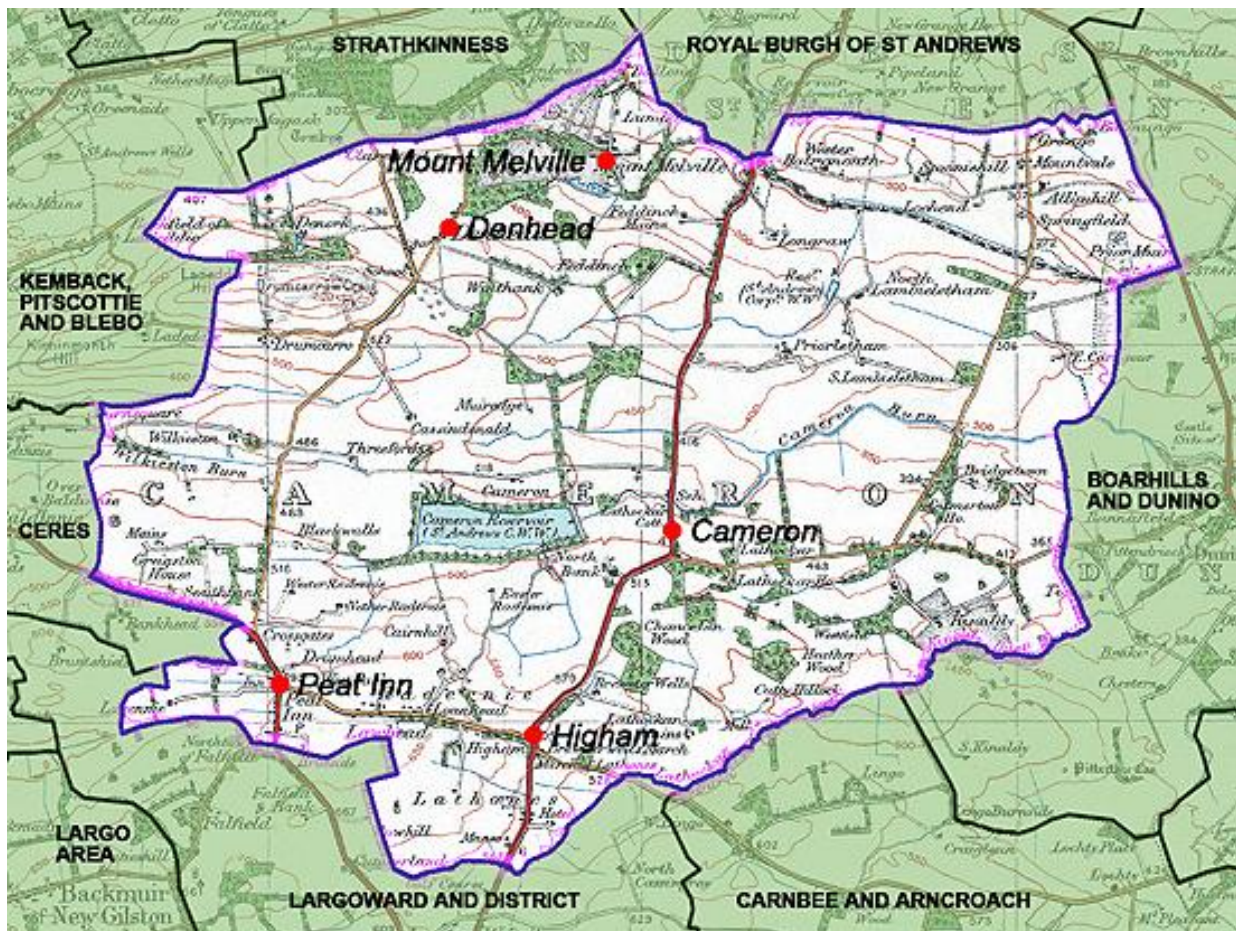




Local Place Plan Report 2024



**A proposal for the future development of Cameron
from the local resident community**

June 2024

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Image: Bankhead Moss

Report Scope & Purpose

Local Place Plans (LPPs) are community-led plans, introduced by the Planning (Scotland) Act 2019, setting out proposals for the development and use of land. The plans set out a community's aspirations for its future development. Once completed and then registered by the planning authority, they are to be taken into account in the preparation of the relevant local development plan.

The purpose of the Cameron Local Place Plan Report 2024 is to encourage Fife Council, in a changing World, to protect the best, special qualities of our unique, rural, historic district for our local population, wildlife and environment, whilst supporting beneficial development, now and for generations to come. The Boundary of the LPP is the parish boundary, as shown on the p.1 map of the area.

This report is a conclusive distillation of the comments and opinions gathered from a wide cross-section of the Cameron community via an extended and participative survey process in 2023 and 2024. Details of the information gathering process are given in the Survey Methodology section: direct extracts from the written returns of, and transcribed discussions with, residents are given in full in Appendix IV.

In the preparation of this report, due regard was given to the National Planning Framework (NPF) and the adopted FIFEplan (Local Development Plan) in which Cameron features rarely. Where appropriate, reference is made to specific locations as they are described in that current adopted Local Development Plan or as they appear in the Planning Portal.

The relevant NPF and current adopted Local Development Plan policy numbers are included in the Table of Proposals with Key Policies & Action Points p. 10-11.

In addition, the North East Fife Rural Poverty Action Plan is a Locality Plan relevant to Cameron. Whilst poverty is rarely associated with the generally high property values in the area, our Walkabout approach to LPP information gathering did reveal deprivation is not absent. Know Fife suggests, using data drawn from the National Records of Scotland, that the local child population is beneath the Fife average and, using data drawn from DWP, that the percentage of children in relative poverty in Cameron (10.4%) is also well below the Fife norm (17.3%).

Proposed Amendment to Adopted FIFEplan

One amendment to the current FIFEplan is proposed. Niven Homes Ltd. presented to Cameron Community Council, at their meeting on 21st February 2024, an outline proposal for the potential expansion of the 1.2ha land area at Lathockar referred to in that Local Development Plan as LWD 006 Housing Opportunity Site.

The new outline proposal was well received and a draft plan was shown at the LPP Drop-In Event on Saturday 13th April 2024 in Cameron Hall, again to positive response. Only one written potential adverse comment was received, albeit not necessarily attributed to the correct site, and is replicated amongst three positive responses in the Lathockar section of Appendix IV: Participants' Comments & Opinions, p. 16.

It is therefore considered that the adjacent land to the current development, described by survey participants as a "derelict WWII refugee camp and useless overgrown field", should be redesignated. The part of the proposed expanded site designated as safeguarded employment land has never been used for that purpose and is that derelict WWII camp: the part designated as agricultural is of low grade and has not been in active agricultural use for many years.

The proposed additional housing is seen as a beneficial development, consistent with our aspirations, which would allow the modern form of hybrid working now in general, widespread practice to better extend to the rural parish that is Cameron.

A map showing the location of the land in question is given in Appendix I: FIFEplan Proposed Amendment Location Map.

Background Information on Cameron

Cameron is a rural district in north-east Fife, created in 1645 by separation from the larger parish of St. Andrews. Cameron district is situated on the higher ground to the south and west of St. Andrews, overlooking the Eden Estuary and enjoying far-reaching panoramic views to the open North Sea, to the Angus coastline, to the ramparts of the southern Grampians and to the Lomond Hills.

