

Crail Community Partnership

CRAIL

Local Place Plan –
2023



Contents

<u>Foreword</u>	03
<u>Executive Summary</u>	04
<u>1 Community Aspirations</u>	10
Challenges	12
Community Engagement	14
Key Principles	16
<u>2 Strategy and Action Plan</u>	19
Integrating new development	20
Affordable homes	26
Business and tourism	28
Community facilities and local services	29
Environment	32
<u>3 Making it Happen</u>	35
Delivery	35
Principles and aspirations	36
Progress and achievements	37

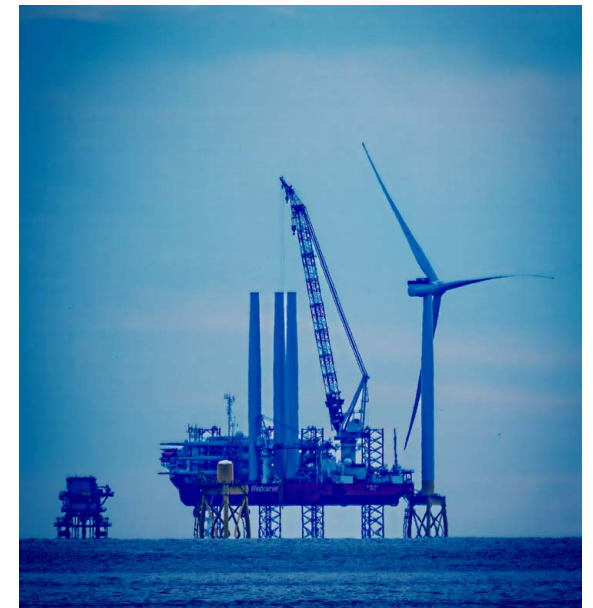
Appendices

- Appendix 1- Compliance with legal requirements*
- Appendix 2- Consultation information*
- Appendix 3- Crail harbour survey report*

Photographs are included courtesy of 7N Architects, David Mann, Dharmi Bradley, and Crail Community Partnership Trustees



Restored Mercat Cross



NNG Windfarm

Foreword by the Crail Community Partnership

Crail, Jewel of the East Neuk



Roome Bay

The Crail Community Partnership is a community body, as defined in paragraph 5 of Schedule 19 of the Town and Country Planning (Scotland) Act 1997. (see details in Appendix 1). As well as being authorised in its own right to compile Local Place Plans, for

the purposes of this Plan it also represents Crail Community Council which is also authorised by statute to create this Plan. Crail Community Partnership works in collaboration with Crail Community Council (the elected statutory body) to seek funding for and deliver community projects. This Local Place Plan is a collaborative effort by both organisations, with the Crail Community Partnership undertaking its delivery. The public consultation exercise for the purposes of this Plan was undertaken under the auspices of the Crail Community Council initially as part of a “Charette” process which produced the 2019 publication.

This document represents the Crail community’s Local Place Plan- a community-led, collaborative approach to tackling the social and economic challenges that Crail faces in the future. The Local Place Plan has been developed through a wide-ranging and extremely well-supported community

engagement process led by the local community, which included three public workshops and many other activities during 2018-19. The Plan was first published in 2019 and, following a process of updating to reflect developments since 2019 and including amendments to comply with regulations published by the Scottish Government in 2021, a further consultation took place in November 2023 involving information published in the online newspaper for Crail, on social media and a public drop in event attended by over 90 people.

We have been guided by professional opinion, but the outcome and plan reflects how the people of Crail would like to see the town develop.

The process has been strongly supported by the Scottish Government’s Making Places initiative and Fife Council. The Crail community are grateful for this co-ordinated support and look forward to it continuing into the ongoing delivery phase as an exemplar of community empowerment and planning.

This Plan very much embodies the Planning (Scotland) Act 2019 Local Place Plan approach (see Scottish Government Circular 1/2022 “Local Place Plans”) incorporating a “whole town” approach to placemaking – encompassing not only the built and natural environment but also community empowerment and service delivery relating to Land Use Planning, through full consultation.

The Plan is specifically designed to tackle challenges to the local community’s long-term sustainability – including declining population and employment opportunities, access to housing for local residents, reductions in community facilities and public services, and opportunities for young people.

This Plan addresses the wishes and aspirations of the Crail community in terms of land use planning so that it can be taken into consideration as Fife Council formulates its new Local Development Plan. It is also an action plan. It identifies the steps which the Crail community itself can take to achieve those aspirations.

Overall, the document is an ambitious but realistic statement of community aspirations. It is work in progress and means nothing unless we can make it happen. The local community will lead delivery of this plan, and it will be submitted to Fife Council for the purposes of informing the Council’s Local Development Plan process to secure the continuing support from Fife Council and the Scottish Government.

Crail Community Partnership November 2023

Executive Summary

This Plan includes a summary of the process and outcome of a consultation process conducted in Crail during 2018-19 to create a Local Place Plan, amendments to that document to take account of developments and the new regulations issued since its publication in 2019 and the consultation process associated with that update. Further details of the consultation process are found at Appendix 2. Compliance with the legislation relating to the content and submission of Local Place Plans is dealt with at Appendix 1¹.

This Plan allows for the sustainable development of Crail consistent with the long-term aspirations and wishes of Crail stakeholders of all ages, social groups and degrees of community engagement. The consultation process has been a community-led collaborative activity consisting of three well supported public workshops and a wide range of associated community engagement projects including surveys which captured the opinion of all demographic and social groups – and the contribution of at least one third of Crail stakeholders. These activities were designed to identify both the problems facing the future development of Crail and the principles and challenges that might shape how those problems might be addressed. The product of this process is a Local Place Plan with associated actions.

A number of challenges to the local community's long-term sustainability were identified including declining population and employment opportunities, poverty and disadvantage, access to housing for local residents, reductions in community facilities and public services and opportunities for young people. The quality of the environment – both the natural environment and in terms of local services – were clear priorities for everyone. The Local Place Plan is designed to improve local capacity to tackle poverty, reduce inequality and promote social justice and is based on a range of long term strategic goals to improve the environment of Crail for everyone with a continuing emphasis on enhancing the centre of Crail and developing further the current sense of community.

These goals are:

- Integrating new developments
- Extend and connect community wildlife-friendly greenspace
- Develop active routes
- Develop community facilities
- Maintain and improve coastal path
- Maintain and improve harbour facilities
- Improve the town centre
- Develop opportunities for employment and small businesses
- Protect and preserve existing agricultural and open land within the Local Place Plan area.



The local community intends to achieve those goals through 5 priority actions, with lead players and first steps identified:

- Integrating new development (page 20)
- Affordable homes (page 26)
- Business and tourism (page 28)
- Community facilities and local services (page 29)
- Environment (page 32)

¹ The Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021

One of the most significant factors impacting on the above will be the proposed developments at Crail North and Crail Airfield. It is important therefore that these, and any other large scale developments, must adhere to fulfilling the community views noted below.

- New housing should reflect and respect what Crail represents and is required by the people of Crail.
- New housing must include sustainable, affordable accommodation for all ages. In particular this would include local young adults looking to set up new homes and older people wishing to downsize to more appropriate accommodation for later life.
- New housing should not be treated as a dormitory solution where people work elsewhere with little connection to Crail. This includes the development making a contribution to the local economy, particularly helping local businesses and tourism.
- The scale of the proposed development at Crail North has the potential to increase the Crail population by one third. This together with the proposed development at Crail Airfield will inevitably have a material impact on community services, traffic and transport, facilities and environment. Therefore, a 'whole place' approach needs to be adopted in creating detailed investment proposals for such significant expansions to Crail. New development needs to complement, not compete with, the established town.

- New developments must have community, wildlife-friendly green space to act as corridors and pathways around and through them, to connect into the existing path and greenspace network of Crail.

The overall recommendations represent a clear outcome of local democracy with involvement from the whole of Crail. Crail is a community clearly expressing its wish to determine its future in a sustainable way, and expecting these ambitions to be fully considered and respected within the context of the larger development plan for Fife.



Crail Airfield

Crail Boundary Map - LPP area

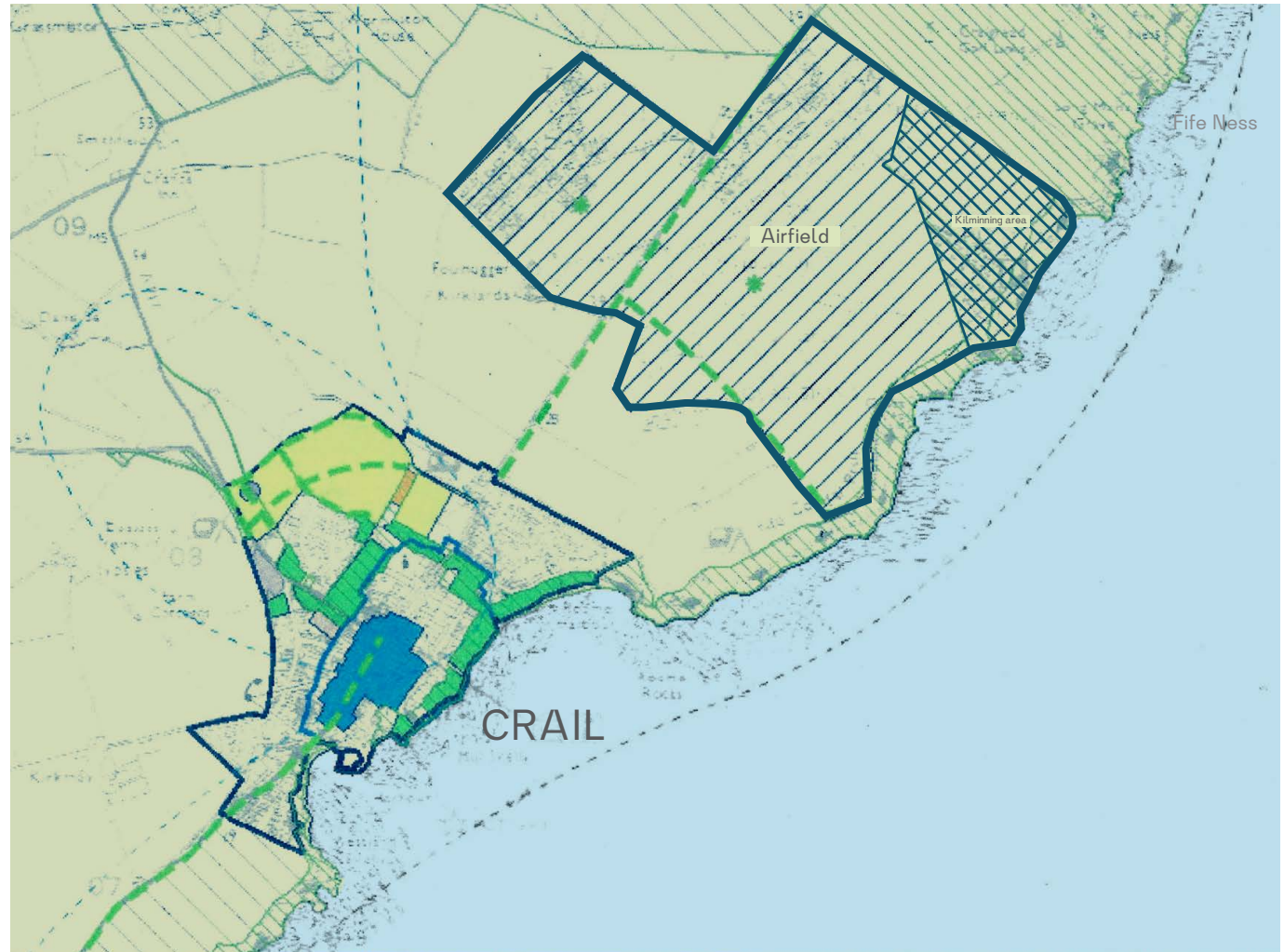
The chosen boundary reflects the part of Crail Community boundary most relevant to this Place Plan.



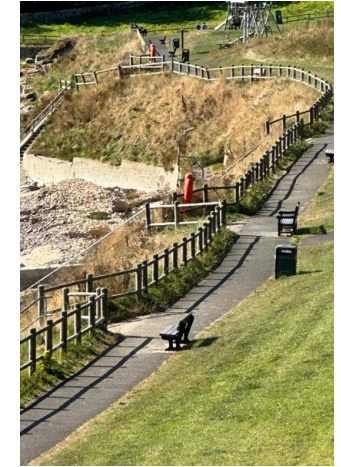
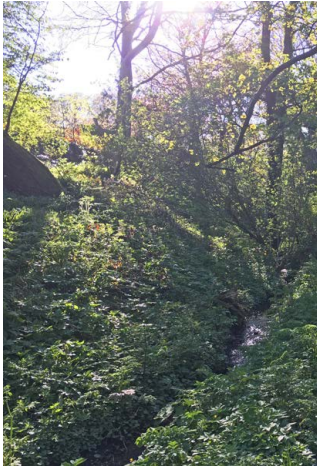
Permission of use from communitycouncils.scot

Plan Showing Crail Airfield

This plan shows Crail Airfield. Part of this area is the subject of an application for planning permission in principle to Fife Council.



Source: Fife Council



(A) Integrate New Development

Ensure new development is physically part of Crail and is well integrated into the existing community, is well connected, and does not become an isolated edge-of-town development which harms the town centre. Ensure that new housing and landscape is of good quality design and appropriate to the character of Crail.

