



Jackton & Thorntonhall Community Council

Meeting Minutes

Thursday March 20th 2025 at 7.30pm

Thorntonhall Tennis Club



Sederunt: Sandy McEwen (Vice Chair), Douglas Eunson (Treasurer), Christian Potter (Secretary), Lesley Whitefield and David Ross.

It was noted that a quorum of members was present and the meeting could proceed in accordance with the constitution.

1. Welcome and Apologies

The Chair welcomed everyone to the meeting.

Apologies had been received from Fiona Gardner and Bill Turner.

Councillors Present: No Councillors were present. Apologies had been received from Councillors David Watson and Monique Equi.

Public Present: 13 members of the local community signed in.

Apologies had been received from Walter Hecht; Mark and Lesley Dolan; Alistair McPhee.

2. Minutes of Previous Meeting

These had been circulated in advance of the meeting. They were approved by Lesley Whitefield and seconded by Sandy McEwen.

Review of Action Points

Christian summarised the current status of action points. The full detail is attached at Appendix 1.

Christian explained that Councillor Monique Equi although unable to come to the meeting tonight had been providing her with significant help and input with the ongoing actions from previous meetings. Cllr Equi had also read the February minutes in detail and had followed up on several points raised at the meeting.

Sandy added that he would like his thanks to Cllr Equi noted – that she had been very diligent in her approach to local matters and that it is nice to see a Councillor taking an interest and taking initiative.

3. Updates:

- Warren Bader resignation

Sandy confirmed that Warren Bader had resigned from the Committee and that he is looking for a volunteer to replace Warren. Sandy explained the Community Council has the power to co-opt a new member without AGM process. Sandy asked anyone interested in contributing to the work of the Community Council to come forward; he said he had previously asked Fergus Corbett.

- Fly-tipping (Peel Road / East Kilbride Road junction)

Sandy confirmed that at the north end of peel road, signage has been purchased and erected by the Community Council; the landowner has arranged for the fence and gate to be reinstated; the Landowner has agreed to barriers in the form of rocks.

Sandy explained that the Landowner has not followed through on the offer of the Land Agent to contact him to arrange a litter pick and tidy up; he had said there might be insurance problems with a community litter pick so he is going to get the land agent to investigate this and let him know; he has not done this so Sandy will follow up and arrange a litter pick in the lighter nights.

- Thorntonhall Roads / Peel Road Petition

This has already been covered in the Review of Action Points.

Residents raised issues - with the volume of new houses now, the volume of traffic has gone up considerably since the 2022 survey; with the closure of the Busby bridge and the Redwood Drive closure, the increased volume of traffic means the roads are lethal; with the BESS coming, would this make a difference to the volume of traffic on the roads.

Christian said she would follow-up with Cllr Equi on the possibility of a vehicle survey getting done again as numbers of houses and cars has increased since 2022.

- BESS / Apatura Consultation

Sandy said he was on holiday for the 5th March Apatura meeting and he has seen correspondence from the BESS group to Apatura – 2 letters have been sent from the BESS group to Apatura outlining various points. Sandy said he thinks they are clear and valid points and the 2 letters will be circulated as an Appendix with the minutes so that people have a full transcript.

The key points raised by residents at the meeting were:

- is there any news on when the application is going ahead. Trish Harvey said the road survey has to be done and this will take around 2 weeks so the application could be at any time. Sandy said we will need cohesion when we get to the application stage between how best to make representations as individuals and as the Community Council.
- if there will be a road survey done by Apatura. It was discussed that the road to be used would likely be from Waterfood Road but that Apatura had said that was a mistake and that a survey would need to be done. A resident said Apatura had said there had been an independent road survey done.
- Apatura say a lot of things but they can't be trusted; that the video Apatura had at the meeting must have been done by Walt Disney

- It would be ironic that the BESS development would mean an improvement to the roads; but that there would need to change the roads to get the lorries in.

Sandy said we need to be alive to the hybrid form of planning consent which is not looking as if it's going to be satisfactory.