There is no single, dominant village nor community centre, continuing school nor High Street in Cameron district. Instead, there are a series of small settlement clusters, such as that most geographically central to the district, being around the junction of the A915 and C41, hereafter referred to as Cameron village / Lathockar; Radernie; Peat Inn; Denhead; Mount Melville; Balone; and other homes and residences, some relatively isolated, others centred around former or existing farms.

The two key road arteries connecting Cameron district are the A915 and the B940, neither of which offer much by way of pavements nor speed restrictions, even when passing long-established community hubs such as Cameron Kirk and Cameron Parish Hall. The coffin roads and other pathways that did in the past criss-cross Cameron, providing access to the Kirk or the former school and facilitating movement between the community clusters, have been neglected or lost, with only vestiges remaining in the Fife Core Paths or Cycle Ways, themselves sometimes following those two speed-unrestricted, un-paved key road arteries.

Only limited parts of the district, being the A915 corridor and the C65 corridor, have access to any public transport whatsoever, beyond the rural Go-Flexi on demand pre-booked bus service provided by Fife Council and operated by Moffat and Williamson. Superfast broadband cover is incomplete, with copper-based networks remaining in use in part and understandable resistance to any proposal to remove or reduce the Go-Flexi telephone booking service in favour of an app-only approach.

If dependence on car travel in Cameron is to be reduced, new means of accessing the services only available in urban centres such as St. Andrews or Cupar and beyond, like schools, medical centres, shops and entertainment venues, should be part of the local place plan.

Cameron Reservoir, one of Fife's largest areas of open fresh water, has been granted international recognition and protection as a Special Protection Area (SPA) because it is a key site for overwintering waterfowl, including a large population of pink-footed geese (1). Bankhead Moss, on the western boundary with Ceres district, is a designated Site of Special Scientific Interest, being a small raised bog uncommon in this part of Scotland. With adjacent woodland and wetland, the SSSI provides ideal conditions for specialised plants, such as cottongrass and sundews, and safe harbourage for curlews, snipe and lapwings (2).

Cameron lies on the route of the south-north medieval pilgrim road that followed a sea journey across the Forth from North Berwick to Earlsferry and onwards to the cathedral at St. Andrews (3). The vestiges of that medieval road can still be seen in the remaining footpaths north from Cameron Burn in to St. Andrews, as can the final sections of the better way-marked official Fife Pilgrims' Way, which follows the general west-east route from Queensferry or Culross to St Andrews (4). The vestiges of the initial sections of the south-north medieval pilgrim road can also be seen in the Fife Core Path network from Earlsferry to Kilconquhar and northwards (5): it is the middle, linking section that has been lost over time. In all, restoring the links to and over Cameron Burn would not only better open the footpaths for the permanent residents of Cameron but also offer the potential for an

inland, new circular route linking the Fife Coastal Path and the Fife Pilgrim's Way. An extract from the Ordnance Survey map with the last vestiges of the route from Cameron Burn to St Andrews highlighted in pink is given in Appendix II. Reference to the National Library of Scotland Map Finder Fife and Kinross series 1885 – 1986 shows something of the extent of local path loss (6).

Much of it being at an elevated and slightly exposed location, with some small pockets of mixed native woodland and more commercially planted but often neglected woodland, consistent with the general tree pattern in Scotland (7), Cameron has seen in recent times probably more than an average share of tree loss to the now frequent seasonal storms.

In addition to our communities and farms, Cameron is home to the much-loved by many generations, both local residents and economically important visitors alike, 47-acre Craigtoun Park. The park and its buildings remain in the ownership of Fife Council, with the amenities operated, since the threat of 2012 closure, by the Registered Charity Friends of Craigtoun. The deterioration of the listed buildings at Craigtoun Park, most notably the Dutch Village, past described in the 2015 press as “one of Scotland’s hidden wonders, a fascinating example of early 20th Century European architecture” (8) but more recently attracting 2024 press attention because of neglect unlikely to be corrected by the current financial pledge from Fife Council (9), is of considerable concern to the people of Cameron.

Consistent with the local economy and St. Andrews’ position as “the home of golf”, Cameron is also home to the privately owned The Duke’s Course and the proposed privately owned, long awaited Feddinch golf development.



Image: View from Mount Melville

Accepting the need for farm diversification in all Scottish rural areas, but particularly with the seeming proliferation of holiday accommodation in mind, much of it being lodge-type accommodation of limited architectural merit, bringing little economic, environment or social value to Cameron, there is strong local support to better consider the future development and use of land once or currently designated for different purposes, such as for agricultural or light industrial use.

Throughout the survey and information-gathering period, a great deal of frustration was expressed under the general topic of roads, with the seeming conflicting, un-known or un-coordinated responsibilities and activities of landowners, Fife Council and SEPA perceived as contributing to the regular flooding and all too obvious damage to the road arteries in Cameron. In addition, previous attempts to encourage Fife Council to introduce new traffic calming and/ or speed restrictions on these roads have seemingly not met with success, but the community opinion, that such measures are necessary, is unaltered.

Cameron remains a place where environmental concerns are high on the agenda and the sky at night can still be clearly seen: there is community enthusiasm for it to remain so, by minimising light pollution and encouraging generally better environmental stewardship.



Image: Cameron Reservoir

Survey Methodology

Cameron Community Council meets monthly, on the third Wednesday of each month (except July and December) at 6.30pm in Cameron Parish Hall. As the district map on p.1 confirms and as previously stated, there is no obvious community centre or hub in the roughly 15 square mile area. The Parish Hall in Cameron village has only limited car parking off an un-paved stretch of the A915 which itself is unlit and has no traffic calming or speed limiting restrictions in place. The national speed limit of 60mph applies. Under such circumstances, it is unsurprising that few members of the community attend the monthly meetings.

To ensure the widest possible participation in developing the Cameron LPP, the former Community Council 2018 – 2023 letter-box leafletted households in the district during the summer of 2023, encouraging comment by e-mail, via the website or by phone. Once re-established in 2024, the new Community Council repeated the exercise with an updated leaflet in late March – early April 2024, distributed via Walkabout across the 15 square mile area, complemented by a well-attended Drop-In Event at Cameron Hall throughout the afternoon of Saturday 13th April, which allowed for further face-to-face discussion and written contribution. Copies of both leaflets are available at <https://cameroncc.org.uk/>.