(B) Extend Community Greenspace

Extend Denburn Wood to structure and connect the Crail North development as part of a network of green corridors for pedestrians and cyclists. Continue to expand community green space and woodland.

(C) Develop Active Routes

Expand and improve the existing network of pedestrian and cycle routes within Crail to create an active, connected community. Integrate this network with the wider paths and cycle routes of the East Neuk to connect to other towns and villages.

(D) Develop Community Hall

Develop the community hall to create a multi-purpose space that provides expanded and improved facilities, including youth activities.

(E) Maintain and improve Coastal Paths

Improved pathways to access Harbour and Coastal paths, and to connect to an expanded inland path network.

(F) Maintain and improve Harbour Facilities

Improve appearance of Harbour and its surroundings. Improve facilities for fishing businesses and provide further for tourism and community activities. Consider additional facilities and attractions ie. moorings for leisure craft, small business units and the restoration of historic features. Introduce traffic management/parking permits.

(G) Improve Town Centre

Improve the pedestrian experience to encourage more use of town centre businesses. Focus business activity in the town centre.

(H) Small Business Premises

Improve availability of small business units.

(I) Provide Off Centre Parking

1. Community Aspirations

Crail is committed to pioneering a new community-led approach to tackling inequality and creating opportunity. Like many communities in rural Scotland, Crail faces challenges around affordable homes, access to employment, youth opportunities and access to public transport and other services and facilities. Crail also experiences considerable visitor numbers which must be accommodated. The local community has realised that it needs to take the lead in working collaboratively with the public sector as well as Local and Scottish Governments to tackle these issues. This Local Place Plan outlines the strategy and actions for the long term sustainability of Crail.

Preparation of the Local Place Plan

Initial preparation of the plan was led by the local community during 2018-19 through a number of local voluntary organisations working together as the Crail Community Partnership. Hundreds of local people supported preparation of the plan, ensuring that it is rooted in community aspirations. Fife Council and the Scottish Government's "Making Places" fund also provided valuable assistance. The process was facilitated by 7N Architects and Nick Wright Planning, with heritage consultant John Sanders of Simpson & Brown, who also prepared the 2019 publication upon which this Local Place Plan is based.

The local community originally came together in 2017 to prepare this plan as an opportunity to:

- Take stock of the community and its future.
- Develop a long term vision to shape and focus initiatives.
- Seek a community mandate to shape planning policy and major development proposals for the good of the community.
- Raise the profile of the community's needs and vision with local and national government.



This consultation process has continued during October and November 2023 to finalise the update which comprises this Local Place Plan.



High Street



Restored Lumsden Memorial



Visioning Charrette

As work progressed during 2018-19, it became clear that the plan would be more than this – that it represents the start of Crail’s community empowerment journey over the next decade, bringing together the Scottish Government’s aspirations for community empowerment, planning and placemaking at a very local level.

The local community is grateful for the support it has received from local and national government to enable preparation of this plan, and looks forward to that support continuing as Crail moves from planning to delivery as an exemplar of community empowerment and community-led placemaking for Scotland as a whole.

This Local Place Plan therefore includes the community’s vision for the next 20-30 years. It should be seen as a flexible framework to guide collaborative action by residents, community groups, Fife Council, Community Planning partners, businesses, developers and the Scottish Government.

Challenges

Crail is a small rural community which has been described as “The Jewel of the East Neuk”, but beneath that image there lies a much less evident layer of disadvantage and inequality.

Over its long history, the Royal Burgh of Crail has experienced many major economic and social changes as commercial activities rise and fall. Historically it was a major trading and market town, then a thriving herring port during that industry’s heyday. During the last 20 years the population has been declining, down 13% between 2001-2011 to around 1680 today.

There are a significant number of older residents (566) but the majority of the population is of working age (895) with employment spread between a range of sectors such as St Andrew’s University, the hospitality sector, the care sector, farming, fishing and retail. Employment opportunities are poor for young people in particular. 35% of Crail’s working population commutes to St Andrews for employment. Although the Crail community is often characterised as containing a large and affluent retired population, the recently published Local Strategic Assessment for North East Fife (by Fife Council) identified Crail as performing only similarly to comparable areas. It does not share in the “better” status of St Andrews and is adjacent to the “worse” areas around Anstruther.

Fife Development Plan envisages development of 320 new homes in Crail identified in the Crail North development proposals, in addition to 148 homes built within the last 10 years (compared to a total of approximately 1,250 homes

in Crail in 2018). Many of those 148 were sold as holiday homes. This has acted as a catalyst for the community to work together to make sure this development becomes an integrated part of the existing community. The proposed expansion has also been a spur for increased concern about the more fundamental issue of Crail’s sustainability as a living community. The potential impact of new major development at Crail Airfield highlights that concern.

The community has a primary school, several community venues and has successfully increased its community assets in the last 7 years with establishing a community run tennis court, seasonal putting green and green gym. The Community Hall is now in Crail’s ownership along with substantial green space. But for a community of its size there are notable gaps in services. Recent closures include third sector children’s care, GP surgery, Post Office, bank and library. With the closure of the library, besides the loss of normal library services, access to a community internet hub was lost. Although there are 123 young people aged between 10 and 19 living in Crail, the youth club closed, after 20 years of operation. The limited bus service (hourly) links Crail to St Andrews and the East Neuk and Leven, but it is not co-ordinated with the X60 bus service which gives access to the wider network. Such a service should serve Crail.

Visitor numbers put additional pressure on services which are already stretched. Visitor numbers at the Crail Museum have declined firstly as a result of the Covid epidemic and then as a result of restricted opening hours due to a lack of

volunteers. Problems with recruiting staff, who cannot afford to live in the locality, impede the development of businesses especially those in the hospitality and leisure sector. The Golfing Society summarise their problem by stating “Our ability to develop our business is hindered by our inability to recruit staff especially in our hospitality and greenkeeping operations.”

Given that approximately 25% of the population do not own a car, Crail’s remoteness from large centres of population, and the increasing numbers of ageing single people who need support, this loss of services adversely affects people of all ages in the community.

Access to housing is a particular problem for younger people and families in Crail. This is coupled with a lack of economic opportunities for young people. Rising costs of housing (£299,000 on average) and a growth in holiday home ownership make it difficult to attract and retain younger people in the area. A large number of second homes and high seasonality contribute to make Crail a fragile place economically, with high street businesses at risk.

In summary, the community’s big challenge is to make sure that there are opportunities for the local people to live and mix with each other, and to provide activities and services that meet the needs of all (and not just sections of) the local community.

As a small rural community, Crail is concerned about its future sustainability. During the initial visioning stages of work in Spring 2018, the community identified four significant and related challenges that it faces:



Fragile Economy

Concern about retaining fragile businesses and services, and attracting new businesses, particularly given Crail's size and location, the growth in second home ownership in recent years, and apparent increasing seasonality of the local economy.



Rising House Prices

The difficulty of attracting and keeping families and younger people – particularly given the high cost of residential property and lack of opportunities for young people.



Access to Services

An ageing population, and the specific challenges that this creates around access to services and facilities, including transportation links.



Crail North

Future Development

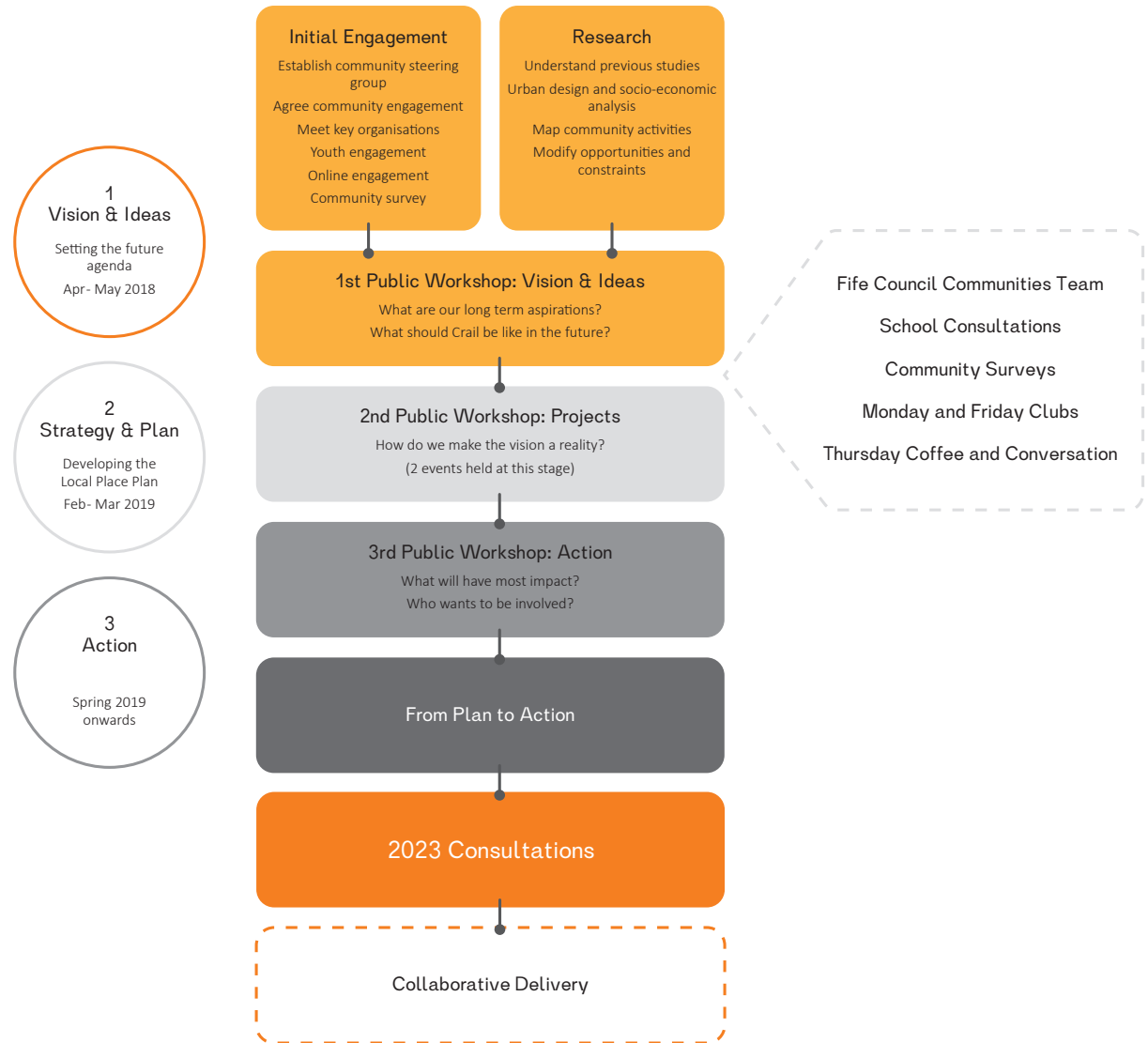
Ensuring that areas of development land allocated are developed to enhance the community, in terms of:

- Providing permanent housing and other opportunities for the local community as a fully integrated part of Crail.
- Increasing the quality of urban realm, landscape and public space.
- Ensuring that the implications of the offshore windfarm development on the community of Crail, including the fishing community, are better understood. We have had an active engagement with EDF regarding project funding. We should focus on capital projects that can be income producing to support community developments.
- Integrating new developments (notably Crail North and Crail Airfield) to complement the Crail community.

This Local Place Plan shows how the local community intends to come together to tackle some of these challenges.

Community Engagement

This plan has been co-produced with the local community through a consultation process, undertaken under the auspices of the Crail Community Council. The first round of consultation (between 2017 and 2019) was commissioned and led by Crail Community Partnership, with support from 7N Architects and Nick Wright Planning. That round resulted in the publication of the plan, upon which this Local Plan is based, in 2019. For that first round the engagement strategy comprised three stages moving from vision through strategy to action, with the local community setting the agenda at each stage through a facilitated process. For the purposes of updating the 2019 document revisions were prepared and a public consultation exercise took place in November 2023, including a public drop-in session. The updating process took into account the requirements of the legislation and guidance, the prospect of development on Crail Airfield, the offshore wind farm, further thoughts on the Crail North development (still to be implemented) and progress on the objectives set in 2019. The work to make the changes involved in the 2023 update process was undertaken by Crail Community Partnership members and with professional presentational work undertaken by Dharmi Bradley and funded by the Common Good Fund for Crail.



The Charette Community Engagement 2017 to 2023



Three weekend Charrette workshop events formed the backbone of the engagement strategy, each attended by between 80 and 120 people. To ensure that everyone in the community had the opportunity to be involved, these events were supplemented by:

- Community surveys distributed to every household – over 400 responses
- Engagement with young people through local schools
- Engagement with older people through various clubs
- Engagement with local businesses including the harbour
- A staffed drop-in centre in February/March 2019 – 152 visitors
- A dedicated Facebook page – 130 followers

- Regular updates in the popular community newspaper 'Crail Matters'. At that time 551 GDPR compliant contacts to whom the Digital newsletter is distributed and around 120 hard copies/week- a total of around 700 copies distributed each week. 75% of digital copies downloaded within 6 hours of distribution.
- Circulation of information online and by word-of-mouth
- Promotion via Fife Council Communities Team's networks

At the first public event and associated community engagement activity in May 2018, the local community generated aspirations around a number of themes – services, housing, tourism, business and transport (see Appendix 2 for more information). These developed into the long-term vision that is outlined in section 2 of this Plan.

