

**TITLE:** Prestwick Strategic Drainage Project: Stakeholder Meeting

**LOCATION:** Microsoft Teams Meeting (due to Covid-19 Pandemic)

**DATE:** Friday 19<sup>th</sup> Feb 2021



# Notes of Meeting

## Present:

John Scott (JS)	MSP for Ayr (Meeting Chair)
Dr Philippa Whitford (PW)	MP for Central Ayrshire
Helen Moonie (HM)	Provost – South Ayrshire Council
Ian Cochrane (IC)	Councillor – South Ayrshire Council
Hugh Hunter (HH)	Councillor – South Ayrshire Council
Derek Hart (DH)	Prestwick North Community Council
John Park (JP)	Prestwick South Community Council
Sid Brierley (SB)	P-RAAF
Elizabeth Mackenzie (EM)	Philippa Whitford Constituency Support
Isabel Williamson (IW)	Philippa Whitford Constituency Support
Kevin Braidwood (KB)	Ayrshire Roads Alliance
Scott Greig (SG)	Ayrshire Roads Alliance & SAC Flood Risk
Julie Nicol (JN)	Service Lead Planning and Building Standards
Neil Beveridge (NB)	Scottish Water Value & Benefits Team
Kieran Downey (KD)	Scottish Water Flooding Manager
Bill Elliot (BE)	Scottish Water Stakeholder Manager
Grant Vanson (GV)	Scottish Water Flood Risk Management Team Lead
Arshid Karim (AK)	Scottish Water Catchment Planner
Martin Hagen (MH)	Scottish Water Intervention Manager
Kris Elder (KE)	ARC Hydraulic Modeller
Fraser May (FM)	ARC Design Lead
Kenny Falconer (KF)	ARC Design Engineer

## ACTION LOG:

Item	Action	Owner
1	Provide current Planning Department position on implementing green infrastructure and if there are any mechanisms to restrict creation of impermeable surfaces in areas such as driveways.	Julie Nicol
2	Provide response on potential funding for solution and whether current Scottish Water cash at bank noted in public accounts could be utilised	Kieran Downey

Item	Action	Owner
	for Prestwick.	
3	Confirm if flooding at Adamton Road will be reduced by proposed solution.	Fraser May
4	Next Meeting of Stakeholder Group to be arranged for May/June 2021.	Bill Elliot

### Introduction

JS welcomed everyone to the meeting and thanked PW for chairing the previous meeting. He introduced Julie Nicol the Service Lead for Planning and Building Standards who was attending for the first time.

PW proposed the minutes from the previous meeting as a fair reflection of the discussions and this was seconded by JS.

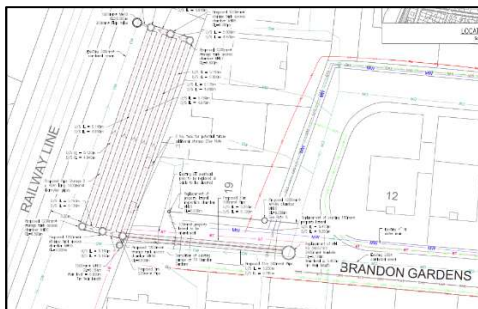
### Update on Actions from previous meeting

MH provided an update on action from previous meeting. This is summarised below:

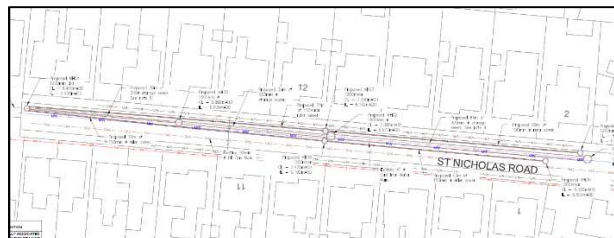
Item	Action	Owner	Update
1	Next Meeting of Stakeholder Group to be arranged for January 2020. 2No meetings to be considered if longer than 2.5hours required.	Bill Elliot	Complete. Meeting arranged for 19th Feb 2021.

### Update on Mitigations

MH provided a brief update on construction work which commenced January 2021 to install permanent storage in Brandon Gardens and upsize sewer in St Nicholas Road. Currently forecast to be completed early summer 2021.



Storage in Brandon Gardens



Upsize sewer in St Nicholas Road

Temporary Mitigations in the form of speed tables and temporary storage area have been in place since last July and there have been no reports of flooding in Brandon Gardens which suggest they may be helping to provide some reduction in flooding.