The impact of the extended survey period on widening engagement and participation can be seen in the increasing number of active contributors shown beneath in Figure 1:

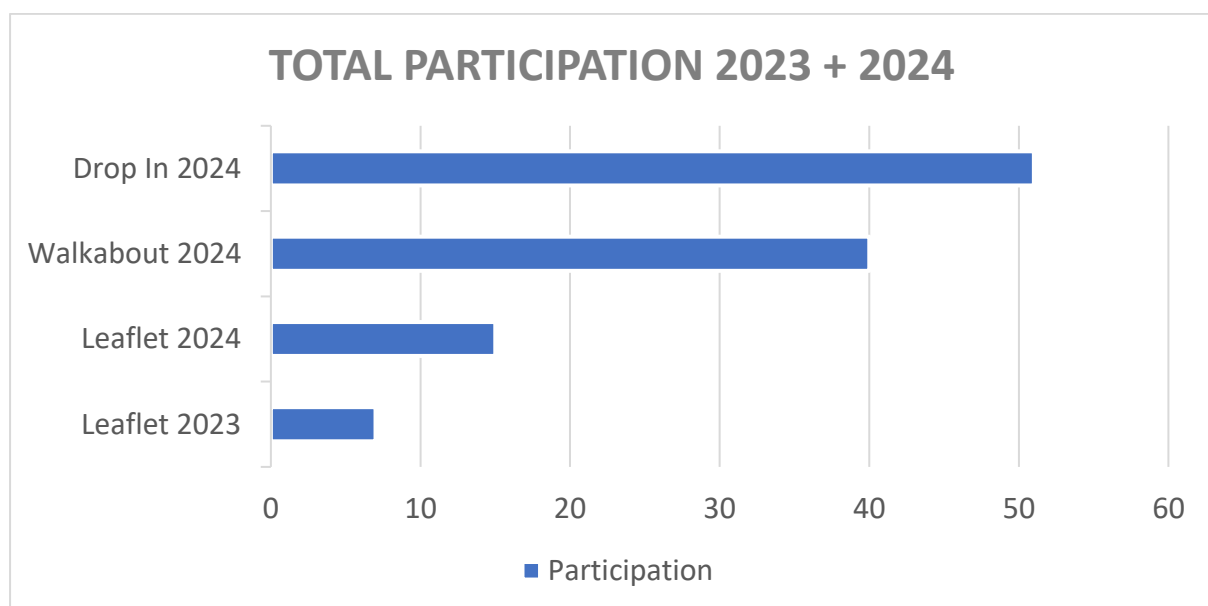


Figure 1: CCC LPP Participation 2023 – 2024

There was definite preference shown by residents, as seen in the form of returns, for verbal rather than written participation in the LPP. Generally, discussion and debate tend to be considered a better means of stimulating new thinking, forming new connections and facilitating creative approaches to both new and long-standing issues. The breakdown of returns is given beneath in Figure 2:

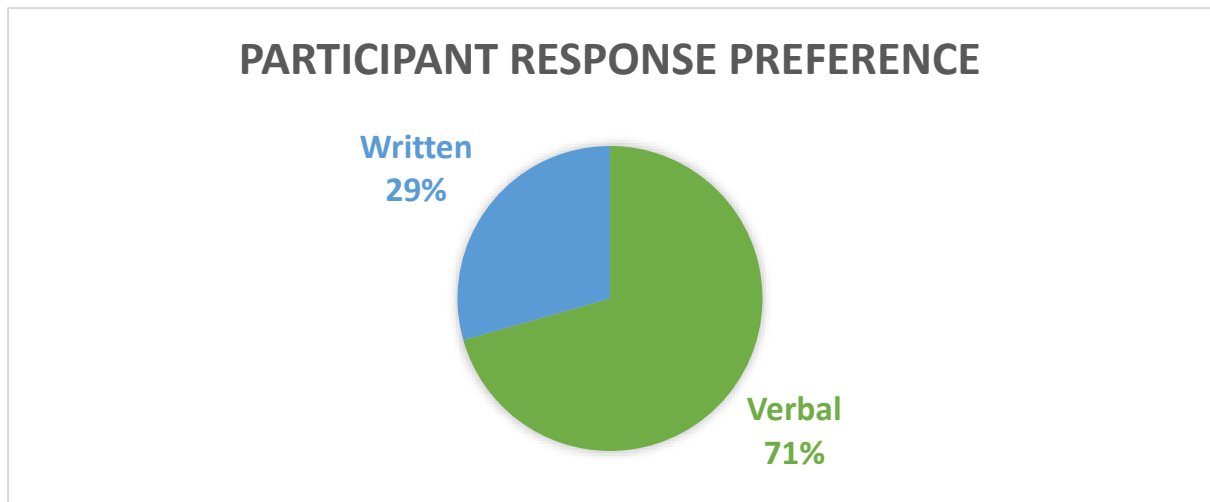


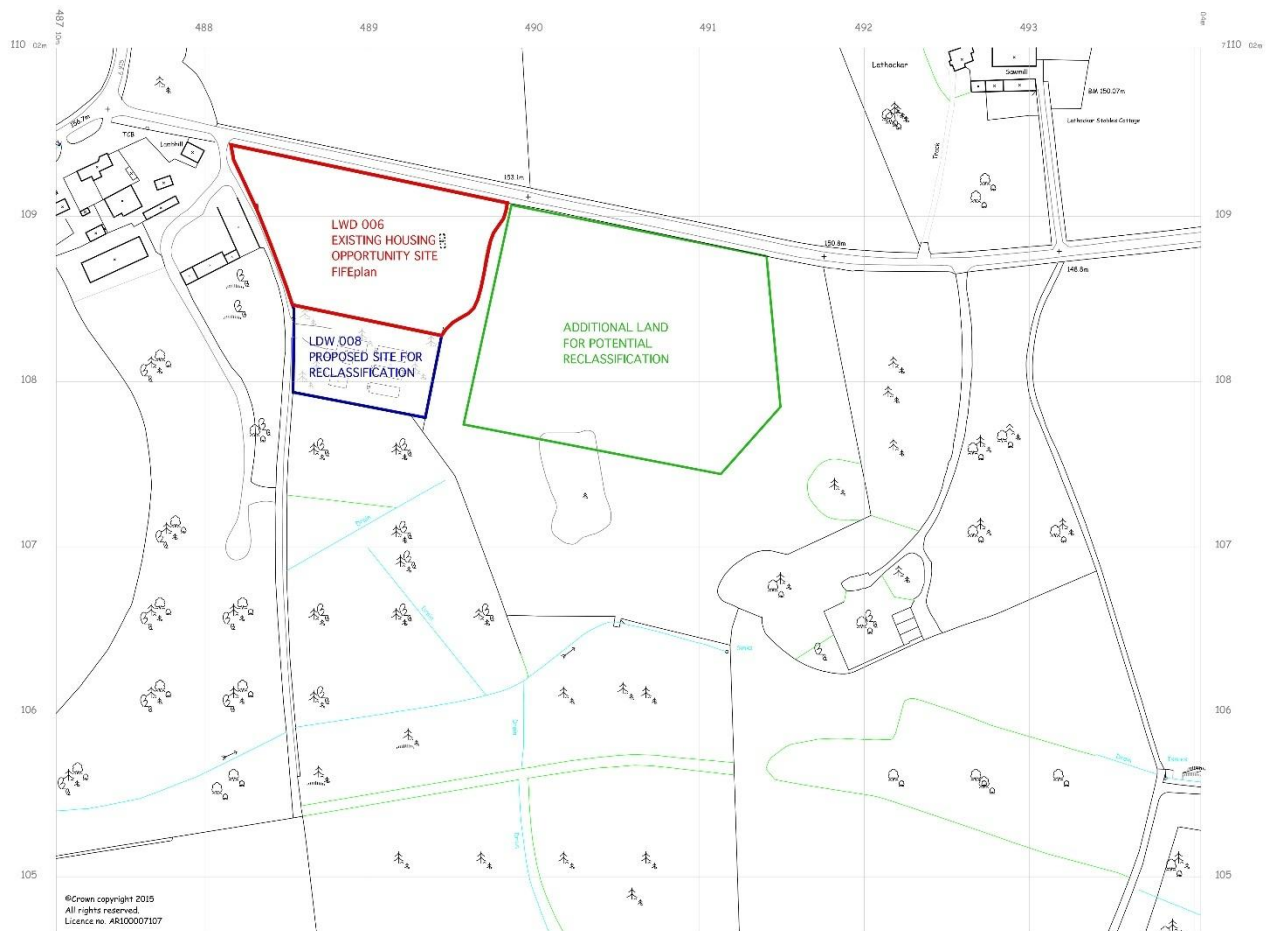
Figure 2: CCC LPP Participant Response Preference