At the second round of public events and associated community activity in February 2019, the focus moved to strategy and proposals: the projects what would be and initiatives by which the vision would be implemented over the next 5-10 years. These are described in section 3 of this report.

At the third public event in March 2019, the focus moved to action and delivery: how would the projects and initiatives be implemented? Who should be involved? What should the priorities be? The answers to those questions are in section 3 of this report.

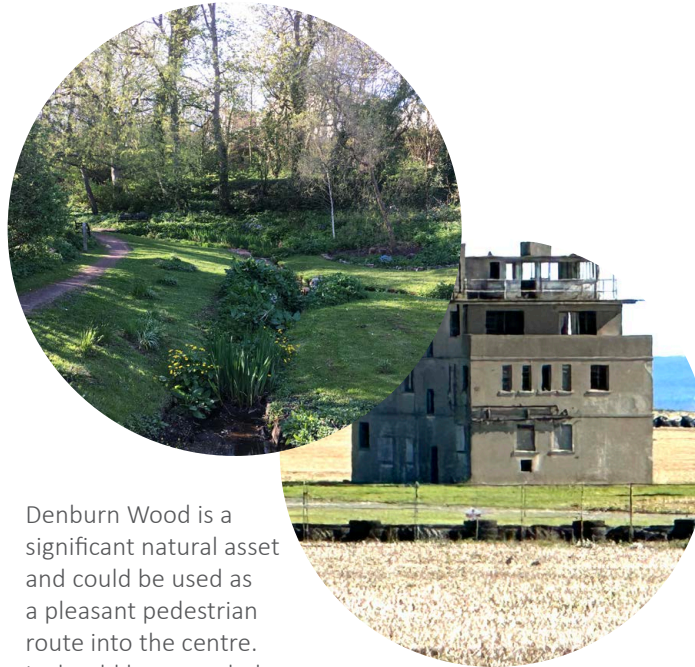
Following revisions to the 2019 document, to allow for new legislative requirements and updated events, the revised draft was made available to the public via the CCP website and Crail Matters. An event was organised on 4 November 2023 at Crail Community Hall, which was attended by over 90 members of the public. They were able to examine the document and ask questions of the CCP team. The feedback from that event and online generally showed the continuing support of the community for the Local Place Plan.

Further detail on the outcomes of the engagement are included at Appendix 3.

Key Principles

New development must enhance the centre and develop a sense of community.

- Open land within the Local Place Plan area other than the Crail North and Crail Airfield sites should be generally protected from development so as to preserve the natural environment and its agricultural value.
- It is important that any new development is well connected to the centre so that it does not become an isolated outpost with no relationship to the existing community.
- Care should be taken so that the centre does not suffer at the expense of the new development as a result of custom and activity being drawn away to the outskirts.
- Development should be phased to ensure that the community can grow at a sustainable rate without having a detrimental impact on services and infrastructure.
- Development should present an opportunity to enhance Crail's green spaces and the arrival experience for visitors including adequate parking.



Denburn Wood is a significant natural asset and could be used as a pleasant pedestrian route into the centre. It should be extended as a green corridor into the new Crail North development. As well as extending the green corridor to Crail North there is now the opportunity to continue the green pedestrian route to Roome Bay through the field at Denburn Park. Proposals for use of this area are currently under consideration but the priority will be to make it accessible to allow pedestrian access through to the shore and the adjacent green spaces.

Pedestrian and cycle routes identified in this Plan will need to be protected and steps taken (including contributions by developers) to implement them.

Affordable new homes

- New homes proposed for Crail should be affordable to young people and families to encourage a diverse population. However housing should also be varied to meet the needs of the local community including homes for the elderly and accessible dwellings. The majority of new housing should comprise low to medium density with gardens.
- The number of dwellings available as second homes and holiday homes should be limited (by way of planning/tenure restrictions) to ensure that the area is active and occupied all year round. Access to local affordable housing to ensure adequate access for Crail residents should also be reviewed.
- Alternative methods of procurement should be considered, such as the provision of self build plots, to help further diversify the types of housing available.
- A good working dialogue with Fife Council should be maintained to help make sure this is delivered, also ensuring that people from Crail can afford to continue living in Crail.

Encourage sustainable tourism and small businesses

- Crail is a tourist destination and provision of hotel and holiday accommodation, together with other tourist facilities, will need to be maintained. A year-round plan should be put in place to manage tourism in the busy summer months and develop it in winter.
- There is a lack of affordable commercial space in Crail. Business units should be provided to encourage small businesses to stay in the community rather than moving to larger settlements. Innovative solutions, such as residential accommodation with studio space, should be considered.
- Improve mobile signal throughout Crail. This is important if Crail is to attract visitors and business investors.
- Facilities, such as public toilets, signage and parking should be provided to encourage tourists to remain in Crail for longer stretches of time rather than just passing through.
- Improving cycle paths, pedestrian routes and parking would also encourage more tourists to visit Crail and use existing amenities, boosting the local economy.



Affordable commercial space in the town centre and new development



Improved cycle routes along coast and in the centre



Facilities for tourists

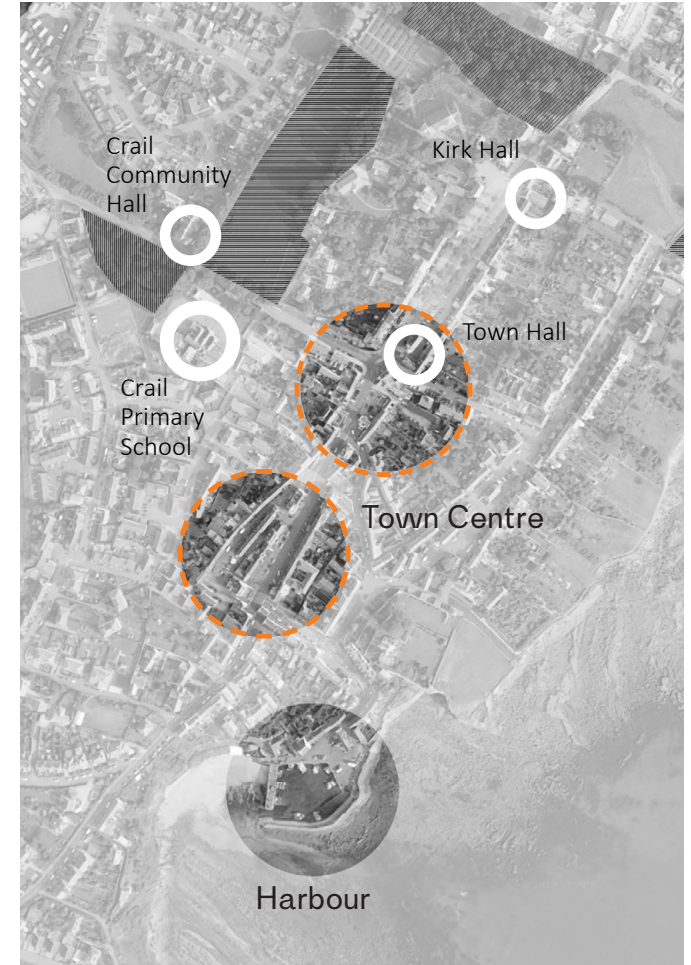


Improve community facilities and services

- Crail has a number of community halls and spaces that are significant assets and should be more effectively utilised. These should be improved and opened up for community events which build on the success of existing festivals. More could be made of these important resources through co-ordinated management and on-line availability. Further uses for community groups and the wider community (for example work spaces) should be assessed. Progress on the use of the Crail Community Hall demonstrates what is possible where an innovative approach is taken to the use of these buildings and spaces.
- Development and population increase will help to make the case for new and improved services. The lack of a doctor's surgery, post office, library (with its IT services) and bank are a key concern of existing residents.
- Enhancing harbour facilities for fishing and leisure and improving accessibility to and from the harbour and its moorings would encourage increased use for leisure and business, and ultimately the preservation of a very significant historic amenity.

Sustainable growth and development

- Create new wildlife habitats throughout Crail: within any proposed new development on the existing and proposed expanded footpath network through and around Crail, as well as preserving and enhancing existing habitats like Denburn Wood. Whilst much has already been implemented on the areas at Kilminning and Pinkerton (now owned by the community) there is much scope for future enhancements, especially in the context of the Crail North and proposed Crail Airfield developments.
- All new housing should be built to high environmental standards, at medium to low density, and have suitably-sized gardens and plenty of communal green space. All of these considerations will contribute to growing a sustainable community.
- Public transport and cycle paths should be improved to cater for an increased population of residents and tourists.



This section of the report explains five strategic themes through which the long-term vision will be delivered, some of which should be implemented over the next 5-10 years.

Each strategic theme contains a summary of community aspirations as recorded in the early phases of community engagement for this plan. Priority actions are also identified for each theme. These were developed and tested during the community engagement in March 2019 and reviewed as part of the updating process and consultation in 2023. Details of progress on the identified actions are contained in section 3.

It is important that the priority actions contained in this section are seen as a flexible framework, not cast in stone. Other initiatives are likely to emerge as circumstances change over the coming months and years. Some priority actions will fall away, others will come forward. The principles for development and growth in Crail together with the objectives of widening public access and enjoyment of public buildings and green space will be an essential part of the planning framework for Crail in the future.



Integrating New Development



Crail North

The feedback from the consultation exercise in 2018/19 shows that the community can be supportive of the new development proposed for Crail North provided it is well connected to the town and helps Crail to achieve a sustainable future.

Crail is due to expand over the next 20 years. Fife Local Development Plan (LDP), adopted in 2017, proposes that land to the north of the town centre known as 'Crail North' is to be developed as new housing (indicative site capacity 320 houses), with a small area allocated for employment uses. The LDP anticipates that the development will be

phased over a period of 20 years and requires that an Indicative Development Framework should be prepared to set out the guiding principles for the development. To date no implementation of the Crail North development has taken place. The increase in the number of housing units approved since the original allocation was made has increased the density of provision on the site. Further consideration could be given to increasing the northern and eastern boundaries of the Crail North site in the Local Development Plan to allow flexibility in the location of housing units to permit lower densities of units and supporting development, and to include open and green areas.



Crail Airfield

New proposals for Crail Airfield have emerged since the original consultation for this Plan was undertaken. In addition to Crail North the site at Crail Airfield has the potential to be developed under new ownership. The current Fife Local Development Plan identifies the Airfield site for "other development" ie a site designated outside existing town and village boundaries. A development brief and a consultation exercise will be required, as well as a number of further restrictions on and objectives for development. New development could include employment uses, leisure development, holiday accommodation and

limited housing development as well as the retention of existing outdoor activities. The runways of the Airfield site are classed as a scheduled ancient monument and the site is also Listed by Historic Scotland. The proposals for Crail Airfield are the subject of an application for planning permission in principle.

Community Aspirations

- Integrate new development with the existing community.
- Create a range of housing, including good quality affordable homes for local people to be built at an appropriate pace across the development.
- Utilise good quality design and architecture that is appropriate for Crail.
- Ensure new development is environmentally friendly and appropriately designed.
- Develop employment opportunities.
- Extend green links through the site to the coast and countryside.
- Maximise walking connections to town centre. New road connection direct to St Andrews Road to serve Crail North and the Crail Airfield development
- Create 'natural' greenspaces.
- Provision of accessible recycling (within the town as a part of any new development, including car parking).
- Ensure infrastructure and facilities keep pace with development and expanding population- e.g school capacity, transport infrastructure and healthcare.



- Traffic management in Crail and to both current potential development sites is a major concern for the community. Developers and Fife Council must jointly ensure transport infrastructure is suitable for increased volumes of traffic, recognising safety and amenity concerns. The issue of traffic management and its importance to the community is demonstrated by the principles set out on pages 22 and 23.

Priority Actions

1. Use this Local Place Plan as the basis for the Development Framework for new developments (to be adopted by Fife Council within the new Local Development Plan and/or as Supplementary Guidance), reflecting community aspirations in the developments' planning, design, delivery and developer contributions including the preparation of Design Codes, taking into account existing Fife Council design guidance.
2. Reinstate healthcare facilities within Crail and reassess the changing community needs as the population of Crail grows.
3. Ensure schools have sufficient capacity to accommodate expanding population and consider further provision within Crail as demand requires.
4. Design Guidance and a Design code should be approved by Fife Council in consultation with the local community, in order to control design quality and layout.
5. A comprehensive town-wide review of traffic management issues including speed limits, traffic calming measures, parking and new access roads for existing and new development should be carried out by the Council to ensure increased traffic volumes are managed with safety as the first priority.

Access to Crail North and Airfield Site

Crail North

For the proposed development in Crail North to be connected to the town centre new pedestrian and cycle routes need to be found to make it an integral part of the town in a way which helps to sustain it in the future. It also needs two vehicular access points. The primary access should be direct from St Andrews Road preferably via a new roundabout at the Cupar Road junction. The route of the alternative access should be achieved through the field which lies to the east of Balcomie Links Caravan Park.

Crail Airfield

As part of its initial consultation process, the developers for the Airfield held two drop in sessions at the Crail Community Hall on 25 March 2023 and 29 April 2023. At the March event over 30 feedback forms were submitted by those attending, the large majority of which expressed concerns with access and traffic, particularly the impact of traffic generated by the development on the existing access route and its effect on pollution levels and noise generation.

