

North Queensferry Community Council (NQCC)
Draft Minutes of Community Council Meeting: Thursday 9 May 2019

<p>Present: Iain Mitchell (IM), Jim George (JG), Mary Finlayson (MF), David Shields (DS) Fife Council (FC) Councillors: Cllr David Barratt (DB), Cllr Dave Coleman (DC), Cllr Dave Dempsey (DD) Public: David Neill (DN) Via Telephone: Ed Heather-Hayes (Fife Pilgrim Way Project Manager)</p>		
Agenda Reference	Description	Action
1. Apologies	Lin Collis (LC), Donna Beveridge (DCB), Bruce Finlayson (BF), Sheila Foggon (SF), Cllr Alice McGarry (AM)	
2. Minutes of previous meeting	Approved JG Seconded DS	
3. Matters arising / Previous Minutes:		
4. Police report	CALLS AND CRIMES REPORTED Between the 11 th of April and the 7 th of May 2019, a total of <u>5</u> calls were recorded by Police Scotland in relation to the North Queensferry area (down from 14 in the last period). All calls to the Forth Bridges have been excluded. During the same period, no crimes were recorded for the area (same as last period).	
5. Road repair at War Memorial	Method now agreed for repair using half the number of stone setts with tarmac either side. Surplus to be used for repairs to road outside Rankins. Closure period is still 3 days. LC asked if any feedback from Deep Sea World re closure? DN stated that work on Pierhead Playpark starts 26 August for 6 weeks.	
6. Pilgrim Way Gateway Signage	A number of residents are concerned about the size and scale of the panel in relation to the site and its impact on the view from Pierhead. Also that it might encourage an increase in vehicular traffic at Pierhead. We had a wide ranging discussion by phone with Ed Heather-Hayes and proposed that the panel is positioned approximately at a right angle to the road so that only the edge of the panel is seen when entering the area from the landward side. It appears that the applicant may be content to make such an adjustment in the application. DS / IM drafting a response to Planning and JG to submit. Also Fife Council to improve signage to Battery Road Car Park.	IM / DS / JG

7. Edinburgh Airport Flight Path Consultation	<p>Following the rejection of Edinburgh Airport’s last application for more and different flightpaths in 2018 a new ACP application has been initiated by submitting a Statement of Need to the CAA. This document states two drivers: 1 requirement to upgrade navigation systems, (this need could be met by existing flight paths) 2 desire to increase capacity of the airport. New noise maps are yet to be made and the CAA has yet to respond to the independent findings. EAL have however committed to using radar track data from Edinburgh airport for future mapping and EANAB is working to ensure that the maps presented are as meaningful as possible to the communities and fulfil all of the requirements. For more detail please refer to NQCC Website and the full To70 Independent Study. For detail of the CAA response to the initial work by EANAB http://www.eanab.org.uk/</p>	
8. Community Centre parking	<p>AM advised that including the new car parking area in the existing lease could take a lot of time and effort. Fife Council has stated when Community Centre to converts to a SCIO it would be relatively quick and straightforward to re-assign the lease to a new name. DS has met with Lorna Stewart of DM Rural to establish the extent of Elgin Estates land and discussed management of the Ferryhills.</p>	
9. Rosyth Waterfront Rosyth Community Council	<p>Members still to review and respond to RCC on this: https://www.fifedirect.org.uk/publications/index.cfm?fuseaction=publication.pop&pubid=8BC0C8CA-A172-C4E5-5671F93D83E3578F</p>	<p>ALL</p>
10. Unconventional Oil and Gas consultation	<p>BF reported that as a local community there is no immediate threat or opportunity from unconventional gas and oil resources. Risks from fracking which is only one unconventional resource are highly overstated. However, on the National Scale we would recommend rejection of any further expansion beyond present commitments and to draw back on those where possible. The real risk is the presumption behind exploration at this point where there is a turning of awareness to the long term impacts of continued reliance on fossil fuels in the light of their critical impact on global climate. We propose an active policy which recognises the urgency of this given the present trends in use and the long term climate threats. BF to respond on this issue</p>	<p>BF</p>
11. Deer and Ticks	<p>An increase in ticks has been reported. DS established that Lyme disease is not present in the area and that deer are not the sole cause of the increase. Climate plays a role and all animals enable movement and spread. Action obtain information leaflets.</p>	<p>DS</p>
12. Fife Councillors’ reports	<p>DB: Inverkeithing High School – expect report on relocation later in month. Food waste bags to be distributed – Community Centre suggested for dispersal. Primary School reducing from 4 down to 3 classes. 2 pupils refused entry because they are from outside of the catchment.</p>	