Table of Proposals with Key Policies & Actions

PROPOSALS
<ul style="list-style-type: none"> Reconsider traffic calming or speed restrictions on all the un-paved key through roads that bisect communities in Cameron district, including Cameron village/ and Radernie. Resolve incomplete traffic calming measures in Peat Inn. Reconsider the appropriateness of absent or incomplete pavements in community clusters. Continue Go-Flexi support, consider both route and service extension whilst reconsidering app-based booking system Resolve Fife Council responsibilities for the repair and maintenance of Mount Melville access road
Key Policy(s)
<ul style="list-style-type: none"> NPF4 Policy 13 Sustainable Transport NTS2 Sustainable Travel
ACTION POINTS
1. Re-engage Fife Council in Delivering Local and Area Transport Strategies as they affect Cameron district
2. Consider current transport network resilience in major planning proposal responses from CCC
PROPOSALS
<ul style="list-style-type: none"> Explore the opportunities for re-establishing the south-north medieval pilgrim road from Earlsferry to St Andrews, across the Cameron Burn, re-opening the lost footpath network Maintain, enforce and extend the core paths to also provide cycle paths and bridleway
Key Policy(s)
<ul style="list-style-type: none"> NPF4 Policy 13 Sustainable Transport NTS2 Sustainable Travel Fife Local Transport Strategy Policy 2 Community-Led Active Travel Projects
ACTION POINTS
3. Engage Fife Council and neighbouring community councils in feasibility studies
PROPOSALS
<ul style="list-style-type: none"> Strengthen the protection of the land immediately surrounding SPA Cameron Reservoir to prevent new development Explore the opportunities to counter mature tree loss and neglect, including by replanting Implement and enforce limits on light pollution, electro-magnetic field (EMF) levels and on-land wind turbines
Key Policy(s)
<ul style="list-style-type: none"> NPF4 Policy 3 Protect Biodiversity NPF4 Policy 4 Natural Places NPF4 Policy 5 Soils
ACTION POINTS
4. Engage Fife Council and other stakeholders in potential options for the land immediately surrounding SPA Cameron Reservoir, to prevent new development and better protect overwintering wildfowl
5. Consider biodiverse tree replanting opportunities
6. Consider natural environment in major planning proposal responses from CCC

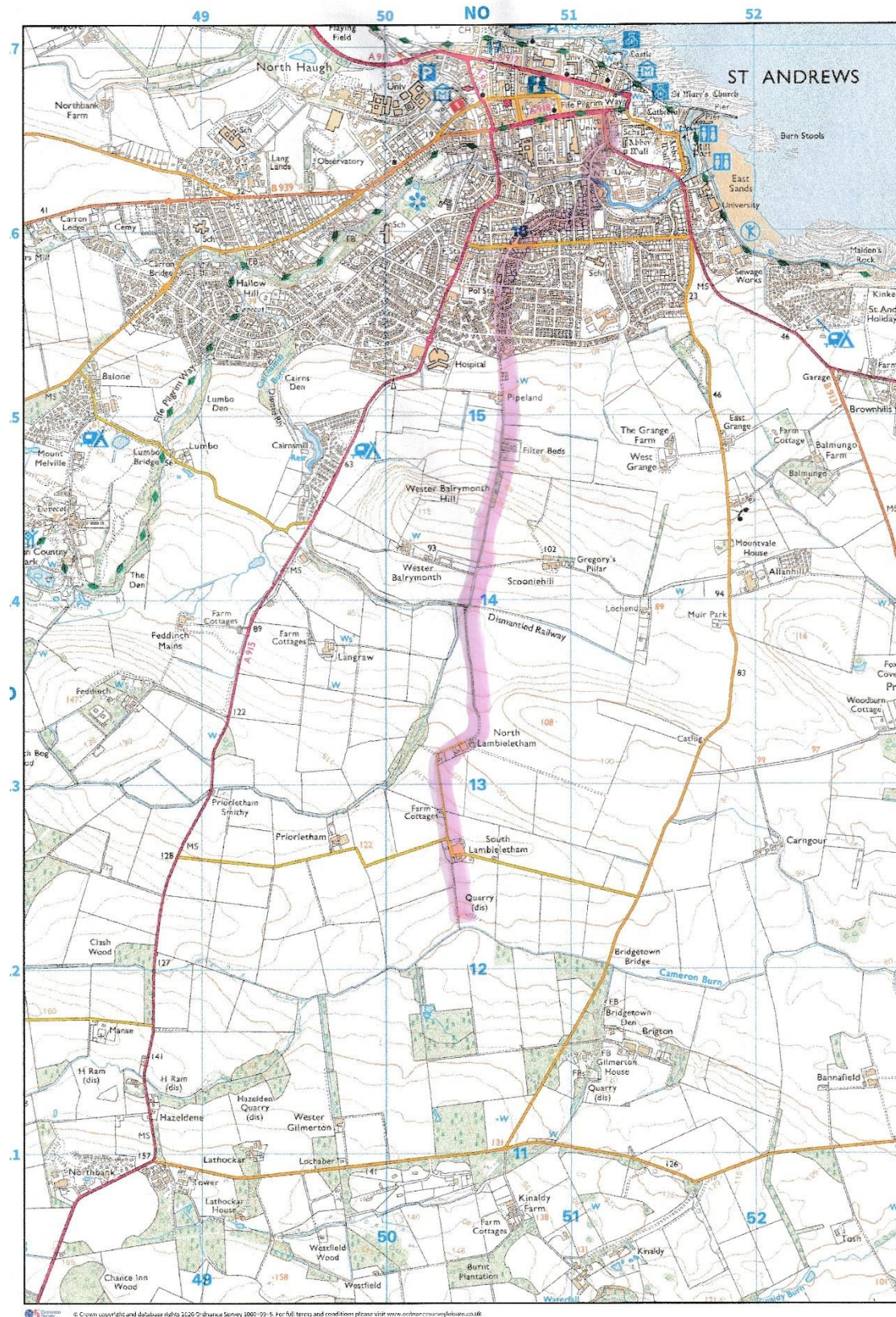
PROPOSALS
<ul style="list-style-type: none"> Support Craigtoun Country Park as a quality tourist and community destination, with matched investment to other Fife Parks and restoration of the notable listed buildings Protect the unique and rich architectural heritage of Cameron by ensuring “at risk” listed buildings are repaired and that extensions or changes to listed buildings match the original style and materials used
Key Policy(s)
<ul style="list-style-type: none"> NPF4 Policy 7 Historic Assets & Places NPF4 Policy 21 Play, Recreation, Sport LWD 021
ACTION POINTS
7. Consider Craigtoun Country Park in major planning proposal responses from CCC
PROPOSALS
<ul style="list-style-type: none"> New developments to be sympathetic to local area, mindful of existing core infrastructure deficiencies (e.g. water), inclusive of footpaths/ cycleways/ bridleways and to require planting of green areas Redesignate unused land and derelict buildings at Lathockar for new housing <small>See Proposed Amendment p YYY for rationale and App XXX pZZ for Location Plan</small>
Key Policy (s)
<ul style="list-style-type: none"> NPF4 Policy 9 Brownfield, Vacant & Derelict Land & Empty Buildings NPF4 Policy 16 Quality Homes NPF4 Policy 17 Rural Homes NPF4 Policy 29 Rural Developments
ACTION POINTS
8. Support Niven Homes’ Outline Proposal for the Potential Expansion of the 1.2ha land area referred to in the current FIFEplan as LWD 006 Housing Opportunity Site
PROPOSALS
<ul style="list-style-type: none"> Prevent any further holiday “lodge” developments in Cameron that are unsympathetic to the local landscape and architectural character Ensure the Feddinch golf development includes restoration of the damaged culvert on the A915 at Priorletham Smiddy/ Rainbow Cottage
Key Policy(s)
<ul style="list-style-type: none"> NPF4 Policy 30 (Tourism) NPF4 Policy 29 Rural Development NTS2 Sustainable Travel NPF4 8 Green Belts
ACTION POINTS
9. Echo local sentiment in Local Place Plan and holiday development planning responses from CCC
PROPOSALS
<ul style="list-style-type: none"> Complete fibre broadband roll-out
Key Policy(s)
<ul style="list-style-type: none"> NPF4 Policy 24 Digital Network
ACTION POINTS
10. Ensure community awareness of continuing Scottish Broadband Voucher Scheme for properties excluded from fibre broadband roll-out

