

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

Reference Number:	HWLDP-MIR-72
Organisation/Individual:	Mr A Magson

Action:

Immediate Response Required	<input type="checkbox"/>
Meeting required with Respondent	<input type="checkbox"/>
Issue for Area Local Development Plan	<input type="checkbox"/>
Further Information Required	<input type="checkbox"/>
Other (Please Specify)	<input type="checkbox"/>

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	x
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	
Development of Local Centres	x
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:

<p>Response required regarding Black Isle Ward forum Comment should be passed to TEC Services for consideration under Local Transport Authority Development should be lead by jobs Villages should have balanced growth Need to concentrate on wave and tidal power, rather than wind power</p>

Action Sheet Completed by:	SH
Date:	8/12/09

H.C. PLANNING AND DEVELOPMENT SERVICE		
03 NOV 2009		
PASS TO	INITIALS	DATE
RH		
MM		
FILE REF:		

Durrus
Culbokie
Dingwall
Ross-shire
IV7 8JP

30 October 2009

Mr Stuart Black,
Director of Planning & Development,
Highland Council,
Glenurquhart Road,
Inverness,
IV3 5NX.

Dear Sir,

Highland Wide Local Development Plan

I am writing to you to seek assurances that all the points put forward by both Community Councillors and Members of The Public attending The Black Isle Ward Forum in Culbokie Primary School on the evening of Thursday 10 September 2009 will be given due and proper consideration when preparing any further proposals relative to the above.

My reason for this is, that no proper, concise and accurate minutes were taken by either of the two Graduate Engineers presenting to the meeting.

The Powerpoint Presentation was not set up in a way that those members of the public attending could properly see or hear the presentation, because the screen was set up and the oral presentation was directed, primarily at the attending members of The Council and Community Councils.

Subsequent upon the presentation the meeting was divided into two. One comprised of Councillors and Community Councillors, the other mainly members of the public.

I, as a member of the public was joined by someone called "Conan" who according to The Minutes produced by The Ward Manager was supposed to lead our group. The leadership comprised of being asked "What do you want to talk about".

As we had not had the proper advantage, or benefit, of the presentation, or the opportunity to review or preview any of the documentation which was supposed to be available at the meeting, we chose to discuss the implications for The Black Isle. Some very pertinent points were made. We did not however widen our discussion to encompass The Highland and Islands, Which apparently was the object of The Forum. This became apparent when we regrouped.

As a result I asked Madam Chairman if she would assure me that proper and detailed minutes would be compiled and issued so that each group could be aware of the input of the other, and thereby ensure that all relevant matters were covered. Madam Chairman received assurances from Simon Hindson that this would be done.


Subsequently, what was issued from The Planning Department is, what I understand is called in Computer Parlance, "A Blogg". This was a lot of computer produced, "Post It" type appendages covering a map of the area, and bears no relationship to the numbers or the location of the points made individually by each of the groups.

We are aware that The Ward Manager took detailed and copious notes from the group comprising The Councillors and Community Councillors, and can therefore assess the veracity of the information supplied on behalf of this group by Simon Hindson , but no such information exists from the other group.

The method of recording the various points was crude and insecure, scribble notes on yellow "Post Its" slapped onto a map. Any of which may have been lost or miss placed in the intervening time, and with it any true record, as at least one person was absent from the office during this period. All of which gives little or no confidence in the outcome of The Meeting.

This now places Madam Chairman and The Ward Manager in a difficult position because no-one can truthfully propose or accept The Minutes of The Meeting as a true Record. In addition Madam Chairman cannot fulfil her promise to The Meeting that Proper and Detailed Minutes of the two separate groups will be available.

In conclusion, now that I have had sight of the detailed information relative to the Highland Wide Local Development Plan, I will peruse this in the fullness of time, and respond accordingly.

A large black rectangular redaction box covers the signature area. A small portion of a handwritten signature is visible above the top edge of the box.

A. Magson

Copies :- The Black Isle Ward Manager
The Chairman Ferintosh Community Council

H.C. PLANNING AND DEVELOPMENT SERVICE		
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The Director of Planning and Development,
Highland Council,
Glenurquhart Road,
Inverness,
IV3 5NX.

Dear Sir,

Highland Wide Local Development Plan Main Issues Report

Having now had the opportunity to study the above Report and the accompanying Questionnaire, I have found it very difficult in many cases, to reconcile the two and objectively answer. It is a very detailed document which appears to have been compiled without due regard for priorities; cost; communications; or availability. Always looking to the End User to pay The Bill.

Why would anyone want to come to The Highlands?, be it Industry: Commerce: or Residential.