BESS group's report and 2 letters to Apatura attached to minutes at Appendices 2, 3 and 4.

- **Local Place Plan and Local Development Plan**

Sandy explained the current situation with the LPP:

The previous JTCC Chairperson (Claire Marr) raised the possibility of the CC getting involved in creation of a local place plan. This gives the community an opportunity to say how land could be used in the locality. Claire had picked this up and felt the CC and community could explore further. She sent letters and e-mails to various people and to people who had objected to the Peel Road development. 150 people were contacted, 4 volunteers came forward to help. This however was put aside as BESS was taking up time at meetings. With Claire resigning, we took time to restructure and explore this.

At the January meeting, Tony Finn from South Lanarkshire Council planning attended to discuss the LPP. After this the 4 volunteers met; all have property background and some involved in local plans previously. The group looked at the feasibility of a LPP. This would involve consultation and meetings to see what people want changed; eg development and benefits; look at resourcing to put a LPP together. History suggests people living in Thorntonhall for the last 20 years; feedback is people really don't want much in the way of change; attitude of conservation and maintenance of the green belt. No reason to think this view was changing.

Beyond the benefit from Cala (Thorntonhall tennis club) – people not interested in further development – eg playground, public toilets etc. Traffic calming would mean trade off is 150 new houses. Fergus Corbett said we would probably need 2000 houses to get roads improved. Sandy said affordable housing would be part of a development; different value of homes and needs; likely feedback would be that people are relatively happy with what we have and don't want change. LPP would change the character of Thorntonhall which people have always been against.

The group looked at planning history; historic approach; conservationism and community benefits from any development. It was felt that perceived benefits are not relevant to Thorntonhall. Resourcing the structure of the LPP - Tony Finn had said there would need to be a minimum of 8 people on a steering group; with a group of 4 this task is daunting. The group joined webinars from Scottish Government – over the 5 webinars it became clear how big a task it would be.

LPP has to be very clear in its structure; requires a planning consultant; spoke to South Lanarkshire Council about payment for a consultant - £25k approx.; no grants for CCs so the money would need to be raised in the community; CC needs to do a best value exercise – tender – 3 consultants with a proposal; process would take 2 to 3 months from now.

Timescale for an effective LPP not in our favour – would need to be submitted by mid summer 2025 so included in LLP3 (plan for all of SLC). Tony Finn said the other CCs he is working with have been on this for 1 year already. We only have 4 people and we have run out of time. So the group have concluded it's not viable to produce a LPP for Thorntonhall. Would have to be proposing substantial change in a LPP and my view is not now. Fergus said for our own safety

the roads need to be improved. Sandy said roads are a separate issue; but CCs can still object to any planning going on.

Sandy explained the CC had received an Email from SLC asking for representations for the LPP3 that will come in 2027 for SLC. Sandy read from this e-mail that thoughts of community are hugely valuable. There was an invitation from SLC to join a live event to hear more and share views but the Webinar is on tonight. However, we have been invited to make submissions prior to 31st march.

The CC sent this information out on 3rd March. We will be sending a reminder for people to make representations via the e-mail about future use of land. We would ask people to do this by 31st March and copy us into any e-mail so we have full view and can make representations in the future.

Sandy said he would be happy to take questions when people read more with the minutes of the meeting tonight.

4. Reports

Treasurer's report:

Account balances:

Current:	£ 1078.28
Business reserve:	£ 1800.90

A micro grant of £500 to Fly-Tipping Group was recently approved by council members. This is required to cover expenses such as hiring vans, dumping fees for litter. This was proposed by David Ross and seconded by Fergus Corbett.

A micro grant application for £500 has been received from resident Walter Hecht to pay for re-planting of appropriate plants where developer has pulled out trees. This was proposed by Sandy McEwen and seconded by David Ross.

Douglas explained Walter is looking for volunteers to help with the planning. Anyone wishing to help should let the CC know - jackthorncc@gmail.com

5. Correspondence

none

6. Planning Applications

none

7. Road Closures & Works

Noted as per Agenda.

