

WEST KILBRIDE COMMUNITY COUNCIL

DRAFT MINUTES

COMMUNITY COUNCIL MEETING held MONDAY 9th November 2020, 7.00pm by Zoom.

PRESENT: John Lamb (JL); Kay Hall (KH); Douglas Penman (DP); George Donohoe (G D); N. Armstrong (NA); Deirdre Murray (DM); H. Thomson (HT);

APOLOGIES: Received from Richard Campbell-Doughty (RD); Clr T. Ferguson (TF);

MINUTES: Minutes of previous Meeting notes and actions were approved by (KH) and seconded by (DP)

TREASURER'S REPORT: Treasurer (DP) reported that all paperwork has been electronically forwarded to NAC for Audit.

POLICE SCOTLAND: PC Thomas Arthur provided the crime figures reported by e-mail the following statistics from 12th October 2020 to the 9th November as follows: (64) incidents were reported which resulted in (2) crime reports consisting of (1) Breach of the Bail Conditions; (1) Online Fraud.

CORRESPONDENCE / REPORTS:

Zoom Funding: (JL) A application for funding of an annual licence from Zoom giving unlimited time per meeting has been submitted to the NDA. The initial decision by the local committee was that they would not approve the Licence as this would create a precedent. This however was overturned by the main committee of the NDA Central Committee who have awarded WKCC the grant for a one-year licence for Zoom Pro.

NAC; – Funding Sources those currently available. This has been circulated by e-mail to members for information.

NAC; - Draft Housing Needs & Demand Assessment Consultation Webinar 14/12/20 either the secretary or Chair will engage in the Webinar.

Scot. Gov. – Legislation on requirement for linked, mains powered, household fire alarms delayed till 2022.

Scot. Gov.- (HT) A83 consultation response. This was circulated and expressed the widely held view that a tunnel route from Portencross was totally impracticable. An improved closer link to the existing route would be achieved much quicker and also be a significantly better use of the public pound. See response in Appendix 1

NAC: - Review of Electoral Arrangements: North Ayrshire council area – public consultation open till 26th January 2021. Members were asked to think about the proposal and respond to the Chair prior to the next meeting.

Police Scotland; - Consultation Survey on police plans for the period 2018-2022. On line response each member is encouraged to respond with their own experiences of Policing in the last year.

Peel Park Liaison Group; (JL) attended the meeting by video link 27/10. The new director for Hunterston (Mr Ian McSparran) stated that Peel Ports are continuing to clear up the site including a large amount of Iron Ore which never made it to Ravenscraig. There have been enquiries about alternative uses including Battery manufacture, fish farming, data access, Cruise ship berthing, and as a universal hub for renewals. None of the proposals have

as yet become firm contracts for use of the site. Work on the Conveyor system still does not have an agreed timetable for dismantling. next meeting April 2021

Rigghill Windfarm (JL / HT) WKCC have submitted further comments to NAC Planning. The Developer has also intimated that there will be a virtual consultation on the 28th October on their website. Responses received to date do not advance the Developers status by the communities. Calls have gone out that the Planning Committee will meet in January to decide the Application.

Persimmon Developments: No Change.

Hope Homes: Planning application not decided as further information is being provided by Developer to be submitted to planning Committee December 2020.

Under AOCB

(JL) The Armistice wreath laying at the War Memorial will took place on the 8th November between 10.00 and 2. 00pm. This were only wreath layers, social distanced (no parade), and any spectators were required to observe the Corvid19 guidelines on face covering and distancing. Our thanks to NAC Streetscene for yet again decorating the War Memorial for Armistice also to Nicol Armstrong and the West Kilbride Memorial Trust for the organisation of the wreath laying in these difficult circumstances.

West Kilbride Burn, **(HT)** Pollution and the disposal of surface/waste water. With regard to the condition of the Burn. The notes from **(HT)** last month have been forwarded to NAC Streetscene. Furthermore, to last month **(HT)** has indicated the following that needs to be attended to: The Burn is partially blocked between the Station Garage and Main Street. The CC agreed that **(KH)** arrange for a meeting with Streetscene and have a walk down the glen from Main Street to the Youth with a mission and point out the current problems. Blocked drains / fallen timber/ flooding of the glen path.

(NA) Regrettably the BB will not be providing the Christmas Post this year due to the Covid-19 restrictions.