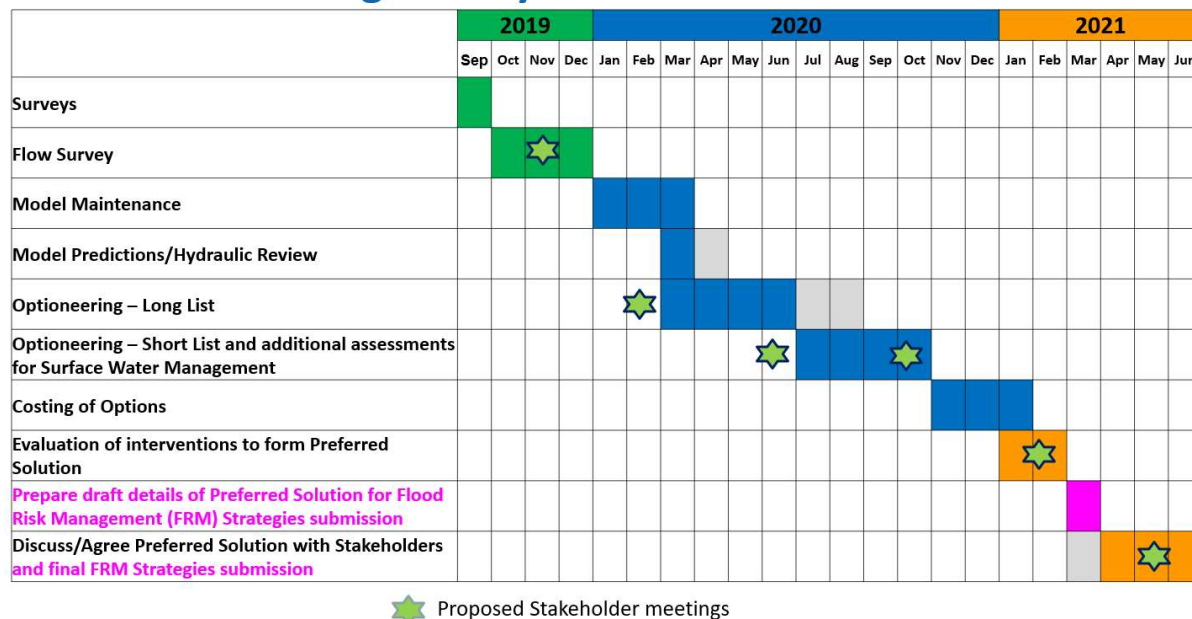
Scottish Water together with ARC are progressing the design of surface water removal measures in St Ninian's Park with the hope that this can be progressed to site as early as possible.

Scottish Water have engaged Trinity McQueen to engage community stakeholders across Prestwick to help inform solutions for future flooding particularly the use of blue/green infrastructure. Stakeholders may have received communication regarding this. BE noted that currently around six people have expressed an interest in this. BE noted there is a time commitment involved with this and if anyone is interested to let him know by Tuesday 23<sup>rd</sup> February.

## Project Timeline

MH provided an update on the project timeline. Since last meeting in October the solution has been developed further and costing undertaken. Costing has taken longer than originally anticipated resulting in this meeting taking place in mid February rather than January. Additional item has been added into the timeline to reflect the ongoing work to put together a package of information to feed into the national Flood Risk Management Strategies. The next meeting now forecast in May/June but this will provide benefit as will allow outputs from the Prestwick Strategic Study to be included in the national Flood Risk Management Strategies.

## Prestwick Strategic Study Current Timeline



## The Existing Network

FM provided a recap on the existing sewer network.

### Flood Zones

Zone	Description
A	West of railway
B	East of railway (north)
C	East of railway (south)
	Other areas



## **Pow Burn Clusters**

FM provided an overview of flooding solutions being developed for flooding clusters in the Pow Burn sewer catchment. These clusters are all independent of the main solution in the Esplanade catchment but all form part of the strategy for Prestwick.

**Boydfield Avenue** – Options are to construct new sewer along the road to increase capacity. This would involve approximately 400m of 300 and 450mm diameter pipework. Introducing surface water management measures could reduce this to 230m of 375mm diameter pipework.

**Carnell Crescent** – Options are to reduce surface water getting into the combined sewer and either construct new storage on combined sewer or pass forward flows to a part of the network with more capacity.

**MacIntyre Road** – Option to slow down surface water by constructing above ground storage around Monkton Court. This would be in the form a shallow landscaped depression in a grassed area to attenuate surface water.

HM asked about ground water and whether that would impact on solutions. HH endorsed comment on water table and that there had previously been complaints about high water table in the area of Boydfield Avenue. FM noted that ground water would be taken into account during the detailed design of any solutions.

