

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

Reference Number:	HWLDP-MIR-170
Organisation/Individual:	Cromarty Firth Port Authority (Capt. Ken Gray)

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	
Easter Ross and Nigg	x
Development of Local Centres	
Wider Countryside and Fragile Areas	
Population and Housing	
Housing in the Countryside	
Affordable Housing	
Planning for an Ageing Population	
Gypsies/Travellers	
Retailing	
Developer Contributions	
Natural, Built and Cultural Heritage	

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	
Forestry and Woodland	
Minerals	
Open Space and Physical Activity	
Access to the Outdoors	
Comments on Consultation Process (+ve)	
Comments on Consultation Process (-ve)	

Key:

Background	Spatial Strategy	Policy Options	Consultation
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Notes:

Concern over omissions in relation to the Cromarty Firth – concern that MIR only focuses on the Nigg yard. Development of harbour at Scrabster Harbour could lead to displacement from Cromarty Firth sub-sea. and renewable business
Also comments regarding transport

Action Sheet Completed by:	GW
Date:	09/12/09

Dawn Sutherland

From: Malcolm MacLeod - Planning
Sent: 08 November 2009 16:42
To: Dawn Sutherland
Subject: FW: Consultation - Highland Wide Local Development Plan

Please acknowledge
Malcolm

Malcolm Macleod
Development Plans Manager
The Highland Council
Planning & Development Service
Glenurquhart Road
Inverness
IV3 5NX

Keep up to date with the work on the Highland wide Local Development Plan by visiting our blog at www.hwldp.blogspot.com

-----Original Message-----

From: Elaine Ball
Sent: 06 November 2009 16:24
To: Malcolm MacLeod - Planning
Subject: FW: Consultation - Highland Wide Local Development Plan

Malcolm

For action as necessary.

Thanks

Elaine

-----Original Message-----

From: Jane McIntosh [mailto: [REDACTED]]
Sent: 06 November 2009 16:14
To: Elaine Ball
Cc: [REDACTED]
Subject: Consultation - Highland Wide Local Development Plan

Elaine

As mentioned on the phone, please find attached our response to Stuart Black in respect of the Highland Wide Local Development Plan. Original will be posted to you.

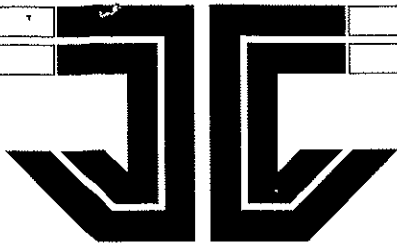
Regards,

Jane McIntosh
Administration Officer/Secretary
Cromarty Firth Port Authority
Tel: [REDACTED]

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Cromarty Firth Port Authority

Ref: KG/jm/221

06 November 2009

Mr Stuart Black
Director of Planning and Economic Development
Highland Council
Glenurquhart Road
Inverness
IV3 5NX

H.C. PLANNING AND DEVELOPMENT SERVICE		
09 NOV 2009		
PASS TO	INITIALS	DATE
FILE NO.:		

Dear Stuart

Consultation – Highland Wide Local Development Plan August 2009

In response to your draft plan and in particular the issues that directly impact on CFPA business and the future viability of the Cromarty Firth.

CFPA supports the principles behind the Highland Wide Local Development Plan but are concerned about what we perceive are the omissions in relation to the Cromarty Firth

Over the years the Cromarty Firth has been a significant generator of employment and skilled labour in the heavy engineering sectors. Since the formation of the Cromarty Firth Port Authority in 1973, we have seen significant development and investment at Invergordon and at other sites on the Firth.

Since the development of the United Kingdom's oil and gas reserves began in the early 1970's thousands of highly skilled people have trained and been employed in Nigg and Ardersier, with these two facilities employing 5500 between until the rundown of BARMAC in 2000.

With the rundown of the labour forces in the two big yards many of the skilled workforce has found employment through the UK, offshore and overseas with as many as 1000 being employed in a variety of companies in and around the Cromarty Firth, some within the Invergordon Supply Base. The Cromarty Firth continues to have one of the UK's largest energy related skill bases located within its travel to work area.

Although CFPA is very keen to see the Nigg fabrication yard return to full operation and the current landlord and tenant issues on that site resolved, we are concerned that your development plan only focuses on the Nigg yard and does not address the longer term issues relating to installations in the rest of the Firth. This we find very disappointing; with North Sea oil in a mature state, other activities need to be brought to the Cromarty Firth to replace

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Cert No. 7129

the current heavy reliance on oil and gas engineering. We have the skills and to attract future new business we require improved transport infrastructure and communication and we look to the support of the Highland Council. Regrettably this document does not address this need.

We also note that the document supports the development of Scrabster Harbour, which is in direct competition with and could lead to displacement from the Cromarty Firth sub-sea and renewable business, now and in the future. Scrabster has already benefited from massive state aid which was supposed to support the life-line ferry services infrastructure but is now being used to compete in other commercial sectors against other ports which have not had similar level of state support.

Both National and European policy is to reduce road congestion and yet the Highland Council is openly producing development plans that are disregarding that policy. Traffic has to pass a major deep water port ie Invergordon and travel a further 90 miles up the road to be shipped through Scrabster. I feel Officers and Members should reconsider their strategy in respect of this proposal.

We would like to see the encouragement of short sea shipping links through Scottish and Highland Ports as a means of reducing road traffic congestion and the more effective use of the Caledonian Canal System for commercial traffic between the East and West coasts.

In the road transport network we would be keen to see road improvements:

- Of the A9 between Tore and Tain to assist future distribution links. Such an improvement would be of strategic importance to the entire Eastern seaboard of the Highlands as well as the Northern Islands of Scotland.
- On the A96, this being the primary link between the oil industry centre of Aberdeen and the IRM and Subsea engineering centre of the Cromarty Firth. We are keen to see significant improvements in this road link both from a journey time and safety perspective. Our customers regularly complain of the poor standard of the A96 and the potential risks associated with travelling on this road.

I hope the points set out above express fully our concerns as to the content of your proposed development plan and look forward to seeing these being addressed in your final draft.

Yours sincerely



Capt Ken Gray

Port Manager / Harbour Master