(KH) The Community Council is being ignored by NAC in so far as we are not being informed of what the various departments are doing in the village. This is supposed to be a partnership and we require to be informed. It is not only for the CC to criticise and cajole NAC into doing things but also for us to praise what they are doing.

NAC BUSINESS:

COUNCILLORS' REPORTS:

Report from Cllr Ferguson by e-mail; Nothing major to report have mainly been constituent issues, broadband in Thirdpart not being connected etc for some postcodes. I also provided George Donohoe with information relating to Boyd Orr memorial.

NAC Planning Decisions since 12th October 2019:

No Planning decisions made regarding West Kilbride in the last month.

Planning applications not yet decided

***Planning Permission in Principle for residential development with associated landscaping, access, engineering and other associated works**

Site to East of Hillcrest Chapelton Road Seamill West Kilbride Ayrshire

Ref. No: 20/00388/PPPM | Received: Tue 19 May 2020 | Validated: Fri 29 May 2020 | Status: **Pending Consideration.**

***Erection of extension to rear and side of detached dwelling house**

109 Ardrossan Road Seamill West Kilbride Ayrshire KA23 9NF

Ref. No: 20/00862/PP | Received: Wed 30 Sep 2020 | Validated: Wed 07 Oct 2020 | Status: **Pending Consideration**

***Erection of one and a half storey extension to side, formation of porch, removal of existing garage and erection of new garage with external store**

5 Bowfield Road West Kilbride Ayrshire KA23 9LB

Ref. No: 20/01010/PP | Received: Tue 03 Nov 2020 | Validated: Wed 04 Nov 2020 | Status: **Pending Consideration**

***Increase of existing roof height, and erection of single storey extensions, to detached garage (retrospective)**

20 Ardrossan Road Seamill West Kilbride Ayrshire KA23 9LS

Ref. No: 20/01014/PP | Received: Wed 04 Nov 2020 | Validated: Thu 05 Nov 2020 | Status: **Pending Consideration**

Meeting closed @ pm

DATE OF NEXT MEETING: Monday 14th December 2020 - 7.00pm

Date, Place and Format to be confirmed subject to lockdown restrictions.

APPENDIX1

Response to A83 proposals.

A83 Re-routing Consultation

I thank-you for the chance to comment on the proposals for the re-routing of the A83 away from its existing route on the northern slope of Glen Croe.

Firstly as general principle many hillsides in Scotland are now prone to landslips due to the heavier rainfalls that are now experienced. Walking to the west of Inveruglas some 4 years ago I was struck by the amount of gravel soil swept onto the forestry tracks above the Allt Coiregrogain burn for example. Also earlier this year the A83 was one of 4 major blockages due to landslips two road and two railway.

Thus I feel that any potentially unstable slopes should be avoided with any alternative solution.

Secondly the A83 is the major route into Argyll south of the Rest and be Thankful. Traffic for Dunoon and the Cowal Peninsular using the A815 from its junction with the A83 in Glen Kinglas. Thus routes 8a, 8b and 9 would only partially provide an alternative solution.

Thirdly tunnels are shown as possible solutions. Many will be familiar with the Clyde Tunnel that passes under the relatively shallow and narrow River Clyde. There is only a short section that is actually level and under the bed of the river. There are long inclined sections at each end to allow traffic to descend and ascend from the below river section. Also the twin tunnel each with a dual carriageway will

be necessary to allow one tunnel to be used in both directions when the other tunnel is closed due to accident or repairs. Thus the lengths of any tunnel will be greater than the subsea length as shown in the consultative documents.

The Proposals

Corridor 1

Adoption of the forestry tracks on the southern side of Glen Croe is in some ways the simplest but would involve forming 3 new carriageways, working south to north, a west bound fast lane on the upper reaches, a west bound crawler lane mid way down and an east bound lane between that and the Old Military Road. The Old Military Road should be retained to allow for any closure of any of the new roads due to repairs, accidents and forestry operations which were the original purpose of the forestry tracks.

I would strongly suggest that the option of tunnelling from Arrochar/Succoth at the head of Loch Long to Glen Kinglas be considered. This would have a rise of 200metres over a length of 7500 metres. Judging from the tunnel lengths shown for other corridors this seems excessive. However the others only show the length of tunnel underwater and not the total length of tunnel which would include the ramps down the sea bed This would be determined by the depth of the various channels and the gradient of roadway permitted under the highway construction regulations.