HM also noted that Monkton Court was constructed on site of old railway and there are also understood to be old mine workings. FM noted this information will be useful for the detailed design.

SB noted that a continued increase in households forming hard impermeable surfaces in their driveways was leading to an increase in storm water in the combined sewer. SB noted there were two properties in the last week around Brandon Gardens that were installing hard driveway surfaces. SB suggested the council should be looking to restrict continued paving of driveways.

KD asked about the paved areas around Carnell Crescent contributing storm water into the combined sewer and whether we can remove this. IC noted that around Crosbie Terrace there is a large amount of tarmac that could potentially be removed. FM noted that it would not be possible to remove completely because there is no alternative place to take the flow but attenuating storm water would form a part of the solution.

HM noted that a collective solution from all agencies would be required to manage flooding and allow for future development. HM noted there is Ayrshire Growth Deal Funding for future developments. SG noted that Ayrshire Growth Deal Funding is for the work at Prestwick Airport where there are significant opportunities to attenuate surface water from runways, terminal building and industrial units. These currently drain to the burn.

HM noted opportunity for surface water management to improve open spaces and increase the number of trees across the town.

HM asked if the Planning Department could provide an update on what Planning Controls are available to help with the management of surface water. JN will investigate the current Planning Department position on implementing green infrastructure and if there are any mechanisms to restrict creation of impermeable surfaces in areas such as driveways.

## **Strategic Solution - Hydraulically linked elements**

MH provided a recap on the process to date in forming the Strategic Solution: Longlist agreed February 2020; Shortlist agreed June 2020; update provided October 2020.

KE provided details of the hydraulically linked items developed for the Strategic Solution. These are



the items that are hydraulically dependent on each other and need some items to be constructed in a specific order.

**Pass-forward and storage on Esplanade** – Looking to address flooding on Marina Road, Ailsa Street and Park Avenue. 2No 1200mm diameter storage pipes at 85m long. Additional pipework on Marina Road (85m of 400mm diameter), Burgh Road (100m of 825mm diameter), Ailsa Street (30m of 225mm diameter) & Park Avenue (15m of 150mm diameter). Estimated Cost £3.4m.

## Orange – Pass-forward and storage on Esplanade

2 x New storage sewers on Promenade

Additional pipework on Marina Road, Burgh Road, Ailsa Street & Park Avenue

Estimated Cost: £3.4m



**Pass forward from Zone B to Zone A** – Looking to address flooding on Main Street, Midton Road and the lane that runs to the rear of properties on Midton Road. Additional Sewer on Kyle Street (300mm to 900mm diameter), Allanvale Road & Burgh Road (675mm diameter). Upsized replacement sewer on Midton Road and Bridge Street (750mm to 1200mm diameter), Kyle Street Lane (225mm diameter). Estimated Cost £1.6m.

## Red – Pass forward from Zone B to Zone A

Additional Sewer on Kyle Street, Allanvale Road & Burgh Road

Upsized replacement sewer on Midton Road, Kyle Street Lane & Bridge Street

Estimated Cost: £1.6m



**Pass Forward from Zone C to Zone A** - Looking to address flooding on Grangemuir Road, Ayr Road and all the side street between Ayr Road and the railway line. Replace one of the existing sewers in Ayr Road with a new sewer (300mm to 450mm diameter). New sewer on Grangemuir Road (400mm to 700mm diameter). Downstream end of sewer alongside the railway increased to 300mm diameter and diverted into the Southpark Avenue sewer. Kerb drainage on both sides of Ayr Road with a small detention basin in grassed area at Ayr Road/Grangemuir Road before connection to existing surface water network which discharges to the sea. Estimated Cost £3.9m.

## Pink – Pass Forward from Zone C to Zone A

Upsized replacement  
sewer on Ayr Road &  
Grangemuir Road

Amendment to sewer  
configuration alongside  
Railway line

New Sewer from  
Grangemuir Road to  
Esplanade Storage

Kerb drainage on Ayr  
Road

**Estimated Cost: £3.9m**



KE summarised by noting that storage on Esplanade has to be constructed first to create capacity before any flow can be passed forward from either Zone B or Zone C. KE noted aim for the meeting is to get feedback from all Stakeholders on priorities which would help in sequencing the interventions.

JS asked about funding for the solution. KD replied that Scottish Water work would be funded from their investment programme and it would likely be spread over a number of investment periods. Scottish Water are funded by customer charging which is determined by the Water Industry Commission for Scotland.