Appendix I: FIFEplan Proposed Amendment Location Map



- **LWD 006 is the existing FIFEplan Housing Opportunity Area**
- **LWD 008 is the (“derelict WWII refugee camp”) proposed site for reclassification**
- **Additional land (“useless overgrown field”) proposed for reclassification**

Appendix II: South-North Pilgrim Route, from Cameron Burn



Appendix III: Participants' Summary Comments & Opinions

Participants' key comments and opinions are summarised as:

- Reconsider traffic calming or speed restrictions on all the un-paved key through roads that bisect communities in Cameron district, including Cameron village/ and Radernie. Resolve incomplete traffic calming measures in Peat Inn.
- Reconsider the appropriateness of absent or incomplete pavements in community clusters
- Strengthen the protection of SPA Cameron Reservoir to prevent new development of the immediately surrounding land
- Support Craigtoun Country Park as a quality tourist and community destination, with matched investment to other Fife Parks and restoration of the notable listed buildings
- Ensure the Feddinch golf development includes restoration of the damaged culvert on the A915 at Priorletham Smiddy/ Rainbow Cottage ^{1 See beneath Notes}
- Re-establish the south-north medieval pilgrim road from Earlsferry to St Andrews, across the Cameron Burn, opening the lost footpath network
- Maintain, enforce and extend the core paths to also provide cycle paths and bridleway
- Redesignate unused land and derelict buildings at Lathockar for new housing ^{2 See beneath Notes}
- Resolve Fife Council responsibilities for the repair and maintenance of Mount Melville access road
- Clarify and publicise reporting mechanisms for blocked ditches and minor potholes, to minimise flooding and major road damage risk
- Prevent any further holiday "lodge" developments in Cameron ^{3 See beneath Notes}
- New developments to be sympathetic to local area, mindful of existing core infrastructure deficiencies (e.g. water), inclusive of footpaths/ cycleways/ bridleways and to require planting of green areas
- Protect the unique and rich architectural heritage of north-east Fife by ensuring "at risk" listed buildings are repaired and that extensions or changes to listed buildings match the original style and materials used
- Counter mature tree loss and neglect
- Implement and enforce limits on light pollution, electro-magnetic field (EMF) levels and on-land wind turbines
- Complete fibre broadband roll-out
- Continue Go-Flexi support, consider both route and service extension whilst reconsidering app-based booking system
- Improve recycling access in Cameron, considering domestic trailer (for e.g. uncollected rural garden waste) access and community centre collection points
- Support increased transfer of minor procedures from Victoria or Ninewells hospitals to St Andrews Community Hospital

Notes

Comments refer to

1. Planning Application Notice Ref No: 24/00253/PAN
2. Potential future expansion of FIFEplan site Ref LWD 006 Cameron (Housing)
3. General local discontent with the considerable extension of Approved Ref No: 21/02819 beyond that envisaged in the adopted FIFEplan

Appendix IV: Participants' Comments & Opinions

Comments relating to specific locations (in alphabetical order):

Cameron	LPP to support the establishment of traffic calming or speed restriction on A915
Cameron and Lathockar	"Joined up" thinking needed on pavement provision. New pavement from Lathockar Fields on C41 ends at entrance to Hillview Estate.
	Pavement opposite Stewart's resort extends to only c. 5m. No pavement access to bus stops on A915 or Cameron Hall. Unsafe to walk to either.
Cameron Reservoir	Make Cameron Reservoir and the area around it a protected Local Nature Reserve and prevent any further development in that area.
	Enhance facilities to support migratory birds.
	LPP to establish a position that there should be no development of any sort adjacent to the Loch and that the CCC continues to liaise with Area Councillors on establishing a nature reserve at Cameron Loch.
	Reservoir should be preserved and maintained as an area of special protection.
	Meaningful protection of the SSSI and RAMSAR site that is Cameron reservoir including the land that borders it to provide appropriate buffer for wildlife management. This includes no new developments or change of land use nearby (prevention of further caravans adjacent); preferential use of land by organisations that will manage the land for nature (not necessarily public access) and clearer signage about dog walking to protect wildlife. Instating a local nature reserve would be good to encourage responsible use.
Craigtoun Park	LPP should support the development of Craigtoun Park as a quality tourist and community destination, including financial and in-kind (eg gardening, grounds maintenance etc) support from Fife Council.
	LPP should heavily support the Friends of Craigtoun in the running of the park but also pressurise FC to suitably match investment at other Fife Parks and, in particular, the refurbishment of the Dutch Village before its deterioration becomes too far gone.
	The Volunteers do a wonderful job however FC have consistently failed to comply with their previously agreed legal obligations to maintain the Dutch Village. Full support of the CCC should be given to the Volunteers to continue to expose FC for their lack of action.
	Craigtoun Park has a bus stop but no continuing bus service and a car park that is currently being extended because it is inadequate at peak times. Madness. Restore the bus service!
Feddinch	The so-called Feddinch golf development: it is an abandoned mess – a properly funded and managed golf development would still be the best option.
	LPP to support the establishment of the golf course at Feddinch to take forward what was previously approved, tidy up what is now