The spoil arising

from this tunnel could be used to widen the A82 alongside Loch Lomond from Tarbet north.

Corridor 2

This uses steep sided valleys with a very steep slope at its northern end. There are pylon lines and the railway to be coped with.

Corridor 3

Initially this is wider valley but is very much the flood plain of the river Fyne. There is a single-track access road up most of the Glen but this eventually becomes a rough path. (I have walked the length of the glen but followed the Glen west to Lochan Shira.) The proposal shows the route passing by the side of the reservoir on the Allt na Lairige which is situated in a very steep sided valley. Again, this could be subject to land slips. Going 3k further up Glen Fyne before turning east would not help as again the descent to the A82 would be steep and complicated.

BOTH CORRIDORS 2 AND 3 WOULD REQUIRE MAJOR WORKS TO THE A82 NORTH OF TARBET.

Corridor 4

This would utilise the A817 the former "haul road" built for the extension of Coulport. This has a very steep dip which had the road barred to MOD staff. It would require most likely a high-level bridge over Loch Long. The Argyll shore is high, broken and remote only accessible by a forestry track. There would need to be considerable engineering to form a roadway to connect with the A815.

Corridor 5

Initially this is as corridor 4 until reaching the A815 and the same comments apply. The route joins the A815 until reaching the head of the Holy Loch where it adopts the route of the B836 a narrow and twisting road in steep sided glens which is a national cycle route till just short of Otter Ferry. The unclassified road from Glenaruel to Otter Ferry is a twisting and challenging hill climb route and is unsuitable for HGVs etc. The Otter Ferry crossing would require a high level bridge.

Corridor 6

Given that the land rises steeply on each bank of the Firth of Clyde I am not sure where a tunnel could be located given the approach ramps. A bridge would require a high clearance to accommodate the cruise liners that visit Greenock. This is exposed to the prevailing winds and may require frequent closures. Once on the Argyll shore the route is pretty straight forward.

Corridor 7

this manages to combine the difficulties in crossing the Firth of Clyde of corridor 6 with the difficulties of Corridor 5 west of the Holy Loch.

Corridors 8a and 8b

Both these proposals show a commencement from the A78 just north of West Kilbride. It would better to commence from the Chapelhill round-a-bout to the north of Ardrossan, the western end of the dual carriageway of the Three Towns bypass. Housing in West Kilbride has been greatly expanded and there would be unnecessary conflict between local and through traffic. As remarked on in the opening remarks any tunnel entrance would be sited back some distance from the shore. The ground on either side of the A78 is subject to flooding which could prove difficult.

It must be remembered that the A78 is sometimes closed north of Largs due to storms. There are gates permanently sited to allow the road to be closed when required.

It is extremely unlikely that any tunnel would surface on little Cumbrae. The island might prove useful to house a ventilation/ service and rescue shaft. West Kilbride is south of the Highland Boundary fault and the underlying rocks are likely to be a mix of sedimentary rocks some of them water bearing with volcanic intrusions which could make tunnelling challenging.

The tunnel entrance/exit at the south of Bute together with its roadway will require considerable design and construction effort.

Route 8A will be easier than route 8b but will not be much use for Dunoon.

The crossing from Bute to Cowal needs to be moved to the west. I would suggest between Undraynian Point and Ardyne Point. It must be remembered that this area is also used to moor large vessels.

Corridor 9

This proposal combines the difficulties of crossing the Firth of Clyde set out in 8A and 8B and the difficulties east of Glendaruel set out in corridor 7.

Corridor 10

This option doubles the tunnelling problems of Corridor 4 to produce only a marginal shortening of travel distance. Its greatest benefit would be felt in Dunoon.

Corridor 11

This proposal combines the difficulties of crossing the Gare Loch and Loch Long of option 10 with the difficulties west of the Holy Loch set out in Corridor 7.

My conclusion and suggestion

Having examined the options presented I conclude that the tunnel under the Arrochar Alps as set out as an alternative to Corridor 1 would be the best solution for the following reasons;

1. It represents the least alteration to the existing road and the establish traffic flows.
2. Provided the tunnel portals extend clear of the hillsides it is least likely to be blocked.
- 3 The tunnelling is on land and is therefore easier to ventilate.
- 4 The spoils that arise are available to widen the A82 north of Tarbet.
- 5 It would provide a spectacular entry into southern Argyll.
- 6 It is the easiest solution and would not be a challenge to heavy commercial vehicles.