

WEST KILBRIDE COMMUNITY COUNCIL

MINUTES

COMMUNITY COUNCIL MEETING held MONDAY 8th March 2021, 7.00pm by Zoom.

PRESENT: John Lamb (JL); Kay Hall (KH); Douglas Penman (DP); George Donohoe (GD); N. Armstrong (NA); Deirdre Murray (DM); Richard Campbell-Doughty (RD); P C Thomas Arthur (TA); H. Thomson (HT);

APOLOGIES: Received from Cir. J Brahim (JB); Clr T. Ferguson (TF);

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

TREASURER'S REPORT: Treasurer (DP) reported that all paperwork has been electronically forwarded to NAC for Audit. Approved accounts had not yet been received from NAC. The Account balance had not changed since last month.

POLICE SCOTLAND: PC Arthur provided the following crime statistics from 8th February 2021 to the 8th March 2021 as follows: (47) incidents were reported which resulted in (2) crime reports consisting of (1) theft by housebreaking: (1) Online Fraud: All reported crimes still under investigation.

With reference to the Local Police Plan-2021-2023; The National annual policing plan objectives and activities priorities are, Serious Crime: Safer Communities; Acquisitive Crime; Community Wellbeing: Road Policing, from which a local plan is then devised for North Ayrshire, the priorities until 2023 (at the minute) will be -Drug dealing and drug misuse --Violence and antisocial behaviour-- Dishonesty--Road safety

CORRESPONDENCE / REPORTS:

NAC: National Planning Framework 4 - Position Statement: Community Discussion Workshops (Circulated) (KH & JL will attend)

NAC; Info on National Planning Framework 4 (Circulated prior to issue) Receipt Acknowledged.

Scottish Gov: Strategic Transport Project Review 2 (STPR2) A draft of the WKCC response will be sent to members for any additional comments prior to issue to Scottish Government.

COSLA; Town Twin Requests for Scotland (KH) Initial enquiries have been progressed by (KH). The consensus is that the locations in western France appear to be the ones with the strongest links with West Kilbride / Seamill. This will stand as ongoing business as a number of changes are expected in the scheme and there may be further information available later in the year.

NAC; Operation of Community Councils during Covid-19- (JL) the term of the Community Council has been extended to October 2021 due to Covid19 and the Scottish Parliament elections.

NAC: The Circular Economy & the Planning System - Free events (HT) to attend—Update issued after cancellation. This event was cancelled and new dates have been issues (HT) will attend.

NAC: Scottish Community Councils Newsletter. (Noted for information)

NAC: Roads, Replacement of Bridge over burn behind Kings Arms. (GD) (HT) Work has been started on the replacement of the footbridge, it is hoped that with favourable weather this can be completed within a matter of weeks.

NCLP: North Ayrshire Locality Priorities Refresh (KH) Consultation has been extended. The recommendation of the HSCP and the Cumbrae Locality Planning Forum /NAC /NCLP by Loise McDaid that the existing criteria are continued until March 2022.

West Kilbride Lottery: (KH) Setting up a West Kilbride Lottery is being explored. An initial meeting has been held and this local model appears to be one that may be organised easily in West Kilbride. Further information is being sought before our community groups are contacted for support and encouragement.

West Kilbride Library /Community Centre: Consultation paper issued by NAC on Future role for Libraries and Community Centres. Not received by WKCC. Came via Kilbirnie and Glengarnock CC. Will question NAC as to why we were not included in distribution. There is no closing date apparent on the Document or any attached information as to originator. Subsequent investigation reveals that the response closure date is 5th May 2021. No explanation has been received as to why the Community Councils have not been informed.

Scotland's Towns Partnership: Invitation to CPG Towns Meeting: "Town Centre Action Plan 2 (KH) Although the Initiative is a member of the STP the developments are also relevant to the CC. It was agreed we would join for one year to find out the benefits of the organisation for our village. DP to arrange payment.

Amey Roads: A78 Traffic calming on Ardrossan Road. (JL) meeting with Amey Roads on the 4th March. The outcome is that Amey will send out consultation letters to all adjacent properties for comment. The points raised will be looked at but it appears that Amey has already made up it's mind that the road restrictions / crossing points will be installed where they want them, the fact that their information is at least two years out of date does not appear to be relevant.

