

Fairlie Community Council – Monday 06/05/2024, h. 07:30pm, Semple Centre, 45 Main Rd, Fairlie

The meeting is declared open at **07:33pm**

Attending:

FCC: Rita Holmes (chair), Marco Piva (minutes secretary), Malcolm Milne, Alan Holden, Jackie

Pearson, Ian Hunter

NAC: Cllr Ian Murdoch

Police: *none*

7 MoP

Apologies: Arran Hewlett, David Telford, Mairi Wyatt (FCC); Cllr Tom Marshall, Cllr Todd Ferguson, Cllr Eleanor Collier (NAC)

Approval of April minutes: proposed by RH, seconded by MM

Police Report: The Police are not present, no report was forwarded.

NA Cllrs' report: The Cllr present, IM, will intervene on agenda points.

Hunterston PARC Liaison Committee report

+ The HPLC met on Apr 17th. No minutes of the meeting have been produced yet. Mr. John Riddell, chair of the HPLC, present at FCC as a MoP, specifies that it has been requested to have minutes produced within 2 weeks of the meeting.

+ XLCC have not signed their lease agreement yet. The only one signed is from FastRig Sail Project

+ It has been stated that it would be too expensive to bring electricity to the jetty, so generators will continue being used.

+ Training for workers of the XLCC cable factory has begun in Paisley, to be moved to Irvine. Apprentices are already being paid. The bond for the removal of the tower has been reported to be already in place.

+ The promised tour of the facility, promised for before the meeting, took place after the same.

+ FastRig project is expected to last about 2 years.

+ JP: 1 week after the meeting, it has been announced that there will be a further interconnector with a power of 700 MW to link Scotland and Northern Ireland. This would take up around one third of the yard, touching the SSSI which would apparently be crossed by the two proposed overseas cables. This had not been mentioned at HPLC meeting.

IM: This had not been mentioned at Hunterston quarterly catch-up at NAC, which happened around the date of the HPLC meeting.

+ At present, around 90 cruises per year are expected; Peel Ports suggested an appetite for small expedition cruises and that there is the hope to double the number of cruise ships visiting.

+ The construction of the Millport sea defences has been extended, it is now expected to be completed in August. The ferry operators are to take the blame for the excess weight of sand carried on the vessels.

+ Bakkafrøst still have the option to apply for Planning.

IM: their application needs to be filed by July, if they wish to apply.

+ The EIA for the Marine Yard is being worked on presently.

+ 1.3 million cubic metres of sand will be needed for the dry docks. This will be brought in from the Clyde, dredged from the area near Port Glasgow/Bishopton.

JP: dredging will be necessary to allow ships in, asked why can't the sand dredged be utilised for dry docks, was told that it is "not the correct sand". It's important to make sure that the sand brought in is thoroughly checked for any possible contaminants before it is put in place.

+ The coal yard has been cleared of most of the coal it contained, a contractor to complete the clean-up operation is being looked for

JP argues that it still looks like there is plenty of coal left in the coal yard

+ A rail siding is to be added

+ A discussion about the public funding received by Peel Ports (including the price NAC paid for the purchase of the land – to be decontaminated – for the building of the new Ardrossan Academy) ensued.

2. XLCC

XLCC exhibition at the Fairlie Village Hall on Wed 15th of May, 2pm.

As reported above, lease agreement hasn't been signed yet.

JP: a question that needs to be asked is if they believe that there will be any strategic downsides in taking on Chinese shareholders/investors; also, what level of access will such shareholders have to the £7.5 million of intellectual assets presently owned by XLCC?

IM points out that the promised 900 jobs have now decreased to 800; it would be worth asking why. Also, start of works was scheduled by December 2022, and hasn't happened yet. The initial statement had mentioned the presence of one single investor from the US, now many are stated. Last year, there had been the mention of start of works within Q1 of 2024. We are now in Q2.

RH: Apparently, investments have now been promised by December 2024.

1. Crosbie Wind Farm

2 of the turbines have been moved further away from Fairlie compared to the initial project.

IM: checked with Planning Comm: Community Benefits should NOT be mentioned until planning consent has been awarded; Galileo have been mentioning those from the start.

JP: In 2018, NAC did a study stating that the area is saturated with wind turbines and that no new ones can be built. This has been stated by Galileo to be obsolete. The ETSU97 standards that are being followed date back to 1996.

RH: There are operational wind turbines of the same size (exact MW production isn't clear) in South Lanarkshire; wrote to S. Lanarks. Council asking if they had any feedback from residents about those.

JP: It was stated that moving the two turbines mentioned earlier will make no difference in power output.

RH: Both Prestwick Airport and Glasgow International Airport plan to object to the placement of the turbines.

3. Hunterston SSG

RH had a meeting with B station director to update re. what will happen after defueling. Main concern were jobs. Several people retired or took early retirement, some will transfer to Torness (on the East coast), others are in talks to join Magnox, operating A station.

RH will attend an online meeting with the A station director on Tue 7th of May

Next SSG on Thu 13th of June at the Waterside Inn.

If anyone has any doubts or questions re. station A or station B, please contact RH who will

report them to the site directors.

4. Hunterston Battery Storage and fire safety

JP: Fire risks are low but present. Asked questions about those. Planning Approval came directly from Scottish Govt. due to the size of the project (the biggest in Sco); in letter of approval, 5 documents re. safety were requested (not as planning conditions).

RH asked to see those documents, was told that they have not been drafted.

JP tried to contact the company, Flexible Gridpower 2 (with offices in London), whose e-mail address on the website links to a Mr. Martin Gillespie, a consultant for Arcus Consultancy (with offices in Glasgow). All his e-mails have bounced back.

RH is trying to find a way to contact the company or to get such documents

JP reminds that there recently was a serious incident re. fire at a battery recycling factory in Kilwinning (different type of storage, sure, but worth keeping in mind).

AoB

+ MoPs highlighted issues with parking on The Causeway, specifically on the double yellow lines, which causes a hazard for vehicles driving into The Causeway from Main Road/A78.

MP spoke to Traffic Wardens about the same issue.

-> **ACTION:** IM to check exactly what the traffic orders for The Causeway are

-> **ACTION:** MP to contact Sgt. Fisher re. the double yellow lines on The Causeway and to provide the aforementioned MoP with Sgt. Fisher's e-mail address.

+ IM: checked with AMEY and NAC, apparently the wall atop The Causeway is under the responsibility of the owners of the adjacent property

-> **ACTION:** IM to double-check this with NAC legal dept.

5. RAS Recycled Aquaculture System

No movement, no updates

6. Coastal path/rock armour

There should be no rock armour along Ferry Row.

MoP: the only rock armour will be employed at the end of the Causeway

-> **ACTION:** IM to confirm this

ACTIONS

IM to check traffic orders on The Causeway.

MP to contact Sgt. Fisher re. double yellow lines parking on The Causeway and to provide MoP who asked with Sgt. Fisher's e-mail address.

IM to check with NAC legal dept. re. the wall atop The Causeway

IM to confirm that rock armour will not be used along Ferry Row during construction of cycle path

The meeting is declared closed at **09:14pm**

The next FCC meeting is on Monday 3rd of June 2024 at 0730 pm at the Seemple Centre, 45 Main Rd