- **Waterfoot Road, Thorntonhall between Peel Road and Cartside Road.** 27th March – 8am to 8pm for BT repairs.
- **A726 Redwood Crescent roundabout to Redwood Avenue** East Kilbride South Lanarkshire Council **Actual Start Date:** 01/10/2024 **Estimated Duration:** 191 Working Day(s)

Road Resurfacing as part of the construction of the new Hairmyres Station P+R with new access junctions to north and south of the railway line.

- **Temporary Restriction to use of Road:** Cartsdie Highway, Thorntonhall between Waterfoot Road and Glenmore from 9.30am to 3.30pm 31st March 2025 for BT repairs.
- **Redwood Drive, East Kilbride:** closed from Eaglesham Road to Redwood Avenue. Alternative Route B764 Eaglesham Road, A727 Queensway and A726 GSO 3rd March to 30th May 2025.
- **Footway Closure Eaglesham Road to Redwood Drive , East Kilbride.** 3rd March to 30th May 2025.

8. Other Business

Fergus Corbett asked if we could push for a new traffic count to be done. He suggested we do the count ourselves but there was concern this may not be viewed as valid.

There was discussion about the 750 vehicles count and whether this was during peak times or averaged out. There is concern where this figure comes from and that Carmunnock for example has traffic calming on a side road but there will never be 750 cars at that site.

There was discussion if we could ask where the 750 vehicle figures comes from and whether there is precedent for other areas.

Fergus said that the 60mph limit from Jackton to Thorntonhall cannot be safe now

Jill Hollinshead asked if we could try and find out if the train could stop at Thorntonhall twice an hour. This had been the subject of many requests to ScotRail over the years which had either been ignored or the current timetable justified by reference to the number of daily/weekly/monthly travellers. There was a discussion that residents have to drive to Busby and Hairmyers to get trains to suit timescales and this is contrary to people using cars less and public transport more.

A resident asked how Network Rail view the BESS as it's very close to the railway. It was commented that there is no official view but anecdotally it is believed Network Rail are concerned.

9. Next Meeting

17th April 2025 at 7.30pm, Thorntonhall Tennis Club.

Meeting closed 8.30pm

Micro grant applications:

The Community Council can award grants of up to £500 to support local constituted and non-constituted groups and where appropriate individuals who need small amounts to pursue their objectives. Applications can be requested via the CC Webpage or by emailing jackthonrncc@gmail.com

Litter Reporting.

https://www.southlanarkshire.gov.uk/info/200233/street_care_and_cleaning/347/litter_bins_and_street_sweeping/3

For local road and lighting faults, potholes, broken slabs, damaged footpaths, signs, broken bollards, guardrails, flooding, blocked gullies please use the following link.

https://www.southlanarkshire.gov.uk/info/200232/roads_lighting_and_pavements/337/road_and_lighting_faults

For council maintained landscaping enquiries such as overgrown bushes and fallen branches. Waste and Ground Service Enquiry form

https://www.southlanarkshire.gov.uk/info/200255/land_management/338/maintenance_of_landscaped_areas

Appendix 1 – ACTION POINTS

Blue – Cllr Equi e-mail enquiries

Red – South Lanarkshire Council / response.