	an eyesore and this would also lead to the repair of the culvert at Rainbow Cottage traffic lights, which was a condition attached to the golf course development.
	Fix the culvert at Rainbow Cottage. "Temporary" traffic lights have been in place for decades.
	With regard to the proposed (A&M) golf course developments. We are in favour of the golf course being developed as long as it is not going to be another Kingsbarns Golf Links or Dunbarnie Golf Links, just developed for personal gain with no use to the local community.
Lathockar	Niven Homes proposed future development extension is sound. Community developments should be supported and all must include footpaths.
	Designation of derelict WWII refugee camp and useless overgrown field should be changed to allow further quality houses suitable for home or flexible working and good community space.
	I do have a comment to make regarding the forthcoming Niven application for their phase 2 at Hawkswood, namely that I'm not at all impressed with the current state of phase 1, with apparently abandoned pavement constructions, and houses just placed in their own small grounds with no obvious landscaping or finishing off of the site. Have the 'affordable housing' ever been built? Quite clearly they want to build the houses making the most profit but not to spend money on completing the site. If they can't do it for phase 1 how can they be trusted to do phase 2 and complete it properly?
	We looked at the new Niven's Homes proposal and feel this would enhance the area. Creating a larger community.
Lathones	Concerns about the speed of traffic along the (A915) road. It would be helpful to reduce that for safety, particularly where people are staying on holiday - small caravan site and Inn at Lathones where children may be playing/ animals about.
Mount Melville and Balone:	Objections to the use of the narrow rural Mount Melville access road (road from Balone to Craigtoun Country Park). This road is wholly inadequate for the addition traffic volumes being proposed. Craigtoun Country Park staff and Fife Council use this access road. They however do not pay towards the cost of maintenance, which is borne by Kohler and Mount Melville residents. This is grossly unfair as the majority of the wear and tear on the road is caused by the large trucks going to the Fife Council yard and making deliveries to the park. Do not believe the current private road serving Mount Melville is capable of safely carrying the additional vehicular traffic that will arise due to new developments.
	Continued interest in the development at Craigtoun House and its possible impact on the residents of Mount Melville especially with regard to increased traffic.
Peat Inn	LPP should support the status quo and that no new areas of zones of development be proposed in any forthcoming Development Plan as there is a lack of any local infrastructure to support this

	and with the very large number of houses approved for St Andrews, Craigtoun and Cupar there is already more than sufficient housing currently being built or with planning permission.
	I believe that no more developments be permitted within Peat Inn, apart from that currently approved i.e. the long term permission for Larennie Farm steading. My reasoning being primarily the lack of waste water capacity and also flooding risk, especially at the south end of the village, where even currently heavy rain cannot be coped with. Also the mains water is supplied via a very old pipe, which bursts approx 3 times every year and more new properties would increase the amount of water demand which would put more pressure (no pun intended) on the supply. Also there is no scheduled bus service. These issues have previously been raised by Fife Council in rejecting previous multiple applications for 5 houses at the south end of the village so surely they should still apply? There should be no development to the west of the village behind the Peat Inn restaurant or the houses behind Archie Dewar, also as the access road(s) are not suitable for anymore development traffic.
	Any future applications for additional housing should be considered extremely carefully in the light of the lack of public transport services in Peat Inn, the danger of increasing traffic in a village where little adherence is paid to the speed limit by passing traffic, and in particular the pressure on the main utilities. Large scale developments, such as the one proposed at Hawkshead on the outskirts of the village, are at odds with the rural character of the area.
	LPP should support a new consultation with the residents/FC as to what is wanted/acceptable to the locals, with regard to Traffic Calming, and that pressure be put on FC to progress this and complete what is at the end of the day an incomplete project.
	Within the LPP should be a Service Level Agreement with FC regarding provision of adequate gritting.
	Fife Council introduced their traffic calming to Peat Inn a number of years ago but had to remove 3 of the 5 build outs as, ironically, they kept getting struck by speeding vehicles, thereby creating a risk of injury to the drivers which, presumably, Fife Council were afraid of contributing to. This was partly due to these build outs being put in the wrong places and creating problems due to low sun and late awareness of their locations. Alternative suggestions provided by the CCC to FC were ignored with FC then claiming a while later that CCC had failed to respond to them with suggestions. Luckily this was refuted by the finding of the appropriate e-mail but still FC have done nothing since. In effect then, FC have still to complete a Traffic Calming scheme that they started many years ago and has been abandoned, mid scheme. This needs finished properly.
	Peat Inn community phone box: LPP could be springboard to promote this community activity.

Radernie	LPP to support the establishment of 40mph areas in Radernie
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Comments relating to more general matters (in no particular order):

No further lodge development in Cameron	There seems to be dramatic increase in “lodges” approved in the area – within our small community we would suggest that these should not be allowed to extend to further sites, as there is such an extensive number already.
	Stewart’s Resort already too large for setting: should be reviewed.
	Concerns over lack of oversight and regulation of large caravan developments and their impact on the local area were raised by several residents (eg size; light pollution; strain on infrastructure; sewerage issues)
General development	Where housing or other (not caravan) developments are proposed, preferred use of brownfield sites rather than prime agricultural land
	New developments to be sympathetic to the local area, to include workable ecological approaches to insulation, energy supply and drainage. New developments include swift bricks for returning swallows, swifts and martins. Tightening of rules to avoid situations where core infrastructure like water supply and sewerage have not been duly considered. Houses need to be homes for people not airbnb or similar. Developers need to engage meaningfully with the local community.
	Potential loss of unique listed buildings, like the Dutch village, is disgraceful and preventable. Some listed building extensions in the area are completely inappropriate: rot seemed to start with Links Trust and Pilmour. Getting worse with glass monstrosities and changes to once-protected skylines!
Green spaces	The green belt around St Andrews should be maintained and new developments should not be allowed on designated green belt land
	It would be desirable if all planning permissions had conditions attached that required planting and green spaces, which should be designed by professional people so that from an environmental point of view, it is an improvement, providing habitat for birds etc, amenity for people and generally to help reduce the carbon footprint of any development. Any marginal land can be [also] used for hedge and tree planting. Fife, like most of Scotland is largely denuded of trees. Since most mature woodland was planted over century ago, the ageing tree population is vulnerable to high winds which are frequent now. We lose these trees and we don't have any plan to replace them and most land owners either cannot be bothered or do not wish the expense of replacement, regeneration and proper tree management. So for this reason as well it is a good idea to put an onus on developers to provide this greening of our environment.
	Replace the mature native trees removed from A915 edges from Johnny Paul’s corner to Brewsterwells.