Amey Roads: Closure of A78 Carriageway from Portencross Rd to Merlewood Rd on the 12th March till the 14th March. There will be no access to the by Corsehill Drive, Overton Cres, to the village and access to properties on adjacent streets will be by permit only. WKCC put notice on village Facebook pages as soon as it was received.

Amey Roads: A78 Flooding. (HT) report attached for information. This was also raised at **(JL)** meeting with Amey roads on the 4th march the report by (HT) was forwarded to Amey to be looked at and further discussions would take place with the relevant Amey department. Copy attached as Appendix 1

Hunterston SSG: (JL) Meeting 4th March.

A Station: Decommissioning of the on-site plant continues; the sludge tank cleaning has revealed numerous bits of metal etc. which have to be retrieved sorted and either sent as LLW or to be incorporated in ILW encapsulation. Compound 7 has not apparently suffered from any leakage due to the heavy rainfall and no contamination has been noted on the foreshore outlets. The reactor buildings are to have their roofs repaired due to leakage. There is no progress on the exterior cladding of the reactor buildings as this is now waiting for the outcome of the latest NDA strategy report being agree by UK Ministers. The SILWE (Solid Intermediate Level Waste Encapsulation) project the grouting plant has been experiencing problems with water contamination in the connections from the external silos causing delays in inactive commissioning. Active commissioning is forecast for 2023. Since the SSG on the 4th it has been reported that a fuel element has been found in the contents being removed from Bunker1.

DEPZ: Ayrshire Contingency Planning admitted that the wrong map had been sent out to residents in the DEPZ area by NAC causing some concerns. This has now been rectified.

B Station: Reactor 3 is scheduled to go off line this week and Reactor 4 by the end of march. Both reactors have operated without any downtime for the agreed 6-month period. ONR will give a decision on the safety case after shutdown and a 10% inspection of both cores and EDF expect that they will be given the all clear by May / June to restart for the final period before both reactors are scheduled to go into decommissioning in January 2022. I **(JL)** asked the question as to what contingency plans EDF had regarding the export of High Active Waste to Sellafield in the event that the rail line to Ardrossan was again subject to landslip and closed for a significant time. No specific plans have been drawn up but this would have to be considered in the future. As there is limited storage for used fuel on site.

Ayrshire Coig: View on Tourism. (Circulated to individual members to complete and submit.) **(KH)** Information Noted.

Fairlie / Largs CC: Requesting support for independent enquiry into Hunterston Drillship Incident. WKCC agree that we will support the submission by Fairlie CC in their request for an Independent revue into the incident at Hunterston jetty involving the Drill ships breaking their moorings.

Millstone Developments: WKCC have contacted Planning / Building Control regarding drainage and fencing of the development adjacent to the path through the glen. This was

reported to Streetscene and Building Control. Investigations continuing as well as questions regarding ownership of the Glen Path as millstone Developments own the ground down to the Kilbride Burn. This information along with the accepted acknowledgement that the ground although owned by the developer had been included in the Glen by previous owners. A report from a resident state that the Developer has finished the site but has not removed the Heras Fencing beside the glen Path. The reported reason from Streetscene is that the fencing is round the treated Japanese Hogweed treated area. This will take a number of years to eradicate. The road surfaces have now been completed obviously to the satisfaction of NAC, as this was a condition of completion of the site. WKCC will check site with NAC building control.

ScotTrans: (HT) Re-routing of A83. Latest details available are that the outcome of consultation will be published in the first quarter 2021. Continued as a note until outcome is available. It is deemed a priority in the Scottish Transport Project Review2

Rigghill Windfarm: (JL / HT) This has been further delayed by NAC still awaiting a response from SEPA. This delay from SEPA due to their computer system being compromised. The earliest date is now the Planning Committee in late March.

Persimmon Developments: No Change.

NCLP: (JL) I was not able to get into the meeting (on Microsoft Teams) on the 2nd march due to an IT problem. The minutes of the meeting will be circulated as soon as they are available

Peel Ports

Application for planning permission has been verified by NAC for Installation of a synchronous compensator and ancillary infrastructure Site to South West of Hunterston Coal Yard Fairlie. This is within the Peel Ports site boundary. WKCC have made a response which was circulated prior to being sent to NAC. This application is still pending consideration.