	DD: Public Toilet issue being raised in press see https://www.thecourier.co.uk/fp/news/local/fife/885631/call-for-toilet-to-let-forth-bridge-visitors-spend-a-penny/ Capital funding for Battery Road is agreed – still an issue with running costs – DD meeting with Alastair Mutch	
13. Community Group updates	Community Trust: Planning Application for West Bay toilets submitted. Investment in drainage infrastructure required. Railway Pier repairs – materials and permissions in place but contractors not available. NQ Coastal Rowing Club will be offering Come and Try sessions and participating in the Skiffie Worlds 2019 Event in Stranraer in June. Pierhead Playpark: DN reports that work starts 26 August for 6 weeks Youth Club: The junior club has been well attended, activities include arts and crafts, baking and getting use of the MUGA. The seniors have not been in so much. The senior session will be promoted but sessions may joined until the numbers increase again. Plans are underway for Summer but staff numbers are limited. Funding from NQCC would enable another trip for the young people of North Queensferry.	
14. Finance	Ongoing issues with bank account / cheque book / signatures. New forms to be submitted. Grant application received and requires completion.	LC / IM
15. Small Grants Scheme	Still to complete assessment – there is a desire to make allocation for Christmas lights for the Upper Village. DS compiling applications.	
16. Floral Enhancement	Limited but much appreciated activity by our volunteers.	
17. Planning Applications	Pilgrim Way Gateway Signage – see 6	
18. Defibrillators	The Battery Road Bus Stop Defibrillator has now been installed. There have been a problem registering with the Ambulance Service. But this is expected to be resolved soon.	
19. Correspondence	None	
20. Any other competent business	Albert Hotel – it is unfortunate that there is an asset here which is not being made use of. NQCC has established that leaseholder Kevin Penman has a chain of failed business ventures. IM pursuing solicitor handling Licensing. Sewage Works ongoing smells issue – DB contacting Scottish Water Hound Point smells SF awaiting reply from INEOS Tree tubes along B981 need to be tidied – BF contacting AMEY Brock Street Parking DD suggested third scheme is taken forward – NQCC approves and encourages – DB/ DD to canvass residents.	IM DB SF BF DB/ DD

Next Meeting 1930 Thursday 13 June North Queensferry Community Centre All Welcome

Display of one non-illuminated free standing double-sided sculptural interpretation panel (displaying information of the Fife Pilgrim Way and North Queensferry)

Pierhead North Queensferry Fife Ref. No: 19/01058/ADV | Received: Thu 11 Apr 2019 | Validated: Thu 25 Apr 2019 | Status: Registered

North Queensferry Community Council makes the following response to the above Planning Application:

The Council is generally supportive of the Fife Pilgrim Way project and welcomes the plan to mark the gateways to the Way. However, it has some observations on the specific development for which planning permission is being sought.

A number of residents in North Queensferry have concerns about the size and scale of the panel in relation to the site and its impact on the view from Pierhead. A number of residents have also expressed concern that the proposed gateway structure might encourage an increase in vehicular traffic at Pierhead, an area which is already congested with visitors' cars on a regular basis, usually with engines left running. One resident expressed a concern that the size and location of the gateway might encourage drivers to drive to Pierhead and seek to read the panel from inside their vehicles.

