

Forth and Endrick News - Killearn - Wednesday, 20th April 2016

*Arnprior Balfour Buchanan Buchlyvie Croftamie Drymen Fintry Gargunnock **Killearn**
Kippen Strathblane*

Councillor Lambie Report

- **Killearn Facility Closures:** Elected members are very concerned about the closures and impending closures in the village including the hotel, butcher, Spar and bank. I have contacted Gerard O'Sullivan (Director of Corporate Operations), and Carol Beattie (Senior Manager Economic Development) with a view to SC input. **Update:** I met Peter, Killearn Co-op Manager earlier in April and we discussed the transfer of the Post Office counter to his store, similar to the Strathblane Co-op. This was in progress which is very good news given the above. We also discussed the anticipated need for more parking at the Co-op. I have asked Stirling Council planning for details of land ownership to the rear of the Co-op.
- **Road End Collection Budget Proposal:** This wasn't rejected at budget time and will no doubt affect a considerable number of rural properties. Existing collection services to larger groups of houses on well surfaced roads should remain, therefore the likes of - Milndavie Road (Strathblane), **Ibert Road (Killearn)**, and Buchanan Estate (Drymen) should continue with the existing collection. **Update:** There have been concerns raised about changes to waste and recycling collection policy. The new policy will see residents given a new 240 litre blue bin for plastics and a 140 litre green bin for landfill waste. The existing grey and brown 240 litre containers will be used for paper and cardboard and garden waste respectively - with food waste now placed in the brown bin. It is important that residents and CCs make their views felt on there are concerns about the level of consultation on these changes which I understand are due to be 'live' by autumn 2016.
- **Road Maintenance Programme 2016 – 2017:** This is due for ratification at the Environment Committee on 14th Apr. The Forth and Endrick programme: **A Roads:** A811 (Redlairston – Buchlyvie) Inlay = £60K; A811 (Strewiebank – Kippen) Structural Inlay = £40K; A811 (Glinns Road on Kippen Gargunnock Straight) SD + Patching = £45,000; A811 (Touch Bridge – Cambusbarron Turnoff – Ward 5) SD + Patching = £27K; A81 (Garrauld Balfour Station) SD + Patching = £35K*; A81 (Balfour Station) SD + Patching = £65K*; A81 (Devil's Elbow – Strathblane) Inlay = £55K*; A809 (Finnich Blair – Croftamie) Structural Inlay = £45K; **A875 (Killearn Kirk) Inlay = £35K** **B Roads:** B818 (Loch Walton – Fintry) Overlay = £50K; B822 (Balafark – Fintry) Overlay = £50K; B818 (Bogside – Fintry) Overlay = £40K; B837 (Milton of Buchanan) Overlay = £50K **C Roads:** C54 (Ballochruin Rd – Balfour) Structural Inlay - Passing Places = £20K; C56 (Mugdock Country Park) Overlay = £30K; C21 (Station Rd – Balfour) Inlay = £40K **Unclassified Roads: Barnsford Rd. (Gartness) Full Reconstruction = £100K*** Streets: Kirkhouse Rd/Crescent (Strathblane) Inlay = £50K; Glinns Rd (Kippen) Overlay = £40K

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- **Roads Questions and Notes:** Key: SD = Surface Dress; * Questions to Roads officers. 1. A specific request has been made to postpone the A81 Devil's Elbow (Strathblane) works and transfer the resource to the remaining A81 stretch between Spadeworks and Blanefield. Village. This is due to a potential developer contribution from the proposed housing site at the Devil's Elbow where the developer will be required to construct a new entrance on to the A81. 2. There is a question about what looks like a somewhat large resource £100K allocated to Balfroon Station, also on the A81. I've requested a meeting with roads to discuss the above these. In my experience changing the roads programme is extremely difficult so the postponement may not be possible. **Note:** There is an appendix summarising road treatment types
- **Road Safety – Forth and Endrick Ward:** There will be installation of 40 mph signage on Station Rd at Killlearn and on the A809 from the Carbeth Inn to beyond the Edenmill Turnoff. There are also plans to remove the banking at the B821 turnoff onto the A809 which will remove a near 'suicidal' right hand turn. Along with improvements to road safety there should be a positive benefit for businesses – lower speeds should increase the chances of passing trade 'dropping' in. **Update:** We are very pleased to see work commencing on this – an improvement welcomed in the Forth and Endrick ward and also in the Milngavie Ward in East Dunbartonshire Council – who share the A809 road with us. I also note that Edenmill Farm has received approval for the cafeteria car-park. This approval comes with a detailed set of road safety mitigation conditions which would have to be implemented before the cafeteria can become operational.
- **Road Safety 20 mph limit in the Trees Estate:** I was contacted by a resident re. the positioning of the 20mph on the North footway as you enter the cul-de-sac of The Oaks. I understand that the council have agreed to remove that sign. I have not heard any complaint about the installation of the 20mph speed restrictions. I understand that these are enforceable unlike the 35mph sign at Blackhill which is advisory – but looks like an enforceable limit.
- **Road Safety Birch Rd:** I met with residents at the new houses in Birch Rd. in response to issues on stone throwing, field drainage, and winter maintenance. The stone throwing has been directly reported to Sgt. David McNally. Jimmy McGrory of Housing is looking at solutions for the drainage which looks unfinished. Residents requested a friction road surface which looks like a good idea but I would need the views of the CC on this before proceeding.

