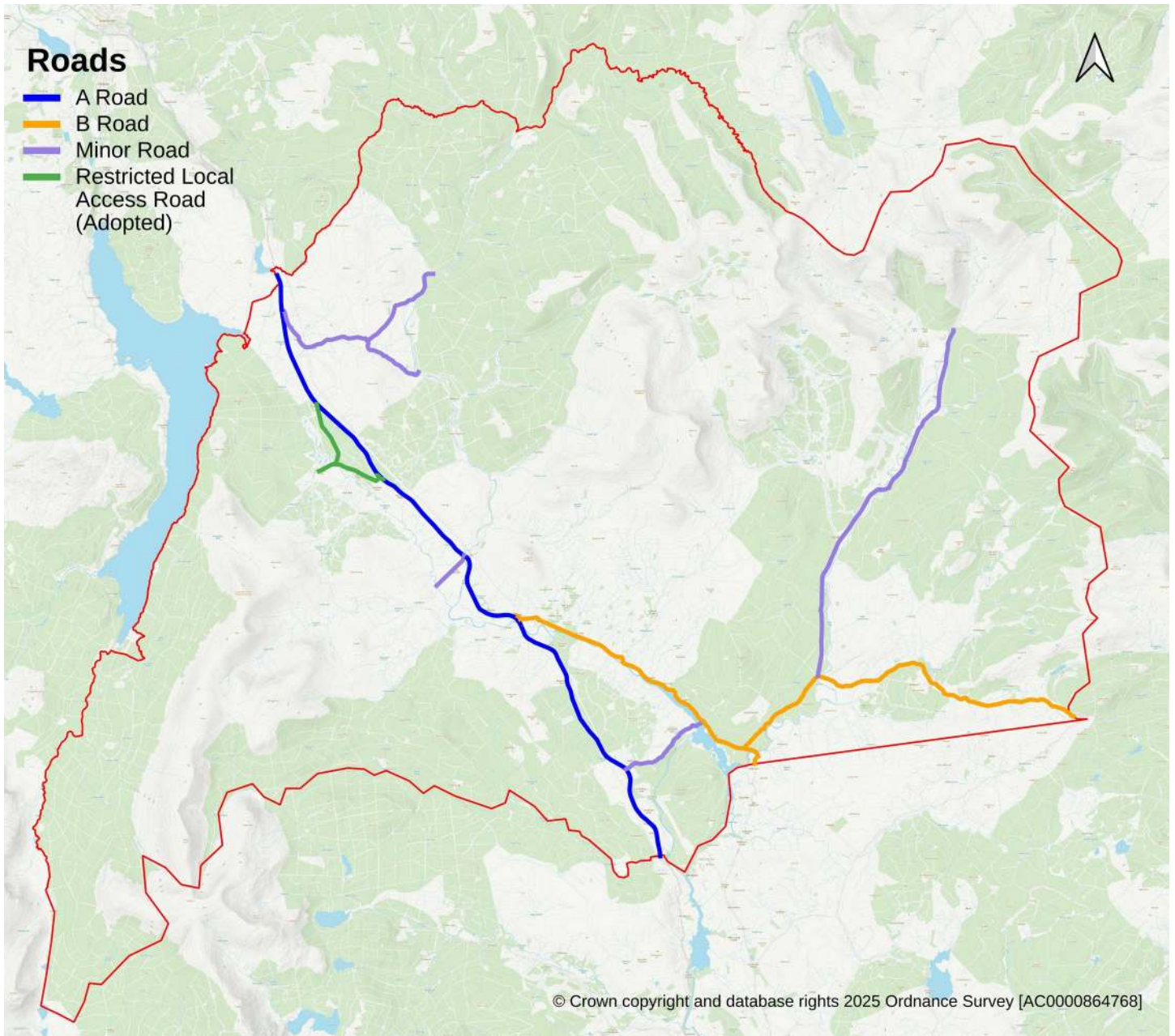


Installation of speed signs would allow village residents and road users to feel safer in the village.

The proposed location of VAS signs in the map above are as per DGC Drawing Number TM/S/03/196.



Temporary speed sign at south of Carsphairn village.