	Protection and better management of existing woodland and wooded areas to prevent even further nature-depletion.
	Every opportunity should be taken to counter mature tree loss and neglect. One way is to build in to any development a requirement for planting and general green provision (including footpaths).
Improve Broadband Infrastructure	Please could the roll out of fibre broadband be speeded up. The fibre cable was installed by Open-reach to the road boxes before Christmas 2023, all that needs doing is connecting to the properties. We found out that the Stewart Resort has been connected but despite many enquiries we cannot obtain any confirmation date of when we will be connected. Being a rural community, this is a life line service. At the moment the broadband service is disgraceful 3MB at best, nothing works.
	Broad band is needed. Some work seems to have gone on with 'self burying' cable laid (which will be vulnerable during erosion/ freeze-thaw/ ditch repairs etc) but the timescale for connecting it is unclear and we are still on woeful copper wire.
Improve public transport	Mount Melville is not well supported by public transport. The bus stop is a 15-20 minute walk. Thereafter the bus takes a round the houses route into town before arriving in the town centre 17 minutes later. Total trip time (including waiting time at the bus stop) is circa 50 mins each way. By comparison travel time by car is less than 10 minutes each way, which therefore remains a much more convenient option. In terms of reducing reliance on cars, reinstating the bus service up to Craigtoun Park would be used by residents of Mount Melville, workers and families visiting Craigtoun Park, and The Duke's golfers, thus significantly reducing car travel. The closest station is Leuchars however this is not currently easily accessible by public transport as it requires taking a bus into St Andrews followed by a bus out to Leuchars.
	Disappointingly Moffat and Williamson have reduced the 64 bus going along the C65 from St Andrews to Pitscottie past Balone, Craigtoun Meadows etc to once every two hours. The service is now the 64A and alternates with the 64 which takes the other road in and out of St Andrews to and from Strathkinness. I would like this service to be restored to once an hour as it was previously. This is much more useful and more likely to encourage bus use.
	The local bus service is inadequate. Our closest stop is at Craigtoun Caravan Park and the 64 / 64A bus service has recently been reduced to one bus every 2 hours. This is too infrequent to provide a service that I can rely on and use regularly. This affects not only residents of Balone and Mount Melville but caravan park and Craigtoun Country Park users. I believe that this contributes to the increased volume of cars on our local roads.
	There is no adequate public transport in Peat Inn which makes reliance on cars essential. The pavement through the village is very narrow and in bad repair.

	Installation of bus stop opposite Stewart's Resort has reduced rather than enhanced service. X58 bus no longer stops anywhere else on this stretch of (60mph, unpaved) A915 but road not safe to walk along to Johnny Paul's corner or industrial estate or Cameron hall.
	LPP should strongly support the continued subsidy of the GoFlexi bus service.
	Interest in maintaining and improving flexi bus/bus routes.
	Reinstate original GoFlexi office hours to facilitate booking for those who cannot use the App that is being introduced. Increase GoFlexi weekday operating hours to enable evening classes, sports facilities and social events to be attended, especially for younger people.
	Flexibus needs to be fit for purpose or people will stop using it. the service will be cut and it is a life line for people so make it possible to access via landline and when digital connection is poor.
	The Flexibus (F3) has become unreliable and therefore I, along with others, have stopped using it. It cannot be depended on to pick up on time and I have personal experience of it going to the wrong place or not turning up at all. I understand this may be because of a new booking system.
	The Flexi bus service is reasonably good (though sometimes fully booked) and I would like to see that continue.
	Realistically I do not expect bus services to be re-instated so it is very important that the Scottish Government/Fife Council subsidies for the Go-Flexi service are continued and that any attempt to reduce either the subsidies or operating times is resisted very strongly. With the opening of the re-instated Leven rail link, the F3 and F4 Go-Flexi services should be extended to include taking passengers to Leven station.
	For the majority of the Cameron area there is only the one bus and it shuttles from St Andrews to Edinburgh hourly during the day except Sundays. Due to the distance this bus is rarely on time at Lathones. No use whatsoever in exposed rural areas or for getting to appointments on time. I have been advised by the bus station to use bustimes.org on a smart phone as it shows where buses are in real time on a map of the area. Perhaps this needs to be advertised more widely.
Prevent light pollution & EMF pollution	Implement light pollution limits. Implement strict conditions regarding the installation of any antennae on existing permitted 'masts' to ensure that co-location of antennae is safe. Implement measurement recording of Electro Magnetic Force (EMF) levels with action being taken when safe limits are being approached and breached. Do not allow building or any form of environmental 'pollution' within sight or sound of the SSSIs in our area at least.
Roads	The previous CCC, at the request of residents of both Cameron and Radernie, asked FC to consider 40mph zones, firstly from the entrance to Cameron Kirk/Reservoir to Northbank (past Stewarts Resort) and also covering all the houses at Radernie. FC kept

	rejecting the request, claiming that there was no precedent for these non-urban 40mph limits. The CCC pointed out that there was very much already a precedent within Fife with very similar areas of 40mph's, such as Dunino, Dura Den, Drumeldrie, Baldinnie, Upper/Lower Largo, LundinLinks to Leven etc. I believe that the Cameron and Radernie 40mph limits should be actively pursued, perhaps also Largoward to Lathones?
	Cameron (village) should have a 30mph speed limit. Eg travel to Kincardine and on that journey all the villages have 30mph limits. A 30mph limit would make the whole village safer and reduce the road noise.
	With regard to traffic speeding in Peat Inn, I suggest that there be a speed camera located more or less opposite the repurposed phone box.
	Exit from Balone to the C65 is extremely dangerous. This will be further compounded by the addition of circa 300 David Wilson Homes in the near vicinity and to make it safer the 30 mph limit should be extended to beyond Craigtoun Caravan Park. The pavement from Craigtoun Caravan Park down to Bogward Road is not swept regularly and stones provide a slip hazard. In addition these stones spill onto the road and cause a hazard to walkers when they ping off car tyres. The pavement should be swept on a regular basis.
	Reinstate regular roadside maintenance management especially ditch and gully cleaning – consider using volunteers and / or providing work experience to those out of work. Remove and recycle roadside hedge/tree trim and compost at West Sands or similar, to prevent clogging ditches, reducing ditch water flow and increasing hazards on roads.
	Our local road through Mount Melville to Craigtoun Park staff car park has seen a significant increase in traffic, particularly since the relocation of the Men's Shed to the top of this private road. This will be further compounded once the Dukes Manor development starts. I have noticed that many of the vehicles are not complying with the 20 mph speed limit. Concerns over safety of locals and other users (pedestrians, cyclists etc) have been well documented during planning applications for both the Men's Shed and the Dukes Manor. Further there are many concerns over the damaged (and subsequent repair) of this private access road.
	Walking anywhere in my area requires walking on the A915 in fast moving traffic, as does cycling but this has the added complexity of avoiding the potholes especially along the Radernie road which is marked as a cycling route!!
	Potholes are dreadful and not speedily sorted.
	All verbal respondents highlighted the poor state of the roads and the need for regular and timely repairs to avoid further damage. Everyone mentioned the unacceptably long time it took to deal with the large flood on the B940 between Peat Inn and Radernie and the need to have a faster mechanism in place to deal with such issues.