The planning Consultation for Hunterston Construction Yard Fairlie Variation of Condition 4 of Permission . This application has been carried forward for consideration to the next Planning Committee

Under AOCB

West Kilbride Burn: (HT)+(KH) The recent weather has caused significant flooding in the glen as a whole. It appears that most of the drainage system in place has failed and large areas are currently impassable. The areas have been identified and once the weather improves this information will be passed to Streetscene to consider what options can be implemented.

Flooding (KH & HT) Update---Residents of West Kilbride and Seamill will be requested through Facebook to identify areas that suffered flooding in February. This will be collated and presented at the next CC meeting. Cllr Brahim has indicated that she will progress this with both Roads Dept and Streetscene. **(JL)** contacted NAC regarding what contingency arrangements have

been put in place in the event that West Kilbride is yet again cut-off with flooding on the A78 and surrounding road access to the village.

NAC Roads / Exec: (JL) WKCC has written to NAC regarding the condition of NAC roads in the village vicinity and also what emergency arrangements have NAC now put in place as a result of the confusion and inconvenience experienced the first week in February when there was no road or rail access to West Kilbride due to adverse weather conditions.

Stagecoach: - Bus service after Covid19 restrictions will be monitored by WKCC.

NAC BUSINESS:

COUNCILLORS' REPORTS:

Report from Cllr Ferguson – various e-mails have been received from Cllr Ferguson including the replacement bus service from West Kilbride to Largs **(JL)** raised with Cllr Ferguson regarding the replacement bus service to Largs with the return of pupils to Largs Academy. Cllr Ferguson informed WKCC that it was up to Scotrail to provide adequate transport. NAC would liaise with Scotrail regarding this.

Report from Cllr Brahim: Update--E-mail received from Cllr Brahim re Closure of A78 Snowdon Terrace 12th to 15th March. Cllr Brahim had previously stated last month that she will also feed the information on street / property flooding back to NAC Campbell Dempster after the meeting.

NAC Planning Decisions since 8th February 2021:

Formation of dormer extension to rear of detached dwelling house

13 Castle View West Kilbride Ayrshire KA23 9HD

Ref. No: 21/00048/PP | Received: Thu 21 Jan 2021 | Validated: Mon 25 Jan 2021 | Status: **Approved with No Conditions**

Planning applications not yet decided

Erection of extension to rear of detached dwelling house

12 Portencross Road West Kilbride Ayrshire KA23 9ES

Ref. No: 21/00125/PP | Received: Wed 10 Feb 2021 | Validated: Thu 11 Feb 2021 | Status: **Pending Consideration**

Meeting closed @8.40pm

DATE OF NEXT MEETING: Monday 12th April 2021 - 7.00pm
Format to be digitally by ZOOM

APPENDIX 1

REPORT ON FLOODING OF A78 BETWEEN ARDROSSAN AND WEST KILBRIDE FOLLOWING A SITE MEETING WITH MR AND MRS WILSON OF LOW BOYDSTON FARM

Preamble

the A78 is a Trunk road and is the direct responsibility of the Scottish Government and is maintained by their contractor Amey.

It is a central principle of road construction that the top metre of the road formation is kept dry as this gives an enhance load bearing capacity.

Description of the Geographical Circumstances

The A78 between Ardrossan and West Kilbride follows a generally north westerly direction hugging the shoreline of the Firth of Clyde. This places the beach here at right angles to the prevailing south westerly winds.

The A78 is at a higher level than most of the adjoining inland fields. It was most probably built up upon ashes and stone from mining waste to provide a load bearing sub base.

There is a narrow grass verge on the inland side of the carriageway which has been built up over the years backed by a drystone dyke forming the western field boundary.

These fields have a sandstone cliff as their eastern boundary which has the railway line together with its track bed drainage system running at or close to its summit with rising ground above the cliff face.

(Network Rail currently have their contractor working on reopening the railway track, improving their drainage and removing the track side vegetation all of which will increase the storm water runoff to the lower ground beside the A78)

These higher grounds are porous and there are a number of water courses flowing from them to the sea.

The Difficulties

As stated above the A78 is set at a level above that of the adjoining fields.

Thus, it forms a causeway blocking the natural drainage of the inland fields into the sea.

(I suspect that the built-up sub base extends from the carriageway under the footway and beyond it on the seaward side to protect the A78 from tidal action and erosion. Certainly, visitors experienced no difficulty parking on this verge in the past.)

This problem was addressed by a series of frequent lateral drains laid under the A78 which drain both the carriageway and the fields.