The main concern expressed by the attendees was the potential adverse impact of traffic generated by the construction of the Airfield project, and its subsequent use, on the existing route through Marketgate, Denburn Narrows and Balcomie Road, which is currently the only

means of accessing the Airfield site. The clear preference of the consultees who attended was that there should be no new development at the Airfield site unless a new road for vehicular traffic is provided direct from St Andrews Road, avoiding the Town Centre and the current traffic pinch points on the route to the Airfield. The policy reference LWD 022, already adopted in the Local Development Plan for this site, makes it clear. Any development:-

“should resolve site access issues from Crail to the airfield and Crail golf courses - an alternative route will be required.”

As noted above, access to the proposed development at Crail Airfield within the existing road network would be through Marketgate, Denburn Narrows and then Balcomie Road, a route that is very narrow in part and is well known to be already congested and full of potential dangers for pedestrians, cyclists and drivers.

This Plan concludes that no development should be permitted on the Crail Airfield site until a new direct route avoiding the Town Centre or to link into the new primary route planned for Crail North, has been completed.

Insofar as the existing access route will inevitably become a secondary access route for the Airfield then no development should be permitted until the following works have also been completed and the relevant restrictions made.

- The 20mph speed limit in Marketgate and Balcomie Road should be reinforced with traffic calming measures, additional speed signs and roundels.
- Traffic at Denburn Narrows should be controlled by permanent traffic lights plus a controlled pedestrian crossing.
- Balcomie Road from Warsea Road to the Airfield should be widened out to the existing fence lines with a 30mph speed limit and traffic calming measures installed.
- A separated pedestrian/cycle path should be installed to run parallel to the expanded road.



New Pedestrian and Cycle Connections

New green pathways should be introduced to improve the connections between the town centre and the coast and with the proposed developments in Crail North and Crail Airfield. (See Environment section).



Crail North Vehicular Access

The St Andrews Road access is the proposed primary vehicular access in the Fife Local Development Plan. This access should be from the Cupar Road end preferably via a small roundabout to eliminate an already bad junction. A second vehicular access will be required prior to completion of the development. The consultation exercise for this Plan has identified the community's preferred route via new direct access in field east of Balcomie Links Caravan Park. This option is:-

- Strongly preferred second access by community and consultees for this Plan.
- Would improve access to Crail Airfield and Golf Course.
- Would involve development of greenfield land.

Crail Airfield Vehicular Access

As noted on page 22 the community has expressed its concern that traffic generated by proposals on Crail Airfield will cause unacceptable congestion on the existing route into Crail Town Centre. The details of the road improvements and the alternative access are set out on page 22. These would prevent development until

- a new access road (either independently routed or linked to the new primary access for Crail North) avoiding the town centre has been completed and
- a scheme of traffic calming and safety measure has been implemented along the existing access route.

Planning and Delivery Principles for Crail

- Any new development (whether it be housing or commercial) must be sustainable and integrated for the betterment of the whole town. It must be complementary to the Town and its residential and business community, not in competition. This betterment should be expressed both in terms of environmental and design quality as well as maximising community benefit and citizen well-being.
- Any new housing should reflect and respect what Crail represents and is required by the people of Crail. The new housing must include sustainable, affordable accommodation for all ages. In particular this would include local young adults looking to set up new homes and older people wishing to downsize to more appropriate accommodation for later life.
- New housing should complement and connect to the town and its facilities. This includes the development making a positive contribution to the local economy, particularly helping local businesses and tourism.
- At Crail North, the scale of the proposed development has the potential to increase the town population by one third. This will inevitably have a material impact on community services, transport infrastructure, other

facilities and environment. Therefore, a ‘whole place’ approach needs to be adopted in creating detailed investment proposals for such a significant expansion to the town.

- Any new significant housing development is likely to take a number of years to implement. This process should be carefully managed and phased in order to fully connect and integrate with the settled community, the physical fabric of the town and the environment.
- It is essential that any new housing development should materially improve Crail rather than being promoted as a numbers solution to a wider housing crisis. The challenge will be to respond to the proposal as more than a housing supply matter but a whole place initiative that improves connections and levers wider social benefits for the people of Crail.
- Proposals for major new development sites (such as Crail North and Crail Airfield) must address the impact of traffic generation on properties, pedestrians and cyclists, especially through the town centre. Planning requirements should make any new development conditional on appropriate road improvements.



- Any new significant housing development is likely to take a number of years to implement. This process should be carefully managed and phased in order to fully connect and integrate with the settled community, the physical fabric of the town and the environment.

The general principle set out on pages 16,17 and 18 should inform and regulate the grant of planning permission for any new development.

The Delivery section contains a note of key delivery challenges which the community will face in working collaboratively with the local authority, landowners and developers to implement these principles.

Development Framework for Crail

This example of a Development Framework, encompassing the views of the community is specific to Crail North but the principles should be applied to any other large scale development in the designated Crail catchment such as the new Crail Airfield proposals. For the Crail Airfield proposals, Fife Council will require a development brief. These principles should be incorporated appropriately into such a brief.

Development should be contained within tree belt structure planting which forms part of the proposed green route network for Crail. The principles of the Crail Green Lane network (see page 32) should be incorporated into the layout of any development site. At Crail North, this would include the extension of wooded areas and green lanes through the development, extending the route through Denburn Wood and providing a green pedestrian and cycle route to the town centre. At Crail Airfield provision should be made for green lanes through the site connecting with the wider network and the neighbouring Kilminning Nature Reserve.

The layout of roads and paths within any development should be an open network which allows the development to be connected into the existing and future fabric of the town and allows views out into the surrounding landscape. Development should be well connected to the town centre and the uses should complement and not compete with town centre businesses.

At Crail North the principal vehicle access should be from St Andrews Road, preferably via a roundabout at the Cupar Road junction. A second vehicle access point will need to be provided to



— Pedestrian and cycle routes
 — New primary road access to Crail North & Airfield
 Potential new parking areas
⋯ Core Path Network
- - - Flexible boundary to Crail North

meet the requirements of the Council; it should align with the principles set out in this Local Place Plan.

At Crail Airfield, as well as the traffic calming and safety measures on the existing access route, no development should be permitted until a new vehicular access (either independently provided or as part of the new Crail North primary access) is completed to avoid unacceptable congestion, noise and safety issues on the existing route from the town centre.

Development should be phased so that it has pedestrian / cycle connections to the town centre and is not isolated or self contained.

The principal spaces within the development should be integrated with the pedestrian and cycle routes to the town centre so they do not compete as a separate local centre.

The road network within the development should be designed to prevent vehicle speeds and “rat running”. Pedestrian and cycle routes to the town centre should offer the best practical routes.

Affordable Homes²

Second home ownership has a long history in Crail. It brings positive and negative impacts, but the local community is concerned about three related issues on the long-term sustainability of Crail:

- The difficulties that local people face in accessing the housing market in Crail, especially those on lower incomes who must compete with potential second home owners. As an example, for the Pinkerton Farm 1 development (completed in 2006) only 5 of the 50 completed units were acquired as permanent residences, although some of the second home purchases have become permanent homes over time.
- The challenges that partially empty homes bring in sustaining local services and facilities, in a community where many businesses struggle to stay open all year and services have already been cut in recent years.
- A very real concern that the town centre will 'hollow out' even further and become devoid of any year-round commercial activity.



There are therefore strong arguments for preventing further unchecked growth of second home ownership. Planning policy (through the Local Development Plan) requires that any new developments would of course be required to provide a significant proportion of affordable homes. Given the existing problems with access by local people to housing, that significant proportion should be larger in Crail than in other areas less pressurised by these economic threats to delivery.

Controlling second homes through planning policy and 'local occupancy' or 'permanent residency' conditions or obligations is a different matter: experience elsewhere in Scotland and the UK (such as in Cornwall and various National Parks) shows that robust evidence of the impact of second homes is required for planning policy. Nevertheless, new housing development should be protected by constraints limiting its use for non-permanent occupancy.

²This Local Place Plan adopts the definition for affordable homes set out in Annex F of NPF4 (Spatial Strategy for Scotland).

Good quality homes that are affordable to people on low incomes. This can include social rented, mid-market rented, shared-ownership, shared-equity, housing sold at discount (including plots for self-build), self-build plots and low cost housing without subsidy.

Community Aspirations

- Encourage planning controls on new housing to maximise development of appropriate affordable homes.
- Minimise further second home use by encouraging tax/ planning controls on existing/new housing stock.
- Affordable homes should be high quality and well- designed, environmentally friendly and of an appropriate architectural character.



Priority Actions

What Crail **can** do:

1. Engage with existing local housing associations to give priority to local people through a Local Lettings Initiative for existing homes or new-build stock.
2. Open dialogue with the Scottish Government and Fife Council to explore innovative ways of increasing the supply of low-cost homes for local residents.

What Crail asks **local and national government** to do:

3. Encourage planning requirements for new developments to include a very significant proportion of affordable housing units to be provided on site. Phasing plans for new developments should require the phased provision of affordable housing units on the basis of percentage of open market units.
4. Restrict a significant proportion of new housing to be used only as “principal residences” (i.e. not second homes).
5. Promote a range of financial models for new homes to maximise affordability for local people.

Business and Tourism

Businesses are fundamental to the sustainability of any community. In Crail, many of those businesses revolve around tourism, which – despite Crail’s obvious assets of natural and built heritage – is seasonal and therefore economically fragile. Tourism is a key sector in the Fife Economy. In the year prior to the Covid pandemic (2019), the Kingdom of Fife attracted 2.795 million visitors. 2022 figures show that visitor figures have almost returned to pre-pandemic levels, with 2.706 million visitors. Tourism supported 5,541 FTE jobs in 2022. These Fife-wide figures are all reflected in the current position of tourism impact in Crail; visitor numbers have increased significantly. The harbour is also an important local economic driver, being an active fishing harbour but also offering great opportunities for increased use (including tourism) with the right investment. Carefully targeted investment in infrastructure, communications and marketing could help unlock a range of new private and social enterprises opportunities – such as cycle hire, cafes, restaurants, crafts, visitor accommodation, horse riding, tourist guiding and sea trips – helping grow Crail’s business sector, visitor economy and the year-round business proposition.



**EAST NEUK
FESTIVALS**



Community Aspirations

- More jobs are vital if more homes are to be built.
- Invest in harbour for fishing, marine activity and visitors.
- More business premises.
- Better broadband and mobile signals to attract and support business investment.
- Visitor facilities – paths, cycling, parking.
- Link up with other East Neuk villages and tap into St Andrews visitors.

Priority Actions

1. Harbour use investment plan to support local fishing industry and enable greater use of harbour for fishing, watersports and tourism. Include utilisation of harbour properties to bring the harbour back to life.
2. Improved signage and visitor parking/access as part of a co-ordinated East Neuk destination development and marketing plan.
3. Use your local shops and businesses!’ campaign to safeguard businesses and to attract further investment in business.
4. Better mobile signal and broadband.
5. Create more workshop/business premises in town centre through re-use of existing buildings (e.g. former garden centre).
6. Upgraded/new toilets at Roome Bay with a relaxation area.
7. Develop events and activities to encourage year-round investment in tourism and business.

Community Facilities and Local Services

Crail is blessed with a range of community buildings, all of which are assets to the community – but many have not seen investment for many years and lack the space and facilities for a full range of indoor sports, cultural and youth activities.

With demand for more community activities like soft play for families and youth activities during evenings and weekends, the time is right to explore how the various community assets and organisations can work better together, what their future roles are, and where energy and investment should be targeted for maximum effect.

Reinvigorating the community sector in this way is also likely to help increase community participation and capacity, to support delivery of the Local Place Plan as a whole. In terms of land use planning this could involve the need achieve flexibility through changes of use of existing community buildings and others, extensions etc.

Community Aspirations

- Community halls: strategic co-ordination of future roles and investment (Community Hall, Town Hall, Kirk Hall, Legion Hall)
- Invest in Community Hall as multi-use community hub, including youth club, sports, men's shed, music, library, bank, health services etc.
- School capacity needs to keep abreast of new development.



Crail Community Hall

Crail Matters

Crail Weekly Newsletter

- Modernise children's play areas and make more of the existing green community areas including Victoria Gardens, Beechwalk Park, Roome Bay, Castle Walk Meadow, potential allotments; Denburn Woods and the Putting Green.
- Ongoing consideration should be given to targeting other buildings which may be become available and be suitable for community uses.

Priority Actions

1. Co-ordinate plan for the future of community buildings (Community Hall, Town Hall, Legion Hall, Kirk Hall etc) – considering new potential uses like youth club, men's shed, community growing space, business space, workshops, studios and many others.
2. Create a multi-purpose community facility in the Community Hall including youth activities.
3. Structured and maintained "What's On" information including web/social media, information for new residents and high street notice boards.
4. Mutual support amongst local community organisations to co-ordinate activity, volunteering, fund-raising and events.
5. Improve children's play facilities
6. Maintain and make more of green community areas including Victoria Park, Beechwalk Park, Roome Bay, Castle Walk Meadow, the proposed allotments near Bow Butts, Denburn Woods and the Putting Green. More recent additions include the Kilminning Nature Reserve, the Pinkerton ponds, the field at Denburn Park and land at West Braes.



Crail Church

Crail Church

A Grade A listed building of considerable historic significance, Crail Church has recently been the subject of a review (Historic Churches Working Group) which has considered the existing uses of churches in the area and the possible consequences if it is decided that a church should cease to be a place of worship and ownership should pass from the Church of Scotland. The position of Crail Church will be reviewed in November 2023. Currently, as well as its role as a place of worship the Church hosts concerts (especially for the Crail and East Neuk Festivals) with a capacity of approximately 500. It also seeks to be as open to the public as is possible, subject to suitable stewardship arrangements.

