

**Highland-wide Local Development Plan - Main Issues Report
Consultation Summary and Actions Sheet**

Reference Number:	HWLDP-MIR-215
Organisation/Individual:	Ken Nicol

Action:

Immediate Response Required	
Meeting required with Respondent	
Issue for Area Local Development Plan	
Further Information Required	
Other (Please Specify)	

If no box ticked - issues raised will be dealt with in preparation of the Proposed Plan.

Issues Raised in Response:

Purpose of Main Issues Report	
NPF2 for Scotland	
Vision for the Highlands	
Inverness and A96	
The A96 Corridor	
Phasing of Development	
Developer Contributions	
East Inverness	
Nairn	
Tornagrain	
Smaller Settlements in A96	
Caithness and North Sutherland	x
Easter Ross and Nigg	
Development of Local Centres	x
Wider Countryside and Fragile Areas	x
Population and Housing	x
Housing in the Countryside	
Affordable Housing	
Planning for an Ageing Population	x
Gypsies/Travellers	
Retailing	
Developer Contributions	
Natural, Built and Cultural Heritage	x

Previously used Land	
Wild Land	
Water Environment	
Renewable Energy	
Flooding	
Waste Management	
Air Quality	
Sustainable Design	
Business and Industrial Land	
Accessibility and Transport	x
Agricultural Land	
Subdivision of Existing Crofts	
Allocation of Inbye Land	
New Crofting Township	
Small Scale New Crofts	
Coastal Development	x
Forestry and Woodland	
Minerals	
Open Space and Physical Activity	
Access to the Outdoors	x
Comments on Consultation Process (+ve)	
Comments on Consultation Process (-ve)	

Key:

Background	Spatial Strategy	Policy Options	Consultation
------------	------------------	----------------	--------------

Notes:

Road infrastructure needs to be improved to address marine energy potential Caithness
 Marine energy should be looked at in tandem with development of other industries in Caithness
 Land for housing in Caithness is reliant on jobs
 Employment deficit only exists in towns and villages of Caithness, not whole area
 Reduce on shore windfarms and support marine renewables
 Renewable energy developments should not restrict access to the outdoors

Action Sheet Completed by:	SH
Date:	10/12/09

Simon Hindson

Sent: 08 November 2009 18:11
 Subject: Fields from form

Submit	Submit	
q01a_agree_with_preferredoption		yes
q01a_comments		
q01b_comments		
q01c_comments		
q02a_agree_with_preferredoption		yes
q02a_comments		
q02b_comments		
q02c_comments		
q03a_agree_with_preferredoption		yes
q03a_comments		
q03b_comments		
q03c_comments		
q04a_comments	No comment as do not live in area	
q04b_comments		
q04c_comments		
q05a_comments	No Comment as do not live in the area	
q05b_comments		
q05c_comments		
q06_comments	No Comment	
q07_comments	No Comment	
q08_agree_with_preferredoption		yes
q08_comments	Transport infrastructure in Caithness:	

Major work is being undertaken to develop the Pentland Firth for the production of tidal energy. As part of these developments, Scrabster Harbour is seen as being a key component. However, to allow Scrabster to play this important role, other improvements to local infrastructure is required. The main one being overlooked at present is the construction of a

Thurso By Pass. This by pass is outlined in the Caithness Local Plan. Building a Thurso by pass and connecting to the A9 South of Thurso, the overall distance is about 5km and could cost in the region of £10-15M Based on the cost of the Phase 2 work at the Ord of Caithness, completed in 2008 at a cost of approximately £5.5M for 2km of road. The Caithness Local Plan Caithness Local Plan adopted 2002 states "A route for a western distributor road has been identified linking the A836 in the north and the B874 in the south. The distributor road will serve the western expansion area as shown in the Framework Plan. However, the road will be designed to be capable of extension, and upgrading if necessary, in order to allow for the provision of a Thurso by-pass. Preliminary investigations suggest a by-pass route starting from the southern approach of the A9 and heading west across the river from opposite the entrance to Stainland Farm towards the south side of the Dunbar Hospital. Here it would meet the western distributor road and pass over the Moors on the town side of the golf course to the east side of the business park. Finally the by-pass will extend northwards from the A836 road to Scrabster." The proposed outline is shown in the the Local Plan for Thurso The benefits for the development of the Pentland Firth project include.

Other Industry

Whilst the Pentland Firth is seen as a huge potential for the area, the Highland Council and HIE must also continue to look to attract other industry into Caithness & North Sutherland.

As part of this all infrastructure (schools, recreational, transport etc) must be looked at to make the area attractive. This might also assist in keeping young people in the area.

Improved access to Scrabster Harbour (and the proposed industrial estate) for developers working the in the Pentland Firth. This would reduce the need for materials to be transported through the congested and narrow streets of Thurso.

Improved access from already established fabrication and testing facilities at Janetstown to Scrabster

Allow materials to potentially be transported by rail to Caithness and then transported easily by road to Scrabster from a freight depot/terminal

Allow the business and industrial parks around Thurso to develop to support the regeneration of the area.

q09_comments No comment.

q10_agree_with_preferredoption yes

q10_comments Could some of Highland Council Services be placed in

Could some of Highland Council Corporate services be headquartered in the Sub regional centre to assist with regeneration.

q11_agree_with_preferredoption no

q11_comments Caithness marked as employment deficit area on map. Most of the area marked is moorland / countryside. Deficit is only in town and villages. Poor map.

q12a_agree_with_preferredoption yes

q12a_comments Land for housing for Caithness depends on new industry / business being attracted to the area. If this fails then unlikely to need housing.

q12b_comments

q12c_comments

q13a_agree_with_preferredoption yes

q13a_comments Are the statements for Caithness correct?