	Many concerns about the speed of traffic on the B940 and that the potholes were forcing people into the middle of the road to avoid tyre damage. The combination of fast traffic on a poorly maintained road was a recipe for accidents. Run off from fields is not being dealt with and the lack of ditches eg on the east side of the B940 road at Radernie prevent run off from draining away. It sits in gardens but also erodes the roads and worsens potholes/ undoes the work done on repairs. Better preventative work on drainage and run off handling would help to avoid or reduce the ongoing repairs needed to keep the roads in a fit condition.
	The roads in Mount Melville are not gritted by the council. Given the steepness of the road and frequent icy conditions, gritting would improve the safety of the roads.
	Obvious is the lack of roads maintenance and this is especially relevant for cycling provision. The B940 Peat Inn/Higham Toll and the A915 are very strategic roads in the east of Fife roads network and it is important that they remain on a priority gritting list.
	Fife Council introduced their traffic calming to Peat Inn a number of years ago but had to remove 3 of the 5 build outs as, ironically, they kept getting struck by speeding vehicles, thereby creating a risk of injury to the drivers which, presumably, Fife Council were afraid of contributing to. This was partly due to these build outs being put in the wrong places and creating problems due to low sun and late awareness of their locations. Alternative suggestions provided by the CCC to FC were ignored with FC then claiming a while later that CCC had failed to respond to them with suggestions. Luckily this was refuted by the finding of the appropriate e-mail but still FC have done nothing since. In effect then, FC have still to complete a Traffic Calming scheme that they started many years ago and has been abandoned, mid scheme. This needs finished properly.
	Higham Toll picnic area is a disgrace. It was well looked after by FC Parks but then transferred to Roads and it's been neglected ever since, even accounting for the fact that some of the grass area could be left for 're-wilding'. The path between the bus stop and the parking area is overgrown.
	Don't mow verges till June to give pollinators a chance and don't use weedkiller
	Improvements needed to the picnic area pull-off and facilities at Higham Toll. The community council may or may not be able to get a short term grant for initial outlay but FC are the ones with manpower tools and budget for ongoing upkeep
	The Balone Steading/ Lumbo to Cairnsmill Caravan Site Road can be busy with Walkers Haulage vehicles which are parked at Lumbo Farm, vans from St Andrews Mowers and Tools using the road as a short cut and general local traffic. This road is only likely to get busier with the new David Wilson development and the proposed development at Feddinch. This is currently a 60mph road but it is narrow with very sharp bends. A popular walking route from Lumbo to Craigtoun Den crosses the road and there is no signage

	to alert motorists that dogs and people may be crossing the road. Although it is probably about 30 years ago, there was a fatality on this road (a young male driver). I would appreciate if CCC would give consideration to campaigning for this to become a 20mph road on grounds of road safety.
	Flooding should be addressed e.g. on the A915 near to Priorletham Smiddy and on other roads within the CCC area.
	Maintain ditches
Footpaths, bridle ways and cycle routes	Most of Cameron is within reasonable (less than 5 miles) walking distance of St. Andrews but ancient footpaths have been lost and pavements do not exist. COVID and obesity crises highlighted need for greater exercise. Footpaths and/ or cycleways and/ or bridleways should be included in all developments. Alistair Moffat's "Road to Heaven" ancient footpath, if reinstated across and south of Cameron Burn, could increase walking routes and provide circular/ inland link to Fife Coastal Path. Current footpaths should be properly enforced, overgrowth controlled/ prevented.
	Core paths are poorly maintained where they are footpaths, and are dangerous where they are roads. The core path network needs to connect better to give better access within and between the scattered communities and avoid the need to walk on busy, fast and poor visibility roads where there are no footpaths. Connections eg between Brewsterwells, North Bank and Lathockar are currently not safely walkable because they use the A915, neither is walking on the B940. Some parts of the core path are blocked or made extremely difficult to access by land owners. If the core paths were also cycle/ bridle ways and connected places effectively people would be able to get about off the roads and safely.
	Footpath signage and accessibility (enforcement of) are important, people need to know that they are there and be able to use them and there is a lot of obstruction from farmers.
	Even purple core paths shown on Fife map are not signposted: padlocked on the way to Denhead. Last remainders of Alistair Moffat's "Road to Heaven", the Earlsferry – St Andrews pilgrim route, are not even fully recognised as a core path. There are no core paths, local paths, cycle ways or neighbour core paths emanating from Cameron village and no pavements either.
	We need footpaths in Cameron, you take your life in your hands walking to the village hall and going to the bus stop. With regard to footpaths, we need a footpath/cycle path all the way to Morrisons in St.Andrews. This will allow you safety to exercise, by walking or cycling, eliminating the constant risk from speeding traffic.
Improve recycling in Cameron	The lack of recycling facilities results in Mount Melville [and other Cameron] residents either having to put all waste to landfill or alternatively drive into town to recycle. Neither option supports addressing climate change.
	Residents of Mount Melville do not have recycling bins - recycling should be provided as it is in other areas of St Andrews.

	LPP should support the availability of suitable local recycling facilities in Cameron that cater for all domestic trailers
	Provide total kerbside / community centre recycling services without charge, to reduce carbon footprints due to small quantities of 'waste' being transported in domestic vehicles and to prevent the anti-social nuisance and associated costs of fly tipping. In the meantime, as unlike New Gilston, Cameron does not have community bins, Higham Toll may be a suitable area for these to be located and even encourage those passing to use such facilities. Fly-tipping and kerbside waste has visibly increased as refuse services have reduced bin sizes whilst decreasing and/or charging for uplift services and facilities. Cleanup costs and prosecutions are time-consuming and costly. Use of household vehicles to convey small quantities of 'waste' per trip, to recycling centres only, increases the Carbon footprint of refuse disposal. Currently larger items have to be booked in and taken to recycling 'centres'. No member of the public is allowed to remove any item that has been 'deposited'. Garden waste composting/provision on the West Sands is a good example of genuine recycling, although its' very existence is not widely known. Fife Councils policy of directing items to landfill when they could be repurposed is neither green nor carbon friendly. Recycling centres should aim to have as many items / materials as possible reused.
	Is there anywhere within Cameron that can have more recycling facilities? Peat Inn has glass at the restaurant but elsewhere?
	Why do we not qualify for garden waste collection? We can put garden waste in the blue bins but there is not enough room and that is not recycling. Our options are to fill our cars with waste and take it to the tip or dispose of it elsewhere!!! We do not get a reduction in council tax for not having this service, that means we pay for a service we are not provided with.
Litter	Regular litter picking on the verges, notably of the A915, would be much appreciated – it does seem to be much better on the other side of St Andrews, so perhaps it is done more regularly there?
Wind turbines	With the successful development of off-shore wind turbines, no further land-based turbines should be permitted in Cameron.
Health services	We have an excellent facility in St Andrews of a small hospital, however residents are regularly given appointments for minor treatments at Kirkcaldy in my case a cardiology appointment. The bus service is useless and going by car runs the issue of parking at the Victoria which is impossible. Health service management must be improved using local hospitals for straight forward treatments especially with the increasing housing. I had to make a 72 mile journey to have a heart monitor stuck on for 24 hours and then removed only now to be told it is taking 12 weeks to get results analysed!
	Current Monday to Friday Health Facilities in St Andrews are good however any further reduction in the Out Of Hours GP Service should be actively resisted. It is also very important that there be no reduction in Ambulance cover based at St Andrews as even if

	<p>an ambulance was available in St Andrews it would still be a minimum 15-20 minute wait for a 999 call. Frequently an ambulance will be at Ninewells and the nearest ambulance will be Leven, Glenrothes or even further afield.</p> <p>Too few minor procedures are transferred out of Ninewells or Kirkcaldy Victoria to St. Andrews Community Hospital, possibly because records are not yet fully electronic. Neither large hospital is easy to access by public transport from Cameron and parking is difficult at both. Fife Council should encourage the transfer of as many procedures, as soon as possible, to the local hospital.</p>
Council services	All services such as library opening hours and bin collections should be maintained at least at their current level. Balone and Mount Melville do not currently have kerbside recycling although I believe that situation may be rectified during 2024.
Community space	Suggestion that lack of car parking at Cameron Hall and the fast and dangerous A915 road prevent people from attending council meetings there and other events.



Image: Cameron Kirk

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