Were the Church to cease its religious functions it could be sold for public or private use. It comes with a burden of costs for repairs and ongoing maintenance which will affect its potential but the Church and its setting comprise an important historical asset for the town.

In terms of land use planning, it will be important that a flexible approach is taken to allow changes in use and suitable alterations to accommodate those changes. If it is possible to retain the Church for community use, the same principles will apply.

Community Assets



A - Potential to resurface pavement and street surfaces to improve pedestrian experience of High Street. Consider a coordinated plan to paint key buildings.

B - Continue to develop Community Hall as a multi-purpose community hub that provides expanded and improved activities.

C - Any new community facilities or activities within Crail North should be at the interface between Crail North and the existing neighbourhoods to help integrate the new members of the community.

D - Extend community greenspace into proposed Crail North development.

E - Complete improvement of children's play facilities.

F - Consider future community uses for Town and Legion Halls.

At Crail Airfield community facilities and activities should be accessible from the Town centre and complement the existing neighbourhoods.

- New community greenspace
- Existing community greenspace
- Existing sports and playspace
- Churchyard and cemetery extension
- Existing 95 Bus Route (St Andrews - Leven) and proposed X60 Bus Route
- Proposed East Neuk 50 Cycle Route

Environment

In the early stages of community engagement for this Local Place Plan, the coast, the countryside and the tremendous historical appeal of the Royal Burgh and harbour emerged as Crail's biggest assets – along with the local community, of course – for residents and visitors alike.

That strength of feeling continued throughout the process, with many people attaching great importance to improvements to the local path network and extending existing green corridors out through new developments. When combined with strong desires to support walking, cycling and recycling, environmental issues score very high for Crailers.

Proposals for extending and enhancing the green network of paths within and around the town and green landscape improvements have been developed during the ongoing consultation process with members of the Crail Community Partnership.

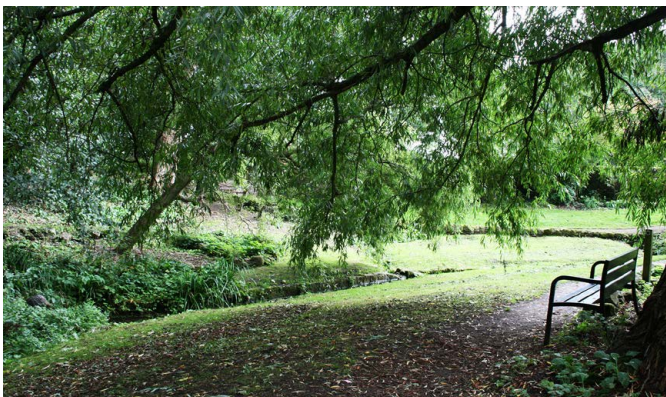
The Green Lane Network

A top priority for Crail residents and visitors- identified consistently during the consultation process – is the provision of natural areas like Denburn Wood and the coastal path. We aim as a community to increase these to promote natural beauty of the area, biodiversity and active travel routes through the landscape. Any development should embrace the principle of connecting with and adding to the network of green lane and natural spaces we are



creating in and around Crail. For example, for Crail North, we expect to surround the new development with green lanes and create an extension of Denburn Wood along the western edge adjacent to Bow Butts. Similarly, at Crail Airfield, we expect to have green lanes around and through the new development, to link the area with Crail, the existing paths and the biodiversity areas we are creating, such as Kilminning Community Nature Reserve.

Specifically we expect all future developments in Crail to result in a net biodiversity increase through allocation of land (either within or adjacent the site of development, or elsewhere in Crail) of at least 25% of the area that is developed as natural green spaces accessible to everyone and where high levels of biodiversity are the priority.



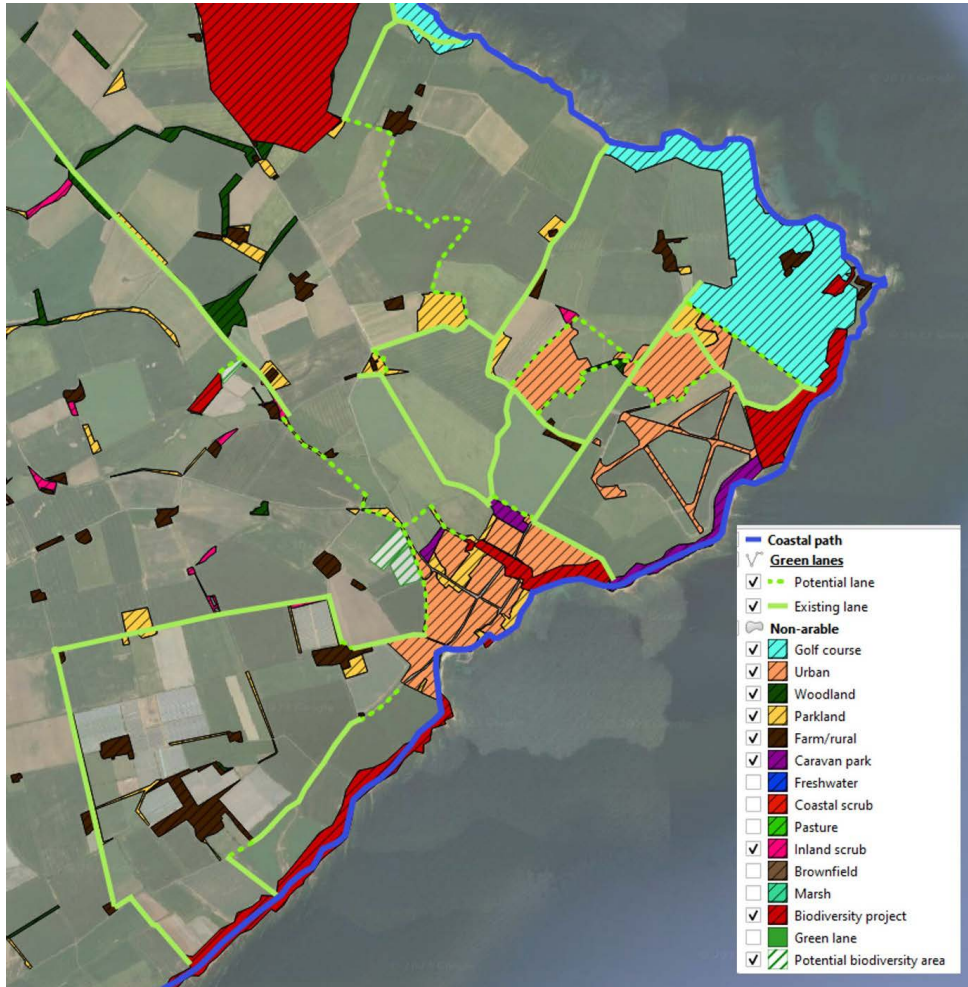
The following plan illustrates the proposals which have been developed to date. It is intended that the delivery of these new routes will be co-ordinated with the wider pathway and cycle route network along the East Neuk coast.

Community Aspirations

- Extend Denburn Wood as green corridor within Crail North.
- Improve local walking network along coast and into countryside.
- Create a safe East Neuk cycling network.
- Ensure new development is eco-friendly and appropriately designed.
- Create further wildlife habitat.
- Ensure footways and public buildings in town centre are accessible to all.

Priority Actions

1. Extend Denburn Wood northwards as part of Crail North development.
2. Create new Community Woodland on common ground and church land to north west of Crail , subject to consideration as sites for potential out of centre parking.
3. Upgrade local path network: requirements for maintenance, signage, seating, missing links etc – including creation of a Heritage Trail and restoration of specific monuments and points of interest.
4. Develop and implement town-wide Active Travel Plan to promote walking, cycling and public transport, incorporating accessible footways for all ages and abilities throughout the town centre, management of visitor/resident parking (including campervans) etc.
5. Increase traffic calming measures more widely in Crail. The current 20mph scheme through the centre of Crail should be confirmed and made permanent.
6. Better recycling facilities, particularly for less mobile people who have difficulty using current systems, either within the town or as part of new development (eg. out of centre parking). All significant new development should cater for recycling within the development.
7. Improved waste management: new bins and signage for general litter and dog dirt should be provided as required and any significant new development should incorporate measures to contain waste. Beach cleans will be encouraged.
8. Develop East Neuk cycling network for leisure and commuting, to include signage, safety interventions and marketing – including the Crail to St Andrews shared use path and improvement westwards towards Anstruther. Routes should be protected and new development should accommodate and contribute to provision.
9. Provision should be made for additional visitor/resident out of centre parking.



Delivery

Crail may be the “Jewel of the East Neuk”, but it is also a community which needs to address issues of inequality, social inclusion and economic and physical isolation if it is to have a sustainable future. This Local Place Plan sets out how the local community intends to tackle those issues – by working collaboratively with others, capitalising on Crail’s assets, and tapping into the opportunities presented by new development.

Crail has a great opportunity not only to build its future from within, proving how local leadership and governmental support can combine to put community empowerment and collaborative working into action.

Since the original plan document was published in 2019, significant steps have been made to achieve the community’s objectives.

Discussions with Fife Council, the Community Planning Partnership and the Scottish Government have already begun to make this plan become reality. It now remains for this Local Place Plan to be registered by Fife Council so that it forms part of the new Local Development Plan.



Principles and Aspirations

This plan sets out the aspirations and principles for land use planning which should be incorporated into the planning framework for the preservation and development of Crail. The vision, strategy and priority actions contained in this Local Place Plan are an ambitious statement of community aspirations for Crail. But the plan is not simply a wish list. It is a realistic blueprint for action. Every action contained in this plan is achievable over time.

Flexible framework

The priorities in this plan should be seen as a framework for action. How each priority is delivered may need to change over time in response to opportunities and available support. But the basic aims of the priorities should form a robust framework for action over the next five years to ten years and on through the life of the new Local Development Plan.

Collaboration is fundamental

Delivering this plan will need the community, Fife Council and others to work together. In relation to Crail North, for example, the local community has already begun to use this document to shape development proposals by initiating discussions with the landowner and local authority. The provisions in the Planning (Scotland Act) 2019 offer an opportunity for these parties to continue to work collaboratively to deliver a development which meets their combined aspirations.

Leadership and involvement

The delivery of this plan will largely be the responsibility of Fife Council as planning authority. But this plan also needs to be “owned” by the local community, who must work together to deliver it. Crail Community Partnership has established itself as a co-ordinating group which is open to any local resident or organisation to join. It is important that the community simultaneously supports the Partnership, gets involved, and holds its members to account.

Progress and Achievements

Significant progress has been made since the earlier consultation exercise and the publication of the first version of this document in 2019. These include:

Community Buildings



Crail Community Hall

Since its acquisition by the Community in February 2021 the Crail Community Hall has undergone a series of improvements including a new commercial kitchen (£54,000), a new gas heating boiler (£26,000) and the building has been made electrically compliant. It currently hosts Pilates, Yoga, Badminton, Table Tennis, Folk Club, Wine Club and many other group activities. Hall use has more than doubled since 2021. The goal of 12 weddings per year, to cover the basic running costs of the building, is currently being met. Future plans include the replacement of curtains, renovation of the toilets, implementation of heating efficiencies by improving the windows and managing air distribution.



Crail Harbour

The Crail Community Partnership undertook a survey in July 2022 seeking views on the Harbour and Harbour Sands. In October 2022 a consultation meeting was held and the Survey Report subsequently published. The Report of the Survey is attached to this Plan at Appendix 3. The key messages from the survey results were:

- Crail Harbour and Harbour Sands are highly valued.
- Knowledge about the area could be improved.
- Provision of on-site information is a top priority.
- Crail harbour and Harbour Sands contribute positively to the local economy.

In addition concern was expressed to resolve harbour traffic and parking conflicts as well as the need for general harbour tidiness, consistent with the Harbour's role as a tourist attraction. Of those consulted 88% said that it was important to seek harbour improvements. The Report on the survey includes a plan for various improvements and actions. Consultation continues with Fife Council, the harbour authority, to seek implementation of these objectives.

Green Spaces



Roome Bay

The plans for a new modular toilet block and outside seating are in their preliminary stages. It is hoped that these can be completed within the next 2 years.



Kilminning Nature Reserve

The Crail Community Partnership are creating a rewilded nature reserve at South Kilminning, a 14.3 Ha area of tarmac, amenity grassland, regenerating woodland and coastal scrub that has recently passed into community ownership. Much of the site was formerly part of Crail Airfield and has been extensively covered with tarmac. We will cover the tarmac with meadow, deculvert a field drain that runs under much of the site and create a

wetland, and restore coastal woodland in an area where almost all such habitats have been removed due to intensive farming. So far we have bought the site through Community land Asset Transfer legislation; begun meadow management in partnership with the Meadows in the Making project led by the University of St Andrews; planted 2,500 trees and several hundred metres of hedging of diverse native tree and shrub species carried out already, funded by Footprint East Neuk; created bunds, changed access, added signage and created publicity for the project to increase involvement both within Crail and the wider community within East Fife, to change the culture to a site valued for nature rather than a piece of “waste” ground; raised £260,000 from NatureScot’s Nature Restoration Fund, local charities and crowd funding, and obtained relevant permissions, to carry out the habitat restoration, with the major work to be completed in March 2024.