The issue here appears to be a very poor plan to allowing housing developments.

Housing appears to spring up on any land with consistent approach or infrastructure (roads) to support.

q13b_comments

q13c_comments

q14a_agree_with_preferredoption yes

q14a_comments

q14b_comments

q14c_comments

q15a_agree_with_preferredoption yes

q15a_comments Ensure that there is good infrastructure (transportation) for this population to allow them to travel easily to shopping areas, healthcare etc.

q15b_comments

q15c_comments

q16a_agree_with_preferredoption yes

q16a_comments

q16b_comments

q16c_comments

q17a_agree_with_preferredoption yes

q17a_comments

q17b_comments

q17c_comments

q18a_agree_with_preferredoption yes

q18a_comments

q18b_comments

q18c_comments

q19a_agree_with_preferredoption yes

q19a_comments Care needs to be taken on the effect of marine renewable developments on important natural heritage sites.

q19b_comments

q19c_comments

q20a_agree_with_preferredoption yes

q20a_comments

q20b_comments

q20c_comments

q21a_agree_with_preferredoption yes

q21a_comments Transport infrastructure in Caithness:

Major work is being undertaken to develop the Pentland Firth for the production of tidal energy. As part of these developments, Scrabster Harbour is seen as being a key component. However, to allow Scrabster to play this important role, other improvements to local infrastructure is required. The main one being overlooked at present is the construction of a

Thurso By Pass. This by pass is outlined in the Caithness Local Plan.

Building a Thurso by pass and connecting to the A9 South of Thurso, the overall distance is about 5km and could cost in the region of Â£10-15M Based on the cost of the Phase 2 work at the Ord of Caithness, completed in 2008 at a cost of approximately Â£5.5M for 2km of road. The Caithness Local Plan Caithness Local Plan adopted 2002 states "A route for a western distributor road has been identified linking the A836 in the north and the B874 in the south. The distributor road will serve the western expansion area as shown in the Framework Plan. However, the road will be designed to be capable of extension, and upgrading if necessary, in order to allow for the provision of a Thurso by-pass. Preliminary investigations suggest a by-

pass route starting from the southern approach of the A9 and heading west across the river from opposite the entrance to Stainland Farm towards the south side of the Dunbar Hospital. Here it would meet the western distributor road and pass over the Moors on the town-side of the golf course to the east side of the business park. Finally the by-pass will extend northwards from the A836 road to Scrabster. The proposed outline is shown in the diagram below. The benefits for the development of the Pentland Firth project include

Improved access to Scrabster Harbour (and the proposed industrial estate) for developers working in the Pentland Firth. This would reduce the need for materials to be transported through the congested and narrow streets of Thurso.

Improved access from already established fabrication and testing facilities at Janetstown to Scrabster

Allow materials to potentially be transported by rail to Caithness and then transported easily by road to Scrabster from a freight depot/terminal

Allow the business and industrial parks around Thurso to develop to support the regeneration of the area.

Very important

q21b_comments

q21c_comments

q22a_agree_with_preferredoption yes

q22a_comments

q22b_comments

q22c_comments

q23a_agree_with_preferredoption no

q23a_comments Reduce wind developments in favour of developing marine (marine can meet Scotlands needs). Look a local wind developments closer to new business developments to meet their needs eg at Schools, Swimming pools, THC offices etc).

q23b_agree_with_alternative yes

q23b_comments

q23c_comments

q24a_agree_with_preferredoption yes

q24a_comments THC council should also look at their actions which cause local flooding eg on roads by not having suitable drainage.

q24b_comments

q24c_comments

q25a_agree_with_preferredoption yes

q25a_comments

q25b_comments

q25c_comments

q26a_agree_with_preferredoption yes

q26a_comments

q26b_comments

q27a_agree_with_preferredoption yes

q27a_comments

q27b_comments

q281a_comments

q281b_comments

q281c_comments

q28a_agree_with_preferredoption yes

q28a_comments Caithness: Proposals which lead to sustainable employment in Caithness - post Dounreay closure should be welcomed. Not just renewables. Otherwise all our "eggs" are in one basket.

q28b_agree_with_alternative yes

q28b_comments Caithness: Thurso By Pass

Major work is being undertaken to develop the Pentland Firth for the production of tidal energy. As part of these developments, Scrabster Harbour is seen as being a key component. However, to allow Scrabster to play this important role, other improvements to local infrastructure is required. The main one being overlooked at present is the construction of a

Thurso By Pass. This by pass is outlined in the Caithness Local Plan.

Building a Thurso by pass and connecting to the A9 South of Thurso, the overall distance is about 5km and could cost in the region of £10-15M Based on the cost of the Phase 2 work at the Ord of Caithness, completed in 2008 at a cost of approximately £25.5M for 2km of road. The Caithness Local Plan Caithness Local Plan adopted 2002 states "A route for a western distributor road has been identified linking the A836 in the north and the B874 in the south. The distributor road will serve the western expansion area as shown in the Framework Plan. However, the road will be designed to be capable of extension, and upgrading if necessary, in order to

[REDACTED]
[REDACTED]
qz1_name Ken Nicol
qz2_address Downton Cottage
Crescent Street
HALKIRK
qz3_postcode KW12 6XN
qz4_phone [REDACTED]
qz5_email [REDACTED]
zemailformto [REDACTED]