<p>1 Cllr Williams to follow-up re Peel Road hedges needing cut back. Can you please supply me with the schedule for 2024/2025 and 25/26 for when the hedges on Peel Road are to be cut back, including Frederick boulevard.</p> <p>Colin Reid of Grounds Services has confirmed that our hedge cutting is normally undertaken between June and August. However, the hedge along Peel Road opposite the junction of Frederick Boulevard is private and forms part of the adjacent development (Bowmore Crescent etc.). From checking the Property Factor Register it appears that Hacking and Paterson are the factor for the development.</p>	<p>Cllr Williams / now Cllr Equi following this up.</p> <p>Christian Potter to follow-up with factor</p>	
<p>2 Ask SLC Road Department to come out and do an assessment of the railway bridge and road calming measures.</p> <p>I wanted to enquire about the Thorntonhall railway bridge and to find out what road calming measures where to put in place? The whole road still seems to be used as a rat race and this has been an ongoing problem since I came into council in 2017 that has never had a solution. When is the Peel Road Petition going to committee? Has the link been put out on social media yet? If not, can you ask Tom to do this, please?</p> <p>Thorntonhall railway bridge is owned and maintained by Network Rail who recently carried out works to increase the height of the bridge parapets for cabling to be installed for the electrification of the East Kilbride to Glasgow railway line. The works involved no alteration to the horizontal or vertical geometry of Peel Road and we would also advise that traffic calming measures did not form any part of the alterations.</p> <p>In terms of road safety, South Lanarkshire Council has a responsibility to allocate available resources in a manner that contributes to a reduction in the number of deaths and injuries resulting from road accidents across the entirety of the Council area. This is achieved through partnership working with other organisations, including Police Scotland and the Scottish Government, and with other Council services to deliver a combination of education, enforcement and engineering measures.</p> <p>To ensure the highest rate of return on any engineering measures, the Council produces a list of priority sites or routes for potential treatment on an annual basis. These are the locations where the introduction of engineering measures is anticipated to have the greatest impact on casualty reduction.</p> <p>The primary criterion by which a site or route is included in this list is its recent accident history. Experience has shown that the most likely locations for an accident to occur are those in which a number of accidents with similar contributory factors have occurred in the recent past. Currently, a significant number of locations across South Lanarkshire have been identified for potential treatment using this method. Given current resource levels we anticipate that we will be able to apply engineering measures to approximately 5% of these, should any such measures be identified as an appropriate solution.</p>	<p>Cllr Williams / now Cllr Equi following this up.</p> <p>Christian Potter to follow-up with Cllr Equi.</p>	