Pinkerton Community Wildlife Area

Since its acquisition in December 2020 Crail Community Partnership has set about improving the site for wildlife. Three small ponds have now been created, a hedgerow planted along Warsea Road, and a start made on developing a wildflower area. Over the autumn and winter of 2023/24, it is planned to improve the section of the Fife Coastal Path that runs along the edge of the site, put in a new section of path to connect the Coastal Path to Warsea Road near to the pumping station, and create a viewing area with seating.



West Braes

The Crail Community Partnership held a number of informal consultations and undertook a site visit with the neighbours of the West Braes and Osborne Terrace area to discuss the future of the green site at West Braes Crescent. Options discussed were allotments, a community orchard, a wild flower meadow or retaining the status quo, with the grass being mowed occasionally by Fife Council.

The residents decided to take up the wild flower meadows option and costs would be covered by the remainder of the



crowd funding originally put in place when the area was bought from the developers. The residents decided on an outline of mown paths for access and cleared an area of plum tree suckers. The first meadow cut, carried out by the St Andrews Meadows in the Making project, took place in August 2023. We are currently looking at options to enhance the area by seeding a wildflower mix in Spring 2024.



Denburn Park

There is now the opportunity to continue the green pedestrian route to Roome Bay through the field at Denburn Park. Proposals for use of this area are currently under consideration but the priority will be to make it accessible to allow pedestrian access through to the shore and the adjacent green spaces.



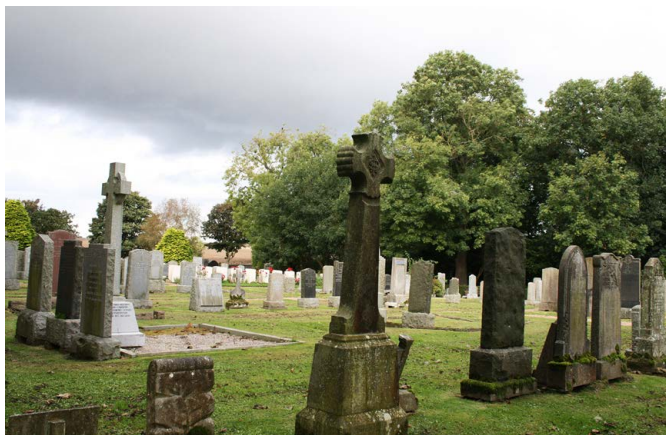
Green Lanes

This Plan is fully supportive of the proposed Kilrenny/ Crail and Crail/St Andrews cycle/walkways currently being considered by Fife Council and its partners. We would encourage this initiative to be actively encouraged and supported by Fife Council and to be incorporated into the new Local Development Plan proposals.

There is an overall plan over the next 10-15 years to create a network of interconnected, biodiverse sites around Crail. We plan to connect sites we have already acquired such as Kilminning, Pinkerton and Bow Butts to other sites around Crail via a network of wooded paths – green lanes- so that a person could walk all day around Crail in biodiverse, beautiful habitat. The green lanes will address issues of biodiversity conservation, habitat connectivity, active transport and enhance the quality of the environment for both locals and tourists. Current



priorities for the green lanes are connectivity between Crail and the developments at the Airfield and Kilminning, and the central corridors in Crail, from Denburn to the potential development of Crail North, and between Bow Butts and Balcomie. Some of the green lanes simply require tree and hedge planting over the next 2-5 years; others require dialogues and agreements with land owners first, and these are ongoing over the next 2 – 10 years.



Crail Kirkyard

In terms of numbers and quality of stonework, Crail Kirkyard contains the most significant collection of mural monuments outside the nation's capital (Greyfriars Churchyard, Edinburgh). Two of the monuments, EB XI and EB XV are unique designs without exact parallels elsewhere in Scotland. Collectively, the monuments are exceptionally important for their ability to demonstrate the development of a particular regional response to the new commemorative fashions and behaviours triggered by the Scottish Reformation. The social value of these monuments is well documented, from the 19th century until present day.

Crail Preservation Society commissioned the development of a Conservation Statement in 2018, which now drives a series of improvements in the Kirkyard. Over £200,000 of conservation work has taken place during the past 4 years and more work is planned. Fife Council has undertaken the majority of this work and a scheme of maintenance work will follow.



Waste Facilities

New solar powered bins were funded and installed in the High St (next to the Crail Fish Bar) and at Castle Walk, a favourite spot for picnics and fish suppers. These can handle 10 times the amount of waste that an ordinary bin can take, and have helped to reduce litter and gull nuisance.

After much consultation and campaigning, glass recycling facilities were installed in the primary school carpark and are a much used and valuable facility.



Roads and traffic

A 20 mph experimental traffic restriction has been imposed on the main route through Crail being the A917 Anstruther Road, A917 High Street, A917 St Andrews Road, A917 Westgate, West Green and Temple Crescent. It will expire in September 2024. This Plan seeks the permanent adoption of that order.

Business and Tourism

Following the pandemic, tourist numbers have recovered in Crail. Whilst some businesses continue to experience covid-related effects, others have grown.



The Doocot

Crail's 16th Century Doocot underwent a complete renovation and restoration and, since its reopening in May 2019, is host to up to 5,000 visitors a year.



Hospitality

In addition to Crail's historic Golf Hotel, the Balcomie Hotel has recently reopened after major refurbishment. The Shoregate, a new dining/bar venue with rooms, opened in 2022. These all complement the other hospitality venues in Crail, including B&B's, cafes, the chip shop and self-catering accommodation. There are several wedding venues in the area.

The Crail Local Place Plan

These achievements demonstrate that the aims of this Local Place Plan are realistic and that there is support in the community and enthusiastic participation in bringing about its objectives. For the local community, it should help secure funding and support from organisations as varied as Fife Council, Community Planning Partners, the Scottish Government, developers, businesses, landowners and potential funders such as offshore windfarm developers. For the public and private sectors, the plan forms a useful source of information and data about community aspirations and proposals.

The main purpose of this Local Place Plan is that it will form part of Fife's planning policy in the new Local Development Plan and will in future inform and direct land use planning decisions in Crail and its neighbouring areas.

Crail Community Partnership

18 December 2023

Contact
Crail Community Partnership at
crailcommunitypartnership@gmail.com



Appendices

Appendix 1 - Compliance with legal requirements

Appendix 2 - Consultation information

Appendix 3 - Crail harbour survey report

Appendix 1 - Compliance with legal requirements

Legal requirements for the preparation of a Local Place Plan¹

1. Introduction

The Town and Country Planning (Local Place Plans) (Scotland) Regulations 2021 (“the Regulations”) at Regulation 3 set out rules relating to the form and content of a Local Place Plan. This Appendix addresses those rules.

2. Community Body – Regulation 3 (1) (a)

The Crail Community Partnership was established in 2019 as a Charitable Incorporated Organisation, Charity Number SC 049189. Its objective is:-

“The advancement of community development (including the advancement of urban/rural regeneration) principally within the Community, but only to the extent that this is consistent with furthering the achievement of sustainable development.”

As required by Paragraph 5 of Schedule 19 of the Town and Country Planning (Scotland) Act 1997 the Crail Community Partnership is a “community-controlled body” because it fulfils the following criteria:-

In this Part, a “community-controlled body” means a body (whether corporate or unincorporated) having a written constitution that includes the following—

- (a) a definition of the community to which the body relates,*
- (b) provision that the majority of the members of the body is to consist of members of that community,*
- (c) provision that the members of the body who consist of members of that community have control of the body,*
- (d) provision that membership of the body is open to any member of that community,*
- (e) a statement of the body’s aims and purposes, including the promotion of a benefit for that community, and*
- (f) provision that any surplus funds or assets of the body are to be applied for the benefit of that community.*

3. Map showing the Local Place Plan Area – Regulation 3 ((1) (b) and (3))

A map showing the area for this Local place Plan is set out on Page 6 of the document. It comprises the Royal Burgh of Crail boundary plus additional areas deemed important in the context of this Local Place Plan. It is clear and sufficiently detailed to identify the boundaries of the land subject to this Local Place Plan.

4. Statement of community body’s proposals as to the development or use of land within the Local Place plan area - Regulation 3 (1) (c)

These are set out throughout the document as follows:-

Crail Local Place Plan - a short guide

1. Introduction

The objective is to submit this Local Place Plan (LPP) to Fife Council for it to form part of the new statutory Local Development Plan. When accepted by Fife Council it will become a formal Planning document which will inform planning decisions on development proposals and initiatives in Crail for years to come.

2. Green Space and the Environment

The natural areas within the Crail LPP area should be preserved and enhanced. These include the extension of the green corridor through the Crail North site and to Denburn Park and Roome Bay. A network of green corridors for pedestrians and cyclists should be provided and preserved.

3. Town Centre

Business activity should be focussed within the Town Centre. New development should complement, not compete with, the Town Centre. The pedestrian environment and parking management should be improved.

4. Business and Tourism

The development of new small business units should be encouraged. The mobile phone signal should be improved to encourage the business environment. Facilities for visitors including toilets (particularly at Roome Bay), signage and parking should be provided and improved.

¹ These requirements are set out in The town and Country Planning (Local Place Plans) (Scotland) Regulations 2021

5. Harbour

Facilities for fishing businesses and tourists should be improved. Provision should be made for leisure craft and small businesses. Strict traffic management measures should be introduced.

6. Community Buildings and spaces

The development of existing community buildings should be encouraged including changes of use, building alterations etc as required. New community buildings should be identified and provision made for new/replacement facilities such as a doctor's surgery, post office and library. More use should be made of parks and green areas with children's play facilities improved. Recycling and waste facilities should be provided and upgraded.

7. Roads, footpaths, cycle routes and parking

Pedestrian and cycle routes (including the Coastal Path) within the LPP area should be expanded and improved with links made to the wider network. Public transport options should be enhanced. The 20 mph temporary speed limit should be made permanent. New access roads and traffic management schemes associated with new development (notably Crail North and Crail Airfield) should be provided. An off-centre car park should be provided for visitors.

8. New Development – general principles

The objectives set out above should be incorporated within new development proposals. Roads and paths should reflect an open network and new roads should

be designed to prevent rat-running. Development should be phased to allow the impact on Crail to be sustainable.

9. Housing – new development

New housing should make provision for affordability, and accessibility. Design should be high quality and sustainable. Innovative solutions should be considered (eg self-build). Restrictions on sale/use should be imposed to limit numbers of second homes and holiday homes.

10. Crail North

The general principles set out above should be included. Provision should be made for green spaces, suitable gardens and the extension of green lanes, with new cycle and pedestrian routes into the Town Centre. A new primary access road should be provided from St Andrews Road (preferably via a new roundabout at Cupar Road end) with a new secondary access to the east of Balcomie Links Caravan Park.

11. Crail Airfield- current planning application

The general principles set out above should be included in the design brief. Provision should be made for green lanes connecting into the surrounding areas (notably the Kilminning Wildlife area) with provision of pedestrian ways and cycle paths. Prior to commencement of any development a new primary access should be provided to avoid the Town Centre and a programme of traffic calming measures should be implemented on the secondary Marketgate/ Denburn Narrows and Balcomie Road route.

5. Maps showing locations of land and buildings – Regulation 3 (2)

The plans contained in this Local Place Plan show areas of land and buildings which are the subject of LPP proposals and/or which are considered to be of particular significance to the local area.

Most areas and buildings referred to are shown on the Spatial Framework Plan on Page 7.

A further description of Crail Airfield is shown on the plan at Page 8. The details of the proposed access to Crail North are shown on the plans on Page 23.

The pedestrian and cycle routes, potential sites for a new parking area and road access to Crail North are shown in more detail on the plan on Page 25.

The locations of the various community facilities and public access areas referred to for maintenance/improvement are shown on Page 31.

The plan on Page 34 shows the areas of environmental importance, particularly the green lane network and the coastal path.