The Council had discussions both before and after the submission of the application with representatives of the Fife Pilgrim Way Project, including the Project Manager, with a view to exploring other possible, less sensitive sites in the vicinity, but there appear to be practical constraints on such possible alternatives.

In further discussions held after the submission of the planning application, there emerged the suggestion that the above concerns as to scale and encouragement of vehicular traffic might be at least in part addressed if the structure were angled so as to sit approximately at a right angle to the road so that only the edge of the panel is seen when entering the area from the landward side. It appears that the applicant may be content to make such an adjustment in the application.

The Community Council would still however continue to have concerns over the volume of vehicular traffic at Pierhead. It accepts that this is a problem which presently exists, but, in the context of any possible increase in traffic in relation to the proposed development, would wish to see the traffic problem recognised and addressed.

In these circumstances, the Community Council should wish to ensure that, if planning permission is granted, steps should be taken to mitigate the effect of traffic on the area by improving the signage to the Battery Road Car Park and discouraging entry to Pierhead. Insofar as any such measures lie within the powers of the applicants, then, and in that event, the taking of such measures should be made a specific condition of the planning permission. Insofar as such measures may be outwith the powers of the applicants, then the planning authority, in considering the application should be mindful of the traffic situation and should encourage engagement with Fife Council Transport services to seek to implement appropriate traffic management measures.

Progress on Community Concerns around Aircraft Noise May 9 2019

Following the rejection of Edinburgh Airport's last ACP application for more and different flightpaths in 2018 the following is a summary of some ongoing work.

Edinburgh have initiated a new ACP application by submitting a Statement of Need to the CAA. This document states two drivers:

1 requirement to upgrade navigation systems, (this need could be met by existing flight paths)

2 desire to increase capacity of the airport.

(Edinburgh has a single runway with 6 existing flight paths and currently has in 2018 130,000 flight movements per year. Gatwick also has 9 flight paths and 284,000 movements from a single runway)

In 2018 following Concerns and confusion from communities on noise maps presented with Airspace Change Proposals and Noise Action Plans EANAB found problems in the assumptions used for how aircraft fly.

In response to EANAB's initial study CAA recommended

"Any airport, where noise is an issue or which is contemplating making an airspace change where noise will be a consideration, should satisfy themselves, using a qualified external party if required, about the validity and reliability of their noise data and input data for noise modelling and create a reliable baseline before starting any process and should note that such considerations and validations will form part of the CAA's airspace change decision making analysis."

An Independent Study by a Dutch Aviation Consultancy, To70 was commissioned by EANAB funded by Edinburgh Airport which found that yes, some of the concerns were justified.

New noise maps are yet to be made and the CAA has yet to respond to the independent findings.

EAL have however committed to using radar track data from Edinburgh airport for future mapping and

EANAB is working to ensure that the maps presented are as meaningful as possible to the communities and fulfil all of the requirements indicated in the CAA recommendation.

Improving the noise maps

Previously Gatwick airport was used as the model for Edinburgh

EAL have now committed to using radar track data from Edinburgh airport for future mapping and

New maps have been commissioned by EAL of *average* noise from all of the different aircraft events over the summer

EANAB is working to ensure that the radar data is used to accurately reflect the way aircraft fly into and out of Edinburgh

EANAB have further suggested that members of the public find averages very difficult to relate to and have requested that footprint maps for each major aircraft type on each flight path be prepared and supplied to the public. This would allow a more direct understanding of noise from each aircraft type in each area. Note the Average maps are built from adding and averaging all the Single event footprint maps but even Single Event maps are an average of all the different ways, speed, height, weight and position that a single aircraft type may be flown on any particular route. It is technically possible to measure and consider each individual flight but the industry has not yet invested in building such software and monitoring equipment.

Reports

For more detail please read the full To70 Independent Study. For detail of the CAA response to the initial work by EANAB please read

Available on the EANAB website

<http://www.eanab.org.uk/>