<p>An analysis of all recorded injury accidents that occurred on the Council's road network over the three years period to the end of September 2024 is currently being undertaken. The results of this exercise will determine those sites or routes for further investigation in the 2025-26 financial year. We can advise, however, that Peel Road will not be included in next year's list of sites for potential treatment. Consequently, this road does not have priority for engineering improvements in the form of traffic calming at this time.</p> <p>In terms of your constituents concerns regarding an increase in vehicular traffic utilising Peel Road associated with the development of East Kilbride Community Growth Area (EKCGA). By way of background, as part of the development management process, any developer with a development proposal of generally 100 units or more is required to prepare and submit a Transport Assessment (TA) to the Council for approval as part of their planning application. The TA is prepared in accordance with Transport Assessment Guidance published by Transport Scotland and considers a number of aspects including traffic impact and mitigation, trip generation and modal split travel plans and sustainability.</p> <p>The approved Transport Assessment for the East Kilbride Community Growth Area predicted traffic increases on Eaglesham Road and Redwood Drive as a result of this development. To account for an anticipated increase in traffic on these routes, several junction improvements are planned for the local area, including the junctions of A726 (GSO) / Redwood Drive, Eaglesham Road / Greenhills Road and A726 (Queensway) / Eaglesham Road. Peel Road was not identified in this TA as a route likely to be subject to a significant increase in traffic.</p> <p>Notwithstanding the above, please be advised that a traffic volume and speed survey was undertaken in June 2022 as part of a separate similar enquiry. Data extracted from the survey undertaken reveal that there is an average weekday total of 120 vehicles travelling northbound and 170 vehicles travelling southbound during the morning peak and an average of 267 vehicles travelling northbound and 153 vehicles travelling southbound during the evening peak.</p> <p>For a standard single carriageway road with frontage access and side road, with a width similar to that of Peel Road, we would estimate an operational capacity of 750 vehicles per hour in each direction.</p> <p>Taking all the above into consideration we are satisfied that Peel Road is not experiencing an inappropriate increase in usage associated with EKCGA and is operating with sufficient capacity and will continue to operate within its operational capacity for some time to come. There will always be a small proportion of drivers who will continue to use alternative routes where they consider it to be quicker. We are satisfied, however, that the extent of 30mph restriction within Thorntonhall, flashing vehicle activated signs, presence of on street parking, 30mph roundels and mini roundabouts dissuade the majority of motorists who may consider Peel Road as an alternative.</p> <p>In terms of the Peel Road petition, please be advised that the petition went live on our ePetition platform on 4/2/25 and closed on 4/3/25 and is presently being considered. (Peel Road and Railway Bridge-ePetition).</p>		
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3	Ardbeg Lane fly-tipping to be reported to SLC	Christian / Cllr Equi	done !
4	<p>street light on the station side at the bridge still out and to be reported</p> <p>The Street light on the station side of the bridge at the Thorntonhall Railway is still not working SLC E2411/401. Is this by the 30-day deadline? What was the date it was raised please?</p> <p>The fault line E2411/401 is R17 Peel Road, Thorntonhall, it was raised on 21 November 2024 with the unit being repaired on 02 December 2024. We assume R17 is possibly the wrong dark lantern, therefore we issued a further fault line 2505/616 on Friday 28 February 2025 to have R25 repaired. Our timescale for dark lamp repairs is 30 days however, due to the circumstances we have requested our operations team attend as soon as possible.</p>	Christian / Cllr Equi	
5	Trish Harvey to write article for Busby Church regarding BESS development. Fiona to write next article. Christian to liaise with Church contact person to arrange.	Trish Harvey / Fiona / Christian	Done
6	<p>Write to Network Rail regarding bridge at Thornton Road.</p> <p>The new bridge on Thornton Road is an eye sore and attracting graffiti because it's a blank canvas. Can this be looked at with Network Rail or the appropriate resource to see if a local artist/ school competition etc could paint it please?</p> <p>Please be advised that the bridge on Thornton Road and its associated parapets which have been renewed are under the ownership and control of Network Rail. By virtue, any alterations or modifications to its superstructure would be their responsibility. Notwithstanding the above, the road associated with the bridge is the responsibility of South Lanarkshire Council. Any prospective artistry upon the bridge parapets would be considered a road safety issue as it could distract drivers or encourage visitors and resultant stationary traffic on what is a derestricted road narrow rural road to the detriment of road safety.</p>	Cllr Equi	
7	<p>Write to SLC for disaster recovery plan in event of BESS fire.</p> <p>Write to Sepa regarding disaster recovery in event of BESS incident.</p> <p>Sepa response – SEPA may be consulted on this type of development, but not always. Consultation triggers for BESS may include flood risk or development on peat/carbon rich soil, for example. Proposals which fall below our consultation thresholds are covered by our standing advice, some of which I provided in my first response.</p> <p>It is for the applicant/operator to take steps to prevent any accidents including fires or explosions. They are also responsible for ensuring that they have plans and procedures in place to deal with such eventualities. SEPA have no powers to regulate BESS facilities, and we have no role in advising them on such matters or ensuring that they have the necessary controls in place.</p> <p>However, if a pollution incident were to occur, we would investigate and take appropriate enforcement action. I cannot advise what this</p>	Cllr Equi	<p>Awaiting response from SLC.</p> <p>Sepa responded.</p>