Appendix 2 - Consultation Information

Community Survey, Spring 2018 Crail has a lot going for it

In a community survey undertaken before the visioning charrette workshop, the community of 1,800 people's three biggest assets were regarded as:

Coast and Countryside:

Beautiful Seaside	Nature Birds	Views Walks
Beaches Coast	Idyllic Countryside	

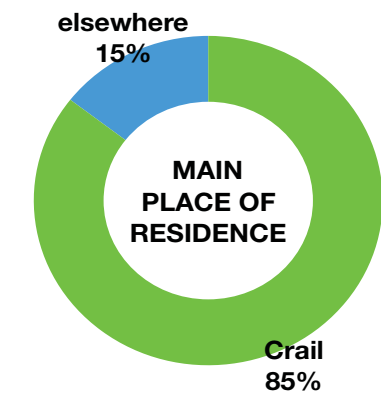
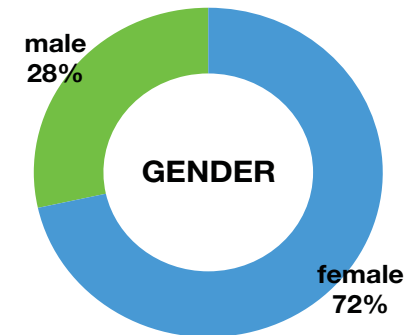
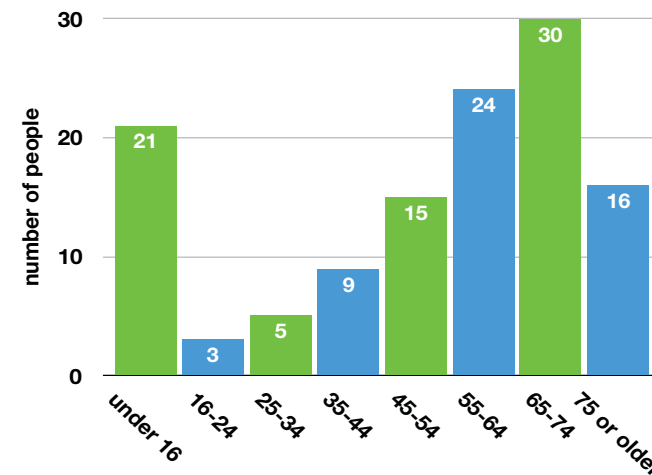
Friendly Community:

Friendly Close-knit Welcoming	Active Community Spirit Strong Community	Diverse Neighbourly
-------------------------------	--	---------------------

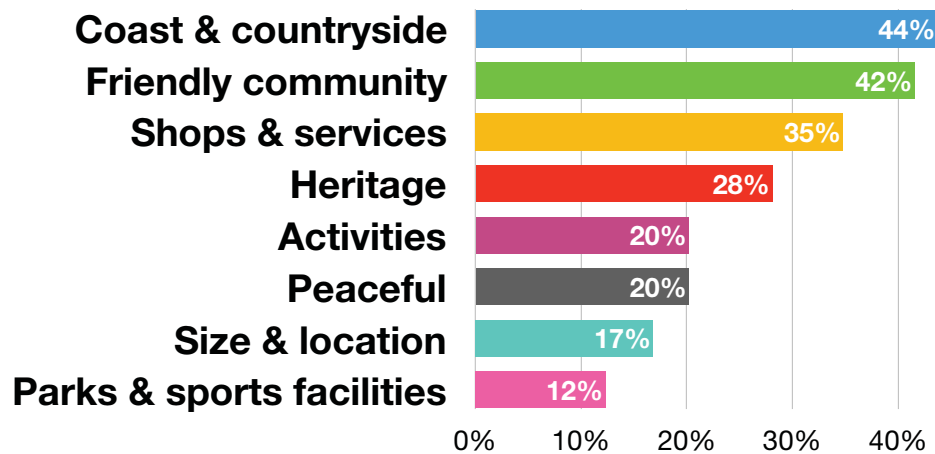
Shops and Services:

Hotels Services	Independent Shops Public Transport
-----------------	------------------------------------

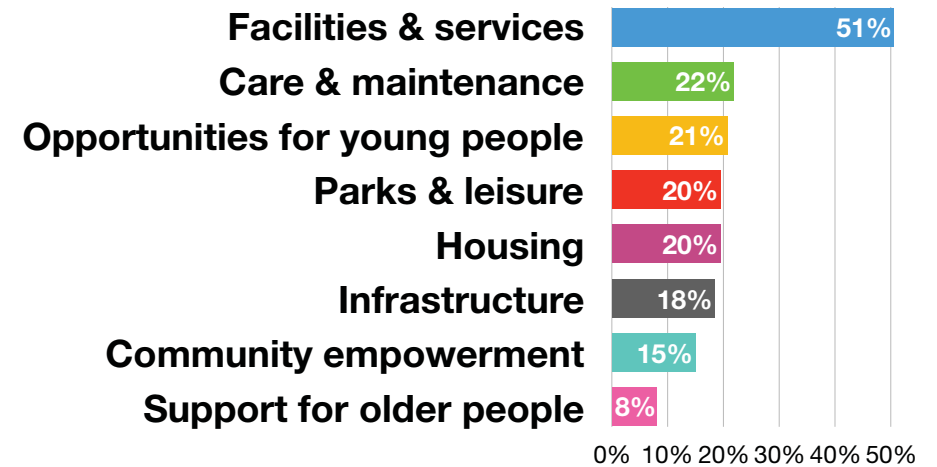
Community survey 2018



What's **best** about Crail?



What could be **even better**?



Community Survey, Spring 2018

Crail has a lot going for it

What's **best** about Crail?

Coast & countryside	Friendly community	Shops & services	Heritage	Activities	Peaceful	Size & location	Parks & sports facilities
Beautiful Seaside Beaches Coast Nature Birds Walks Countryside Views Idyllic	Friendly Close-knit Welcoming Strong community Community spirit Active Diverse Neighbourly	Independent shops Hotels Services Public transport	Architecture History Conservation Area Harbour	Summer festivals Community activities Range of clubs Lots of volunteers	Peaceful Quiet Lack of crime Safe Clean	Not too big, not too small	Parks Tennis courts Play facilities Golf course Putting green

What could be **even better?**

Facilities & services	Care & maintenance	Opportunities for young people	Parks & leisure	Housing	Infrastructure	Community empowerment	Support for older people
Surgery, PO, library etc More shops & businesses More places to eat Open all year Business/arts space Upgrade public toilets More visitor facilities: parking, boat tours etc	More civic pride Less litter & dog fouling Fix the roads & pavements Public buildings & harbour Beach & breakwater Improve look of the High Street Noise from car rallies	More job opportunities Better play areas and more recreational activities, especially for teenagers Youth club Affordable housing for young people to stay in the village	Improve play areas for older kids - climbing wall etc Improve paths Improve parks Dog exercise field Allotments Hot tubs!	More affordable housing Fewer holiday homes Specialist housing for older people Integrate new housing with village - and better quality	Cycle paths to Anstruther etc Better bus services Reduce impact of car rallies Better traffic management More visitor parking Better mobile signal More recycling & green energy	More co-operation between community groups Co-ordinated hall bookings More support from Council More local control Give young people more of a role in running Crail	More services: housing, healthcare etc More activities & classes

Community Survey, Spring 2019

Crail Community Partnership

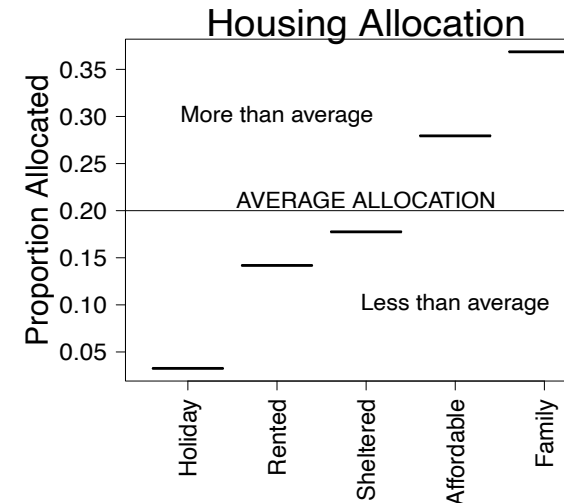
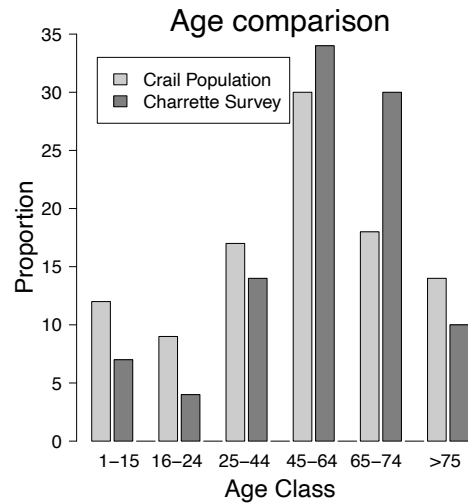
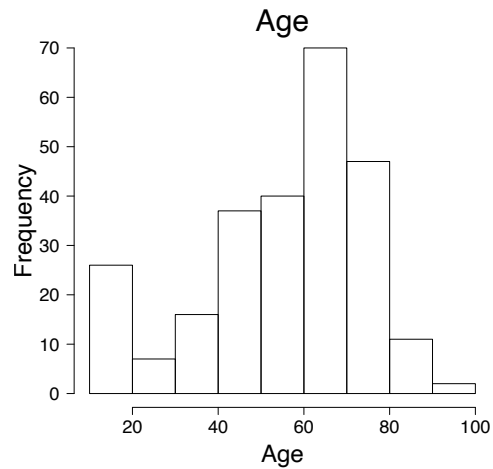
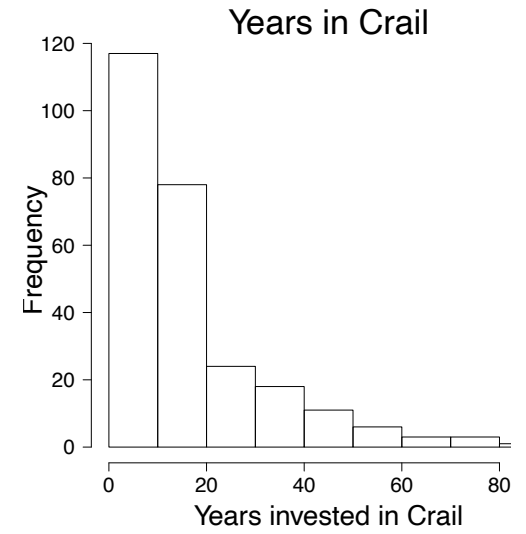
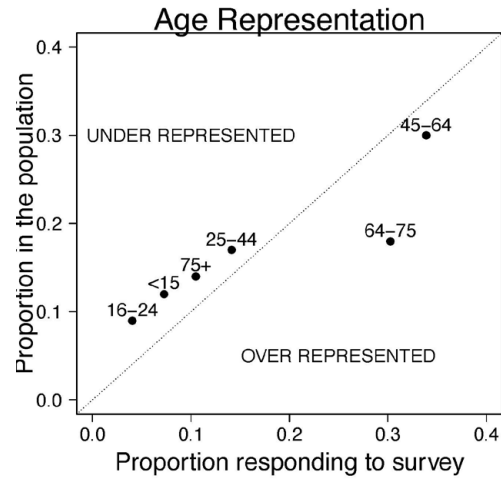
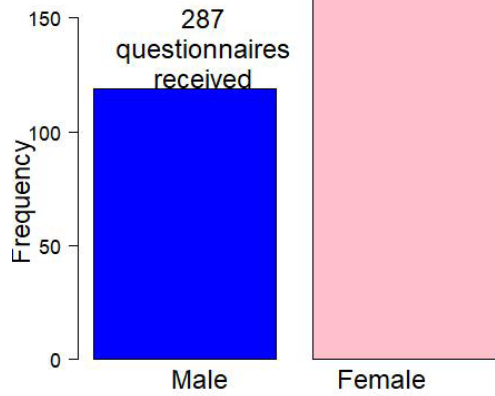
We received 287 completed questionnaires. A wide range of ages responded from 10 to 93: under 45s and over 75s were slightly under-represented, 45-64s responded about as expected from their occurrence in the population, and the 64-75 age class was over-represented. The majority of respondents have spent less than 20 years in Crail, although 72 respondents have been here for more than 20 years (with 2 over 80 years in Crail!).

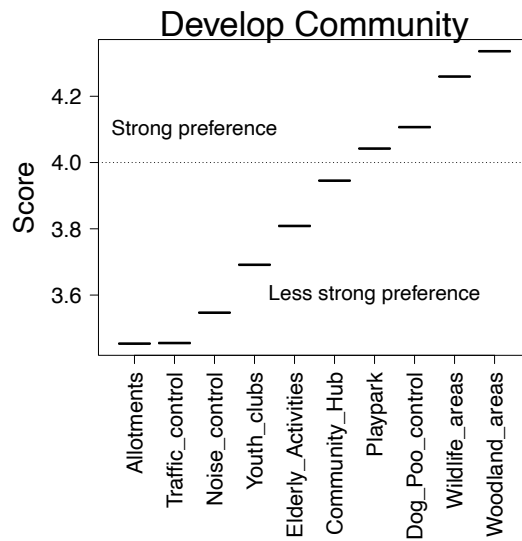
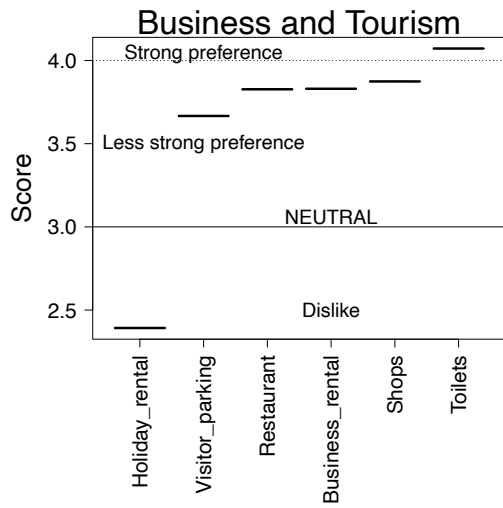
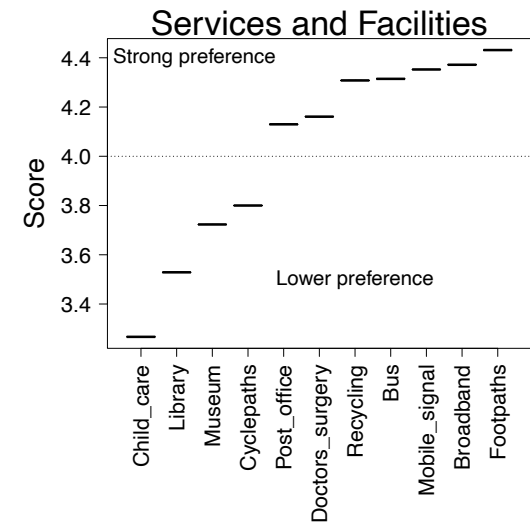
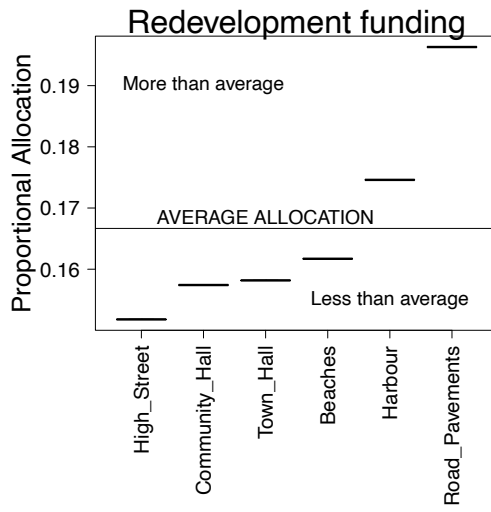
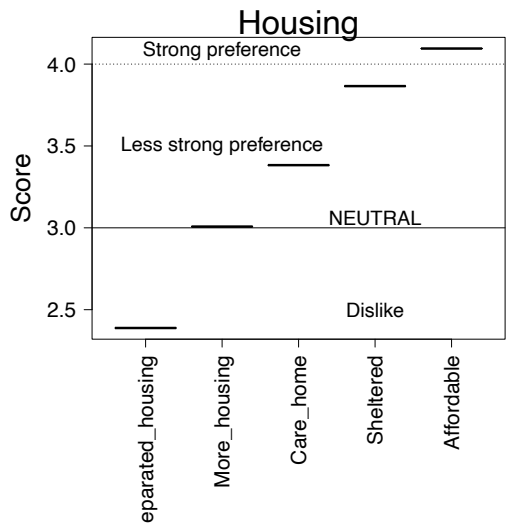
For housing, there was a strong preference for affordable housing, with a less strong preference for sheltered housing and then a care home. Overall respondents were neutral to the idea of more housing and disliked the idea that any new housing should be physically separated from the other housing in Crail. Respondents allocated more houses than average to family houses with gardens, then to affordable housing; about average to sheltered but less than average to rented houses; very few were allocated to holiday homes.