SB suggested that the work should be funded immediately from cash in the bank that Scottish Water have detailed in public accounts. KD does not have information on cash in the bank but would look into the funding and get a response in due course.

GV noted that Scottish Water are working together with South Ayrshire Council with a view to identifying any potential funding opportunities. SG noted the main source for South Ayrshire Council to get funding for the reduction of flood risk is from the Scottish Government through the processes detailed in the Flood Risk Management (SCOTLAND) Act 2009. However the funding available is prioritised on a national basis. The prioritisation process, as it currently stands, tends to favour major river flooding protection schemes where there are large numbers of properties at risk of flooding.

GV asked if there is potential to tap into any other traditionally "non flooding" types of funding from South Ayrshire Council such as place-making, active travel, development etc. SG noted this could be a possibility once the options were detailed further.

IC noted that there were some active travel measures proposed for Ayr Road but these are not



currently being progressed due to the disruption that it would cause to this main arterial route. PW suggested that active travel should be considered going forward and that it could provide opportunity to use permeable surfaces as well as providing benefits including reduced traffic.

KB noted that Ayrshire Roads Alliance would fully engage with Scottish Water around any measures in the roads.

SB noted that ARC and Scottish Water had done a good job in developing solution. SB also noted that some of the infrastructure in Prestwick is around 100years old and believes investment in infrastructure is required.

JS noted there was cross party support for the proposals.

### **Strategic Solution - Hydraulically independent elements**

After a break FM talked through elements of the Preferred Solution that are not hydraulically linked and could be progressed independently of each other. FM noted that all the hydraulically independent interventions would be required together with the hydraulically linked interventions to provide the desired flooding protection.

**Inhibiting surface water in St Ninian's Park (roof and road)** - Removing/slowing down surface water from large roofs in St Ninian's Park and taking to attenuation basins. Removing/slowing down surface water from car parking using permeable paving and below ground storage. Estimated Cost £430k.

**Transfer to Pow Burn catchment from Main Street** – New sewer in Salisbury Place and Ladykirk Road to take flows away from Main Street sewer towards sewer in Caerlaverock Road. Estimated Cost £400k.

**Inhibiting surface water at Main Street and Midton Road** – Permeable paving and storage suggested below existing parking spaces. Rain Gardens suggested for open areas on existing wider pavements. Estimated Cost £3.4m.

**Inhibiting surface water upstream of Grangemuir Road** – Permeable paving and storage suggested below existing parking spaces. Rain Gardens suggested for open areas on existing wider pavements and grassed areas such as on Kingscroft Road. Estimated Cost £1.2m.

**Transfer to Pow Burn catchment from Mansfield Rd and inhibiting surface water upstream** - New sewer across St Ninian's Park to take foul flows from the Adamton Terrace area to a sewer in the Pow Burn catchment with spare capacity. Permeable paving and storage suggested below existing parking spaces in upstream catchment. Rain Gardens suggested for open areas on existing wider pavements in upstream catchment. Estimated Cost £4.3m.

**Slowing surface water around Marina Rd and Seabank Rd** - Permeable paving and storage suggested below existing parking spaces. Rain Gardens suggested for open areas on existing wider pavements. Estimated Cost £1.6m.

Attenuating rain gardens



Rain gardens plus some tree pits



Permeable paving beneath parking



Attenuating rain gardens



JS noted that parking on Main Street was important to residents in the town and any changes to parking would be considered a sensitive issue.

DH noted there is proposed development around the Police Station in Main Street and this may provide an opportunity to install permeable paving and kerb drainage.

SB noted the water table in the town can be high and he understands the work ongoing around Brandon Gardens/St Nicholas Road encountered the water table a short distance below ground level.

FM noted that water table would be taken into account when designing surface water measures and if necessary plastic sheeting/impermeable membrane would be incorporated into the design. HH queried where water would go if plastic sheeting prevented it from soaking away below permeable paving. SG noted attenuation and slow release back into the combined sewer should still be an option rather than full infiltration. FM noted that if plastic sheeting/impermeable membrane was necessary then an outlet from any surface water management measures would be provided to either the combined sewer or any available surface water connection. These measures would still attenuate flows, even if they needed to be returned to the combined sewer at a low rate.

KB noted that porous paving will place an additional revenue burden on Ayrshire Roads Alliance. This would need to be taken into account for future revenue budgeting to ensure maintenance schedules are adhered to.