	would be as it will vary depending upon the site and the incident itself.		
8	<p>Check with Fire Chief around mandatory requirement to consult as part of BESS application with ECU.</p> <p>Awaiting further information from <u>Paul Duncan Watch Commander</u> Scottish Fire and Rescue Service Lanarkshire Local Authority Liaison Officer Prevention, Protection and Preparedness </p>	Cllr Equi	Awaiting responses
9	<p>P/25/0068 - the road at Beechwood Lea won't be adopted by SLC until all the building has been completed. What is the expected date of adoption and are there currently any other developments in this area that might cause a further delay on the adoption?</p> <p>P/25/0068 - the road at Beechwood Lea won't be adopted by SLC until all the building has been completed. What is the expected date of adoption and are there currently any other developments in this area that might cause a further delay on the adoption?</p> <p>The Westpoint Homes development at Beechwood Lea, Thorntonhall (Road Construction Consent - CC/18/EK/009) has not yet been adopted by the Council and is the responsibility of the developer.</p> <p>The developer has been informed that there are outstanding works that must be undertaken prior to the site being placed on its maintenance period prior to adoption. At this time, we have no indication when the works will be undertaken, however, we have contacted the developer and requested an update.</p> <p>In relation to P/25/0068, our colleagues in Planning and Regulatory Services have advised the current application proposal is essentially to amend the design of the previously consented garages (P/21/1335), from one and a half to one and three quarters. The garage on plot 3 would be repositioned to the side of the built house. To accommodate this the applicant has purchased a small area of ground to the southern side of the site hence the current application site is slightly larger than the P/21/1335 site. On the basis of the above, Roads were not required to be consulted on the current application. Please note that any Roads conditions imposed on the previous consent P/21/1335 would be imposed on the current proposal.</p> <p>Although the 3 no. dwellings associated with P/21/1335 are being constructed by another developer, the responsibility of the road construction associated with Road Construction Consent - CC/18/EK/009 remains with Westpoint Homes.</p> <p>We are unaware of any further developments that may prevent the road from being adopted.</p>		
10	<p>Can you let me know who would be responsible for erecting Bus shelter at the two bus stops on either side of East Kilbride Road next to the Carmunnock bypass roundabout?</p> <p>For your information, the A727 East Kilbride Road west of its roundabout junction with Carmunnock Bypass forms part of the trunk road network which is operated and maintained by Connect Roads on behalf of Transport Scotland. We would therefore advise you to contact Transport Scotland's 24 hour Traffic Customer Care Line on 0800 028 1414.</p>		

	Alternatively, queries can be submitted by email to info@trafficScotland.org. Connect Roads can also be contacted directly by telephoning 0800 783 0379 or by completing the Connect Roads enquiry form available using this link https://connectroads.com/contact?p=contact		
11	<p>can you send me a copy of the schedule for 2024/2025 and 2025/2024 for roads/ potholes to be filled repaired please in Thorntonhall and Jackton.</p> <p>We hope to provide all local members with a copy of the 2025/26 carriageway resurfacing programme by the end of April 2025.</p>		
12.	Write to Scotrail regarding plans to improve Thorntonhall trains to twice per hour.	Christian Potter	
13.	Residents interested in joining the committee to come forward.	Residents	
14.	Residents wishing to volunteer to help Walter Hecht with hedgerow planting to come forward.	Residents	
15.	Residents with questions about the Local Place Plan to let the committee know.	Residents	

The BESS group report for the JTCC 20th March 2025:

Well unfortunately, Apatura's exhibition on 5th March did not include all the information we need. And so, we have written to Apatura requesting the following:

1) A detailed road plan (showing the roads to be used, size of vehicle and the number of anticipated journeys).

2) An emergency response plan for fire, other safety and security events.

3) An explanation of the noise model - in particular what formula has been used.

4) A ground survey due to the new excavation works.

5) Details which are required by the Fire Service,

- like type of battery,
- type of fire suppression and
- water supplies.

6) A copy of the ecological survey which was requested by South Lanarkshire Council.

This letter has been copied to all MPs, MSPs, SLC and JTCC.

A copy of the letter will be included in the minutes and IF we receive a response, that will be posted to all.

We did get our letter in before the curfew of being able to ask questions after the Exhibition. Apatura have publicly state that Scotland needs 6 GW of BESS. There is 19GW in the pipeline. When Apatura was questioned on why they needed more and more BESS, their planning officer responded in writing stating that over supply is good, as the surplus storage could be used to benefit other regions, such as the North of England.

National Planning Framework 4, a Scottish Government document, states green belt can only be built on if it is essential infrastructure and no other site is suitable.

Clearly this BESS is not essential because it is likely that it could be supplying other regions of the UK and not just Scotland.

On a slightly lighter note we were happy to see Apatura hired Walt Disney for their fly over video, there were so many trees, a forest in fact, with instant mature trees in Thorntonhall.