For business and tourism, there was a strong preference for public toilets – this was one of the very few responses that was strongly age dependent: below the age of 45 people are fairly neutral but as they get older they become much more positive. Draw your own conclusions. There was a fairly strong and similar preference for shops, business rental, restaurants, and visitor parking; there was a dislike for more holiday rentals.

For services, there was a very strong preference for footpaths, then slightly lower and similar strong preference for better broadband, mobile signal, bus services and recycling. There was a strong preference for a doctors' surgery and a post office. There were much lower preferences, although still fairly positive, for cycle paths, the museum and a library; child care was only slightly positive.

For developing the community, there was a positive preference for everything on the list. There was a very strong preference for more woodland areas like Denburn, wildlife areas, dog poo control and playparks. There was a strong preference for a community hub, more elderly activities, and youth clubs, and then noise control, traffic control and allotments. Respondents allocated much more resources than average to maintaining or developing roads and pavements, and then the harbor, but allocated fewer resources than average to beaches, with lower but similar levels to the town hall, the community hall and the High Street.





LPP 2023 Consultation Report

Crail Local Place Plan

Report on the update to the 2019 Plan

1. Introduction

The 2019 Charette needed to be updated in order to make it fit for purpose as a Local Place Plan for submission to Fife Council as a Planning document. In general terms, the changes are those which are needed because of the introduction of Regulations and Government Guidance since 2019 which imposed certain requirements (eg the inclusion of a plan showing the LPP area). Because the LPP will become a Planning document (as part of Fife Council's Local Development Plan) there needed to be more emphasis on Land Use Planning, ie those works which will require planning permission in the future. That means change of use, new development and the conditions and requirements to be imposed as part of the planning process.

The changes also include an update on various matters (eg the Crail Community Hall becoming a community building and what has been done to make that happen), the prospect of new development (ie Crail North and Crail Airfield and their cumulative effect on Crail) and additional objectives (eg off centre parking and further improvements to the Harbour). We removed the Action Points and quick wins from the end of the document. Crail Community Partnership will nevertheless continue to pursue the Action Plan objectives as part of its on-going role in the Community. The revised LPP retains the aims and objectives of the original Charette which had been endorsed by the Community during the 2018/19 exercise.

With professional graphic design help, Crail Community Partnership members (with input from Crail Community Council) continued to edit and amend the document during 2023 and the revised Local Place Plan was published on 26 October 2023.

2. Advertising

Regular reports on progress with the revised document were given to Crail Community Council. On 20 October Crail Matters (circulation approximately 1,000 including 40 print copies), the weekly local online and print newspaper, gave an early warning to subscribers that a public event was to be held at Crail Community Hall to give information and receive feedback on the revised document.

The revised document was uploaded to the Crail Community Partnership website on the evening of 26 October. On 27 October a full advertisement was placed in Crail Matters with links to the CCP website and the Local Place Plan.

Laminated notices were then posted around Crail in the usual notice locations advertising the public open session on 4 November. Crail Matters published the full advertisement again on 3 November. On 10 November Crail Matters published a further reminder with its circulation e mail that responses on the draft Local Place Plan needed to be submitted on 11 November at the latest. There was a report within that edition of Crail Matters on the 4 November event.

3. Public Event – 4th November

The public event took place in Crail Community Hall. Extracts from the Local Place Plan were mounted on boards and trustees and members of Crail Community Partnership were on hand to answer questions and provide further details. Visitors were encouraged to look at the Local Place Plan online and a precis (attached to this Report) was printed for people to take away. Ninety one people attended during the two hour session and 20 feedback forms were completed and submitted on the day.



LPP 2023 Consultation Report

Crail Local Place Plan

Report on the update to the 2019 Plan *cont...*

4. The public response

Twenty feedback forms were completed and handed in at the public session on 4 November. Those comments and one further online response, as well as being supportive of the Local Place Plan, raised a number of issues. These related to development, housing including holiday accommodation, traffic and transport, and hospitality and tourism. After careful consideration of the points raised we concluded that the LPP as published dealt with most of them. Some were not possible to address (eg a desire for no new housing in Crail) given the status of sites in Fife's Local Development Plan. Three changes were made to the text. A definition of "affordable housing", adopting the definition in NPF4, was included and the references to Crail Golf Club and the Shoregate Restaurant were amended.

There were 87 visits to the LPP page on Crail Matters' website over the consultation period and online traffic on the Crail Community Partnership website increased very considerably for this period (from October 14th) with visits and sessions standing at over 160 percent compared with those in the previous month. This peaked on 25th October when the LPP went live on the website and on the 3rd November when the LPP was further promoted through Crail Matters. We conclude that this shows very considerable community interest over the consultation period.

5. Statutory Consultation

On 15 November 2023 e mails were sent to the statutory consultees (the three Fife Councillors representing the area and Crail Community Council, Kingsbarns Community Council and Anstruther Community Council) enclosing the draft Crail Local Place Plan with the required statutory notices and information. Courtesy copies were also sent to Crail's MP, Wendy Chamberlain, and Crail's MSP, Willie Rennie.

The formal consultation period closed on 15 December 2023. Crail Community Council and the Trustees of Crail Community Partnership unanimously endorsed the Crail Local Place Plan. Otherwise, other than acknowledgment of receipt of the documentation, no objections were received from the statutory consultees.

6. Conclusions

The 2019 Charette document was the product of an extensive public consultation. The revised document, incorporating very limited changes to the 2019 document, has been made available for community comment, and the community has responded. Some slight changes to the text were made as a result of those responses. No objections were received from the statutory consultees.

Crail Community Partnership November 2023

Crail Local Place Plan - a short guide

1. Introduction

The objective is to submit this Local Place Plan (LPP) to Fife Council for it to form part of the new statutory Local Development Plan. When accepted by Fife Council it will become a formal Planning document which will inform planning decisions on development proposals and initiatives in Crail for years to come.

2. Green Space and the Environment

The natural areas within the Crail LPP area should be preserved and enhanced. These include the extension of the green corridor through the Crail North site and to Denburn Park and Roome Bay. A network of green corridors for pedestrians and cyclists should be provided and preserved.

3. Town Centre

Business activity should be focussed within the Town Centre. New development should complement, not compete with, the Town Centre. The pedestrian environment and parking management should be improved.

4. Business and Tourism

The development of new small business units should be encouraged. The mobile phone signal should be improved to encourage the business environment. Facilities for visitors including toilets (particularly at Roome Bay), signage and parking should be provided and improved.

5. Harbour

Facilities for fishing businesses and tourists should be improved. Provision should be made for leisure craft and small businesses. Strict traffic management measures should be introduced.

6. Community Buildings and spaces

The development of existing community buildings should be encouraged including changes of use, building alterations etc as required. New community buildings should be identified and provision made for new/replacement facilities such as a doctor's surgery, post office and library. More use should be made of parks and green areas with children's play facilities improved. Recycling and waste facilities should be provided and upgraded.

7. Roads, footpaths, cycle routes and parking

Pedestrian and cycle routes (including the Coastal Path) within the LPP area should be expanded and improved with links made to the wider network. Public transport options should be enhanced. The 20 mph temporary speed limit should be made permanent. New access roads and traffic management schemes associated with new development (notably Crail North and Crail Airfield) should be provided. An off-centre car park should be provided for visitors.

8. New Development – general principles

The objectives set out above should be incorporated within new development proposals. Roads and paths should reflect an open network and new roads should be designed to prevent rat-running. Development should be phased to allow the impact on Crail to be sustainable.

9. Housing – new development

New housing should make provision for affordability, and accessibility. Design should be high quality and sustainable. Innovative solutions should be considered (eg self-build). Restrictions on sale/use should be imposed to limit numbers of second homes and holiday homes.

10. Crail North

The general principles set out above should be included. Provision should be made for green spaces, suitable gardens and the extension of green lanes, with new cycle and pedestrian routes into the Town Centre. A new primary access road should be provided from St Andrews Road (preferably via a new roundabout at Cupar Road end) with a new secondary access to the east of Balcomie Links Caravan Park.

11. Crail Airfield- current planning application

The general principles set out above should be included in the design brief. Provision should be made for green lanes connecting into the surrounding areas (notably the Kilminning Wildlife area) with provision of pedestrian ways and cycle paths. Prior to commencement of any development a new primary access should be provided to avoid the Town Centre and a programme of traffic calming measures should be implemented on the secondary Marketgate/Denburn Narrows and Balcomie Road route.

Feedback Forms – LPP Consultation

04 November 2023, Crail Community Hall

Number of responses
<ul style="list-style-type: none"> - 21 submitted forms (20 offline at the LPP Consultation and 1 online) - 5 were unsigned - 15 were signed
General Comments on the LPP
10 favourable comments

Criticism of the LPP
<p>Developments/Housing (incl tourism accommodation):</p> <ul style="list-style-type: none"> • The LPP does not address new developments enough x 1 • Should include a definition of “affordable housing”, potentially based on basic pay x 1 • There should be no further house building in Crail as there has been little positive benefit for the town from the Balcomie development x 1 • If there is more housing, will the school be able to cope – the new building is already too small x 1 • No need for further tourism accommodation x 2
<p>Traffic/Transport</p> <ul style="list-style-type: none"> • No thought has been given to the frequency of the bus service x 1 • No permanent traffic light/ pedestrian controlled traffic at Denburn Narrows, as “visually offensive” x 1 • No shared pathways for cyclists and pedestrians, as this would be dangerous x 1 • Greenways should be for pedestrians only x 1 • A new road that goes round Crail should be considered so that traffic does not go through the village x 1 • Concern about the increase in use by cars of the existing access even though that will be seen as secondary x 1 • The creation of a new access road would be destructive in terms of environment and agricultural land x 1 • Potential of creating “rat runs” as drivers will look for short cuts to the new access road x2
<p>Hospitality/Tourism</p> <ul style="list-style-type: none"> • Golf club comments are not accurate as many employees prefer not to live in Crail but to commute, the issue arises more about future recruitment. X 1 • There appears to be an “advert” for the Shoregate x 1
<p>Other</p> <ul style="list-style-type: none"> • More info on coastal path, such as tide times and trip hazards x 1

Feedback Forms – LPP Consultation
04 November 2023,
Crail Community Hall *cont...*

General Comments picking up on matters addressed in the LPP
Developments/Housing (incl tourism accommodation): <ul style="list-style-type: none">• Not enough affordable housing x 2• What value will the new development add to the existing town? X 1• Lack of integration with existing Crail
Traffic/Transport <ul style="list-style-type: none">• Potential for increase in traffic through Crail due to workshops and events x 1• Visitor parking required x 2• Good idea to have dedicated visitor parking, could we also provide cycle hire, toilets and picnic tables at that location x 1• Improvements needed to Balcomie Road - surface, cycle path and widening pedestrian pavement• Query about cycle route and pedestrian walkways at St Andrews Road x 1• Problematic access x 1• New access to new developments (Crail North, Crail Airfield and beyond) is essential x 4• New roundabout at St Andrews Road is a good idea x 1
Hospitality/Tourism <ul style="list-style-type: none">• Preserving the flight simulator – the MOD might help? X 1
Other <ul style="list-style-type: none">• Lack of medical facilities – Doctor and Dentist x 2