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- **Killearn Hospital Site:** There has been some movement on this as Planning Officers met with the owner on 4th September. The meeting included the contaminated land officer. The Council's Quantity Surveying team have been assisting the owner to prepare an indicative cost for the remediation of the site that, in turn, would help determine the extent of enabling development required to 'cross-subsidise' the remediation works. This will require removal of all soil within the development site to a depth of 200mm (minimum). If the soil is classified as 'mildly' contaminated' and SEPA's criteria could be satisfied, then it may be possible to retain the soil off-site but within land adjacent to the hospital site. If the soil is classed as 'waste' it would all have to be removed from the site and disposed of at a properly licenced landfill site, adding greatly to initial site preparation costs and, consequently, significantly increasing the number of houses required. However this could only be determined by a suitable qualified, established and recognised specialist consultant. The owner is responsible for engaging the specialist consultant. I have passed details of a consultant to the owner. **Update:** I attended a site visit to the Killearn Hospital site on 19th Jan with - Gerard O'Sullivan (Director of Corporate Operations) and Graeme Sword (Owner). This was productive and the officers are actively working on strategies to clean up the site. I've raised the issue about establishing a care/health facility on the site and have suggested setting up a medical research centre perhaps on similar lines to the Beatson in Bearsden? This would be longer term as any developer would want to recoup clean-up costs via initial construction of executive type housing. I note there are two a 'drop in' sessions with the site owner Selborne Developments Ltd. arranged for **Monday 16th of May – 12 to 2 and 4 to 6** in the committee meeting room in the village hall where the site owner will present proposals and layouts for the site clean-up. My understanding is the first phase of any development is to achieve agreement in principal from the council planning department, via an application to clean up the site. I would anticipate that details of costs, timescales, environmental impact etc. can be arranged at the 'drop in' sessions.
- **Planning – Blaressan Site – Mactaggart and Mickel:** I note the comments of the CC and there are a number of points that need to be clarified by the developer including – 1. Deviation from the allocated 30 units to 33, 2. Imbalance between too many larger units compared to smaller affordable ones, 3. Deviation from 'local' build style, 4. Community disquiet about a roundabout, 5. Safer route(s) to school issues. I have also asked planning for the figure for the affordable contribution and the additional units
- **Policing - Report:** It was good to see the community ward officers at recent CC meetings. These are Constables Raymond Murphy and Steven Graham. The community sergeant is Alasdair Matheson and Constable Tracy Diamond is the schools based officer for Balfour High School. Alongside the ward officers are response officers who provide 24/7 cover for the ward. For major incidents such as serious road collisions ward officer could be called to assist with these. Contact details for local police are ForthEndrickCPT@scotland.pnn.police.uk or use the 101 number. For Stirling Police matters check the **Stirling Police Twitter** at <https://twitter.com/stirlingpol> Another useful website given the weather just now is <https://trafficscotland.org/weather/>
- **Police Scotland Survey:** This is an easy survey to complete and should take around 10 minutes. The survey and further information can be found at www.scotland.police.uk/yourviewcounts

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- **Stirling Council – Local Government Boundary Changes (LGBC): Update:** I have spoken to a number of Community Councils on this issue and there is consistent opposition to this proposal. This is also the view of the Forth and Endrick Ward elected members. The final decision will likely be made after the May Scottish election.
- Councillor Graham Lambie Stirling Council, Old Viewforth, Stirling
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Appendix 1 Road Treatment Types:

- There are five distinct types of treatment.
- **Reconstruction**
 - This is the most expensive treatment and is used as a last resort when the road surface and underlying layers have deteriorated to a very advanced stage. Repairs may involve a deep excavation, and replacement of the sub-base stone layer in addition to the upper bituminous layers.
- **Plane and inlay**
 - This is a common treatment used when only the road surface has deteriorated beyond repair. The surface layer is mechanically removed to a typical depth of 45mm, a tack coat is then applied followed by a new surface.
- **Overlay**
 - As long as existing levels are suitable it is sometimes possible to apply a new surface course directly on top of the existing one, with minimal or no patching. This technique provides an improved depth of bound surfacing and can be more cost effective.
- **Repave**
 - This is a hot recycling process where the existing surface course is heated then scored to a depth of approximately 30mm. A thin layer of hot asphalt is then applied over the reheated surface. This achieves a strong bond with the old surface and reduces cost due to reduced material usage. As a recycling process, it also has some environmental benefits.
- **Retread**
 - Retread is used as an alternative to full reconstruction where the cost is high and the road is only used lightly. The process involves breaking up and regrading the existing bound material, adding bitumen where required, followed by dressing the top surface with a layer of bitumen emulsion and small chippings. As an on-site recycling process, there are environmental benefits compared to conventional treatments.
- **Ref: South Lanarkshire Council Roads Department**