So, it came as no surprise, when questioned, the consultants did not know, at what age, a tree reaches maturity.

We are fully expecting the application to be passed to the ECU and the objection process to commence, within the next few weeks.

SO please be ready to object when we let you know it has gone live.

The whole Village must fight this together as we will all be greatly affected, as you know.

The Thorntonhall BESS Group has been established to help a large, and ever-growing group, of Thorntonhall and Busby residents who are far from happy with the actions of Apatura Ltd and their consultant(s) in relation to the proposed BESS at Meikle Dripps Farm.

In writing to you, we wish to complain about the lack of transparency throughout the whole 'consultation/exhibition' process and expose this behaviour to our elected officials who have been copied in on this email.

We fully expect Apatura Ltd. to respond and state that they have met and exceeded the consultation guidelines provided by the ECU (Energy Consents Unit). However, after the third and most recent exhibition/ consultation, important information remains elusive, and we question why this is the case.

We understand Apatura Ltd intends to re-submit their application shortly. If this is truly the case, why then are there still key gaps in the information being provided. The most recent event was a slick 'dog & pony show', but did not, once again, address residents' concerns. Specifically, we would raise the following examples of:

1. KEY MISSING INFORMATION:

- 1.1 No decision regarding the type of fire suppression to be used, plus no liaison with the Fire Service.
- 1.2 No decision regarding the type of battery to be deployed and hence no associated MTBFs (Mean Time Between Failures) available. Battery type needs to be known by the Fire Service because it affects thermal runaway and vapour cloud formation in an emergency.
- 1.3 No road traffic plan available. The normal expectation being numbers of vehicle journeys, type of vehicle, and routes to be followed. Of particular concern are abnormal loads (we would argue, given the roads in our areas all large vehicles should be considered abnormal).
- 1.4 The noise model formula was specifically requested, and no information has been forwarded.
- 1.5 No ecological survey was divulged and this had been requested by South Lanarkshire Council at the screening request.

2. ISSUES AND CONCERNs:

2.1 There are no Scottish or British standards for BESS. In particular, there are no standards for BESS fire suppression systems. Neither are there standards for BESS battery enclosures. ISO (International Organisation for Standardisation) does not cover the risks involved. There are, however, national fire guidelines and these should be followed (National Fire Chiefs Council/NFCC). However, Apatura's plan is not adhering to these guidelines (not specifying fire suppression system, battery type, not planning fire hydrants and not having two opposite access points).

2.2 Meikle Dripps BESS fully charged and at normal load would only support the grid for a period of 2 hours for 328,500 homes. This raises significant concerns regarding the value of such an installation.

2.3 The eventual, but unknown method of Fire Suppression Systems, 'should' extinguish a Fire in 3 secs, however, if this is not successful the battery fire would be allowed to burn itself out. It was stated it takes 11 hours typically for a battery fire to go out.

2.4 In the situation where a Battery fire is left to burn itself out, water is available on site (240KL) for the Scottish Fire Service to use for boundary cooling and stave off further fires. The water on-site would last two hours. Assuming another 9 hours of cooling water is required for a Battery to self-extinguish, an unfeasible number of fire tenders from the surrounding areas would be required to maintain boundary cooling. Other than the water storage areas, there are no other emergency water supplies and no fire hydrants which are recommended in national fire guidelines (NFCC).

2.5 Non-hermetically sealed containers will be used, i.e. have vents etc. This is inconsistent with a robust and reliable Fire Suppression system lasting circa 3 secs. This is clearly a cost saving by Apatura Ltd and other BESS contractors. Water on a Battery Fire will release Toxic gases. This obviously creates the possibility of a Toxic plume.

2.6 The Core Path will, at the access point to the site, be replaced by a road surface capable of conveying vehicles up to 26 Tons. (Apart from this environmental degradation, safety is the main concern.) This road will join two field gate entrances to the site. There will therefore only be one

access road to the site from the metalled road surface (Waterfoot Road) where national guidance requires two separate access points to account for opposite wind direction (NFCC).