### Priority and sequencing of interventions

NB introduced the prioritisation and sequencing of the hydraulically linked interventions that form the preferred solution. The aim is to get feedback from all Stakeholders on priorities which would help in sequencing the interventions in Zones A, B and C. NB talked through the assessment criteria to help differentiate the three zones. The criteria are:

- Areas affected by the worst-case flooding
- Chance of property boundary flooding each year
- Overall impact of flooding on community

Each criteria was scored 1 to 5 on the current situation where 1 is the least impact and 5 is the highest impact. The 'Areas affected by the worst-case flooding' column and the 'Chance of property boundary flooding each year' were pre-populated by ARC based on customer reports and the hydraulic model. These are shown in Table 1.

JS and IC noted they were happy with the pre-populated scores.

HH noted he was generally supportive of the pre-populated scores but queried whether Zone A would miss out on any mitigations if it had a low score. HH was conscious that people in Zone A would want mitigations to the flooding. IC pointed out the Esplanade storage tank has to be



constructed first and would be located in Zone A. IC and PW both queried whether the Esplanade storage tank would benefit Zone A once constructed. FM confirmed it would provide benefit against flooding. PW noted that it would be good to communicate this and highlight the benefit when explaining to the public.

HM noted she was happy with the pre-populated scores. HM felt that properties affected by internal flooding should be prioritised and queried whether the preferred solution would address flooding in Adamton Road which she raised in previous meetings. SB also asked that flooding in Adamton Road be considered. FM noted that preferred solution addresses flooding around Adamton Terrace and will check and confirm if this will reduce flooding at Adamton Road also.

SG thinks that maximum reduction in internal property flood risk for spend should be the priority.

SB suggested the score for Zone A in column 'Areas affected by the worst-case flooding' should be changed from 1 to 3. HM did not think the score should be changed.

PW noted that there was going to be public engagement for the pilot study by Trinity McQueen and asked if there would be any benefit in using this to get public input to the prioritisation. KD noted that the work by Trinity McQueen was to get engagement on blue/green infrastructure and not intended to prioritise the strategic solution.

NB noted the scoring is relative and is intended to help give an indication of how to sequence the intervention. NB also noted the intention is to use this scoring to give everyone in the town the best flooding benefit.

JS thinks the Stakeholder Group should be able to give a prioritisation today and this does not mean there would not be public consultation later. JS thinks flooding under railway bridge at Grangemuir Road is a big priority as it can block access for emergency services. JS suggested that Zone C is the highest priority followed by Zone B then Zone A.

DH noted that Zone A has no internal flooding and thinks it would be lower priority. DH thinks public consultation at this time would result in delay and that PRAFF together with the Community Councils having been fighting for action and therefore provide the relevant community input. DH suggested that Zone C is the highest priority followed by Zone B then Zone A.

HH agreed with Zone C, B, A. HH suggested that the scores are not published and that instead a timetable is prepared for each stage being started and completed.

IC noted that as Zone A is dealt with during initial works, the point of contention is really Zones B and C. IC suggested Zone C is impacted most by flooding.

After discussion there was consensus from attendees that Zone C is the highest priority followed by Zone B then Zone A. This was recorded in the meeting chat box. Scoring in 'Impact of flooding on community' was added to reflect this as shown in Table 1.

	Areas effected by worst-case flooding	Score	Chance of property boundary flooding in a year	Score	Impact of flooding on community	Total score
<b>Zone A</b> Seabank Road Marina Road	Small number of external, couple of roads	1	50%	2	3	6
<b>Zone B</b> Main Street Midton Road Kyle Street	Some internal, a few external and multiple roads	4	> 90%	5	4	13
<b>Zone C</b> Ayr Road Brandon Gardens St Nicholas Road Carrick Place Grangemuir Road Mansfield Road	Some internal, multiple external and multiple roads	5	> 90%	5	5	15

Table 1 – Prioritisation

### Conclusion and Action Planning

- **Post Meeting Note:** Due to time constraints at the meeting the actions were not formally noted. Actions were however raised during the meeting discussion and these have been recorded below and in the meeting actions.
- JN to provide current Planning Department position on implementing green infrastructure and if there are any mechanisms to restrict creation of impermeable surfaces in areas such as driveways.
- KD to provide response on potential funding for solution and whether current Scottish Water cash at bank noted in public accounts could be utilised for Prestwick.
- FM to confirm if flooding at Adamton Road will be reduced by proposed solution.
- Next Meeting of Stakeholder Group to be arranged for May/June 2021.
- JS and PW noted it was good to see the progress made as a group over the last couple of years. IC noted thanks for all the work undertaken to date. HH also noted thanks and hoped the work would continue to progress as expectations have been raised.
- JS brought the meeting to a close and thanked everyone for attending.