Whilst these may have been sufficient when the road was originally constructed both the sea level has risen and the rainfall has increased considerably.

Due to the risen sea level sand is being swept into the outfalls of these drains which are in addition now under water with certain high tides.

It must also be taken into account that the tide does not stop at the beach but seeps inland rising and falling probably as far as the face of the cliffs.

Salt water being denser than fresh will force any fresh water higher in the subsoil.

This in turn reduces the amount of dry sub base and hence its load bearing capacity which is further challenged by the increased permitted weights of HGVs

This softening allows the base layer and running surface to fail known as reflective cracking which further allows storm water to penetrate to the sub base which further softens increasing the damage.

As stated in the description section much of the boundary between the fields and the A78 is formed by red sandstone dry stone walling. The verge of the A78 on its inland side has concrete kerb stones with a strip of grassed soil between the back of the kerb stones to the face of the wall. This houses an increasing number of utility services. Thus, the level of this ground has been built up over the years imposing a load for which the wall has never been designed to handle. This stress is further compounded by the vibration resulting from the weight and volume of traffic now experienced. This vibration is amplified by the flooding of the fields and the resulting softening of the soil supporting the wall. It is therefore contended that the wall should be considered a mutual boundary for maintenance.

A particular problem is caused by a large diameter drain which conveys a flowing ditch/water course at the West Kilbride end of this section of the A78. This drain was discovered to have had a section under the car park of the Waterside Inn reduced in diameter at some time in the past. This was established by a camera survey carried out by a TranServ Scotland engineer, Mr Huxtable. This finding was reported to Martin Gannon of TranServ Scotland by Irene Wilson in a letter dated 28 Feb 2018. The Wilsons inform me that there has been no follow up action. It is contended that this choke point was the main fact that caused the back up and flooding that was experienced.

The car park to the Waterside Inn under which it passes is set at a low level. It is therefore likely that the original drain would have protruded above the car park level. Fortunately for the Waterside Inn its car park has a low wall backed by a flower bed with a timber retaining wall supporting the car park face. But for this the Waterside Inn car park would have been severely flooded)

To repeat the weather has changed and greater volumes of rainfall are now being encountered.

The fields have a greater than normal quantity of fine soil in their composition. Thus, it is easy for these together with the weight of any flood water to compact the soil. Also given the recurring rainfall means that the ground is constantly saturated.

Thus, any rainfall quickly backs up over the fields and the floods over the road.

Damage to the Wilsons' Land

It is becoming increasingly recognised that soil requires careful treatment to retain and enhance its productivity.

The Wilsons practice rotation with cattle often being over wintered allowing for natural fertilisation with dung. When not grazed FYM (Farm Yard Manure) (muck) is spread. However, any prolonged flooding drowns seeds, and causes the ground to settle. It was also observed that fine soil particles are being carried away by the subsoil drainage. This is especially noticeable in the field ditch by the large conduit flowing under the Waterside Inn.

Thus, the drainage which permits the roadside fields to be farmed also lowers them increasing the amount of flood water retained by the road.

See also remarks about the boundary walling.

The Solution

The existing drains do not have the capacity and are often choked by tidal water and sand to now drain the fields and highway.

Thus, a storm drainage system of much greater capacity is required.

Given the rise in sea level this will also have to be set at higher level, most probably just below the lowest field level.

Thus, sections of the A78 will have to be raised to form over bridges to accommodate the resited drainage channels.

These will most likely comprise a lower main channel with supporting storm channels under the carriageways and foot-way/cycle path of the A78.

To prevent scour these channels will require reinforcement such as Gabion matting (stone filled wire baskets) with outfalls laid to fall onto the beach with their leading edge well recess below beach level. (See the bridge outfall at Glenfoot House.)

Whilst Gabion matting on its own would probably suffice under the over bridges any area such as the outfall reinforcement would require concrete or other facings to provide a non-slip surface that would trap feet or fingers.

A special solution may need to be adapted for the obstructed large capacity drain currently passing under the Waterside car park. (See difficulties above.)

This could well require the use of large section precast concrete box culverts rerouted to avoid the extended Waterside buildings. It must be remembered that this is a constantly flowing water course.

Considerable damage was caused on Friday 5th Feb 2021 immediately south of the extended Waterside Inn car park. This resulted in the removed about 30metres of beach sand dune exposing the sub base of the A78 at the seaward side of its foot way.