2.7 The BESS would generate a 75 to 100DB noise source which will apparently be negated fully by the lowering of the site level and the addition of an earth bund. We seriously doubt this and have asked for a copy of the noise model, to date, a response, in any form, has not been received. Noise modelling has effectively been done in still air which is not representative of our West of Scotland weather.

2.8 Excavating the site (as per 2.7) has implications for the geology which requires a survey to check for rock formations (adjacent historic quarry) and for the water table. Preventative measures are required to prevent contaminated run-off going to surrounding areas, especially the Thorntonhall burn running into the River Cart and the River Clyde. The SUDS (Sustainable Drainage System) pond should be edged by bunds as per NFCC guidelines.

2.9 The intended route for access to the site is through the village of Thorntonhall via the A727, not as previously shown on Apatura's website which accessed Peel Road via Redwood Drive and the Glasgow South Orbital Road A726 to Waterfoot and then up Waterfoot Road. This momentary sharing of a proposed transport route demonstrates that there is a transport plan but Apatura is not prepared to consult on it.

2.10 Large vehicle movements on Peel Road and Waterfoot Road are considered by Apatura to be 'normal vehicles', i.e. not Abnormal. We would point out it is difficult in many parts of these roads for two average sized cars to pass each other, let alone vehicles carrying loads of up to 26 Tons.

3. REQUEST FOR FURTHER INFORMATION FROM APATURA

Before Apatura make their next application to the ECU, we would ask that the following is provided to residents via the Thorntonhall BESS Group:

3.1 A detailed road traffic plan, including a map of planned routes for each type of vehicle, plus a table of figures showing anticipated two-way monthly vehicle trips. Include the definition (size) and route for abnormal loads.

3.2 A copy of the noise model formula should be provided and explained.

3.3 A Geological Survey to reveal the practicalities of excavation (explosives possibly required for rock removal) and showing the proximity of the water table and plan to avoid polluting run-off in an emergency.

3.4 Advise on the type of battery being used along with the number of batteries installed. Provide the Battery MTBF and the combined Battery MTBF ignoring other parts of the BESS installation.

3.5 Advise the Fire Suppression system and justification for the probability of battery fire extinction in the 3 second period.

3.6 Number of Fire Tenders required to support the 9 hours after available on-site water is used. What flow rate of Water is assumed during this period 1900L/ min?

3.7 Confirmation that Waterfoot Road and Peel Road along with associated bridges and roundabouts etc. can cope with significant amounts of 26 Ton vehicles, i.e. similar to the new road being proposed for the BESS site.

3.8 The Ecological Survey requested by South Lanarkshire Council.

IN CONCLUSION

It is imperative that Apatura Ltd provides comprehensive and transparent information regarding the proposed BESS installation and its impact on the surrounding community. The residents have raised valid concerns about fire safety, the adequacy of noise suppression measures, the transport plan including the feasibility of large vehicle movements on narrow roads, and the lack of established standards for BESS safety protocols. Furthermore, the potential environmental impact, including the stability of the water table and the local ecology, demands thorough investigation.

We look forward to your detailed response ahead of any application submission.

For and on behalf of Thorntonhall BESS Group.

Dear Apatura,

Further to our letter of Sunday 16th March 2025, we have a supplementary question (prompted by a Fire Expert):

We are asking you to please provide an Emergency Response Plan for the proposed BESS at Meikle Dripps Farm.

This is a requirement in the national guidelines from both the Fire Chiefs (NFCC, 2022) and in the UK Government guidance (18 April 2024) Health and Safety in grid scale electrical energy storage systems (section 3.5).

In particular, the Government advice states that there should be a complete assessment of risks and impacts, both of the facility and the surrounding environment. This involves a full consideration of risks including but not limited to, accidental or intentional damage and therefore thermal runaway and how this credible worst case can be mitigated. It is also stated in the government guidance, that the Fire Service should be consulted primarily in the design and planning stage to understand emergency response requirements.

We look forward to your responses from both our requests.

Thorntonhall BESS Group