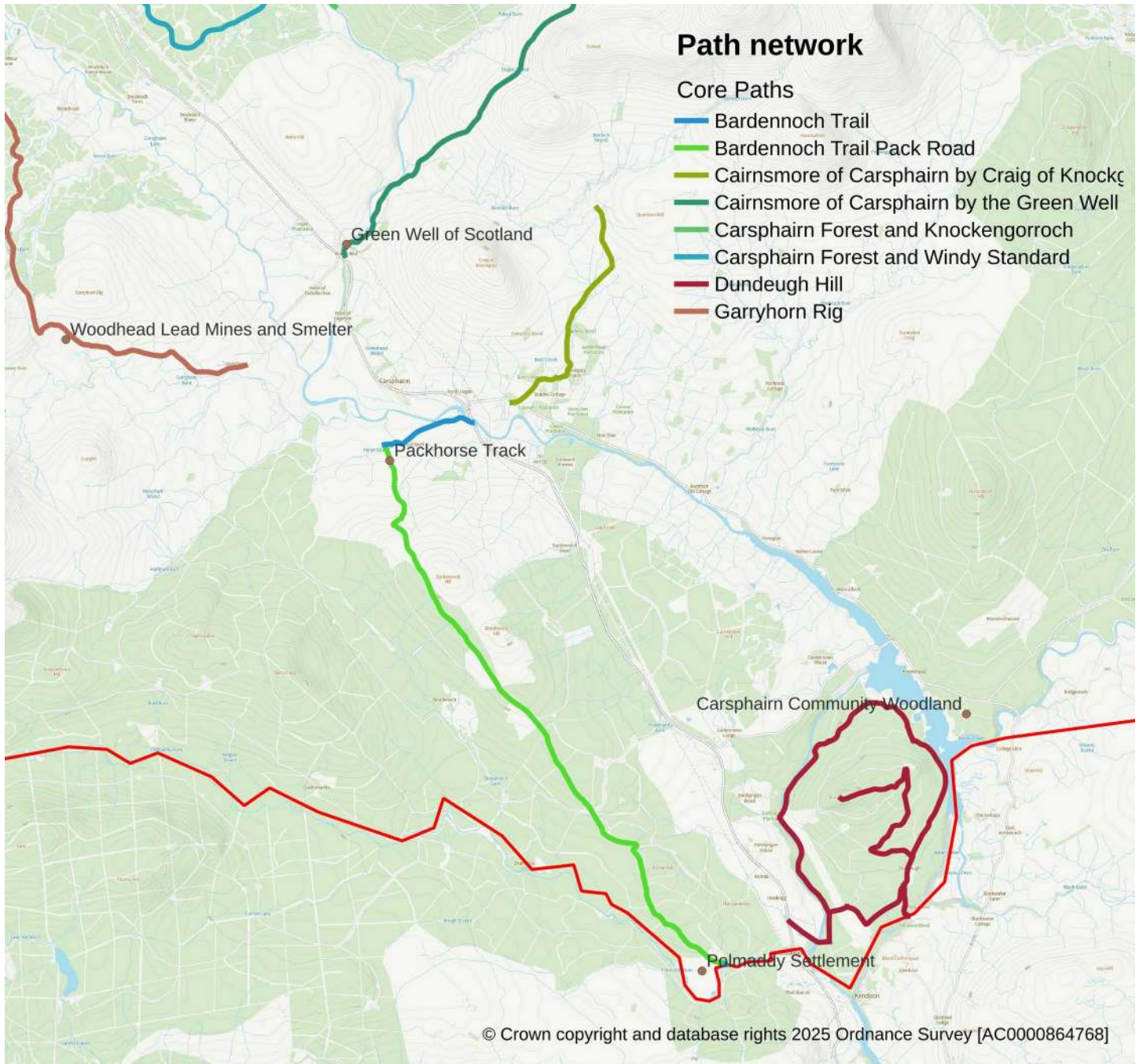


Survey respondees found Carsphairn’s roads difficult to use for active travel and recreation due to the number of heavy goods vehicles and plant machinery, and the degradation caused to the road surface.

The usability of local roads could be improved by the tightening up of Transport Agreements eg for the timber industry and during the planning process for developments such as wind farms.

Road Type	Names
A	A713
B	B7000 B729
Minor & Adopted	C35S from B729 near Smiton Bridge to Lorg Bridge C49S from A713 north west of Polquhanity to B729 near Knowehead U172S from A713 at Lamford to Steel Bridge U142S from A713 at Bridgend to bridge over Carsphairn Lane U115S from A713 at Drumjohn to U143S near Lamloch Bridge U143S from A713 at Brockloch Cottage to bridge near old church past Lamloch

Path Network



Connecting the core paths (see map above) to the village would allow the community to safely access these heritage and recreation sites on foot or cycle.

The exact route would need to be agreed with willing land owners and would be the subject of a feasibility study.

As some of the paths would pass nearby prospective housing sites, the new path network would help to connect otherwise remote homes to village amenities and transport routes.

6 Appendix

6.1 Consultation Process Summary

The first round of community engagement took place in spring and summer 2024, both at dedicated and wider community events. 71 responses and 211 comments were collected from residents.

Subsequently a questionnaire was developed based on the information gathered, in order to help the team to prioritise community objectives. A paper copy of the questionnaire was sent in the post to every household in Carsphairn, with the option of completing on paper and posting back/emailing a photo, or completing an online Google Form. A response was received from 36 households.

16 people attended the final in person event on 14th April 2025.

Key Consultation Dates	Location	Target Consultees
05/03/24	Drop-in event, Lagwyne Hall	All
30/03/24	Bairn Banter Easter event at Carsphairn Heritage Centre	Parents of younger children
01/02/24 - 31/09/24	Online Our Place Standard Tool	All
05/03/24 - 26/03/24	Flip-chart gathered comments in Lagwyne Hall for 3 weeks	Hall users who may not attend other events, particularly older residents
01/06/24	Carsphairn Show	Show attendees particularly older residents
02/06/24	Carsphairn Big Lunch in Community Garden	All
15/11/24 – 31/12/24	Priorities Questionnaire to every household during LEDS application period.	All
14/4/25	Draft consultation event in Lagwyne Hall with GSA Biosphere.	All

Further documentation is available from www.carsphairn.org/LPP.





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