Industry and Commerce will initially look for low capital costs, easy and direct access and egress to and from the place of business; and a stable, and well motivated local workforce at a reasonable cost. What does The Highlands offer that is unique?.

Inward Investment throughout The UK has initially benefitted from the decline in the areas where heavy industry had been dominant. These areas had many benefits, not the least of these being; good road, rail and air communications. All of which are absolutely essential for the development of any successful business, be they local; national; or international. They also had an abundance of "Brown Field Sites"

Some also had the advantage of a relatively low paid but easily retrainable, naturally dexterous workforce. I refer to the redundant female mill workers and mill maintenance staff already living in the area. All areas had the advantage of a high proportion of available local personnel for staff and operatives.

The initial difficulties that the Highland Region has is deciding what it wants to be.

Whatever conclusion is reached it must have vastly improved communications to reduce the difficulties of communication that already exists, before any further development is considered. One must recognise the initial investment will be costly, with very limited initial recovery.

It is counterproductive to expect new industrial, commercial, or residential development to subsidise major improvements to the existing infrastructure either locally or over the wider area, especially as it has been common practice to pay subsidies to companies moving into an area.

The cost of land in The Highlands is now expensive, for two main reasons a) The decline in returns from agriculture and owners selling off options for land to speculators for inclusion into the speculator's Land Bank. b) This then reduces the amount of land on the market which then also increases the price of land available on the market. It also allows land speculators to dictate the price of land

Lack of adequate air, road and rail transport increases the costs of getting any materials, equipment, executive control, or specialist involvement, to any development during the construction phase or during the operating life cycle of the development. The cost of basic fuels is prohibitively high in the region and this influences all life.

May I commend for your consideration the following general points.

- 1) Provide a Twin Tracked High Speed Rail Link directly between Edinburgh and Inverness. This should be constructed so that it can also form a direct link to Glasgow.
These would then be extensions of the main East Coast and West Coast railway lines to London without changing trains.
- 2) Provide a Twin Tracked High Speed Rail Link between Aberdeen and Inverness.
- 3) Provide a Twin Tracked Rail Link between Inverness and Thurso.
- 4) Ensure all stations serviced by these facilities in items 2&3 have adequate parking facilities to accommodate local commuters.
- 5) Kinloss RAF Station is not owned by MOD. but is rented. This has all weather take off and landing facilities, and runways long enough to accommodate larger passenger aircraft. It would not take a great deal of initial investment to convert the present facilities for the essentials to use as a civil airport. The sophistication of extensive Duty Free outlets etc can be introduced later.

At some airports in America and on the Continent of Europe, Duty Free is ordered from a catalogue and collected at the boarding gate from a trolley.

This would enable Kinloss to be the truly international airport for the whole of the North of Scotland with direct flights world wide, for international travel and avoid the necessity to change at another UK or Continental airport.

By diverting the proposed new high speed rail link between Aberdeen and Inverness to a dedicated station at Kinloss one would open up easy air access to The Highlands.

The next stage would be to close both Inverness and Aberdeen airports as both have problems for further expansion.

This would release large areas of land suitable for development as residential, commercial or industrial usage with excellent air and rail communications.

- 6) One will note that I have not yet mentioned road improvements. This is for two reasons 1) The governments continual rhetoric about CO2 pollution, and the price of fuel in The Highlands.

One possible way to reduce the cost of fuel would be to have a large storage terminal at Invergordon, and promote inward deliveries direct from Rotterdam, or other refineries, by sea for onward transmission to local depots by rail, and then for local distribution by road.

Invergordon would also provide an ideal facility for ferry services from Europe and there by reducing vehicular traffic travelling North from Roseyth. The inclusion of other sea related services and further expansion could follow.

- 7) Any further development North of the Moray Firth and The Great Glen should be extremely limited, and currently stopped except in and around established towns and cities. Any such development should be industry or commerce led to provide Real Jobs for persons living locally and thereby reduce travelling. Communications into Inverness and onwards are appalling and continually get worse. We were told some 5 years ago that the ring road across the river could not be constructed until moneys were accrued from Planning Gains, and Council Taxes from development adjacent to the Ring Road.

All there is now is a road through a large housing estate which only further exacerbates the traffic problems. Still no River Crossing.

- 8) The area North of The Moray Firth is a man nurtured landscape (not natural), the land and the ecosystem can be very quickly ruined by indiscriminate development.

Tourists come to The Highlands to see the magnificent landscapes, flora and the wildlife. Unfortunately many think of the countryside as a large unmanaged zoo, little realising that people live and work to maintain the countryside that is so admired by visitors.

One therefore should be careful to maintain and promote self contained Hinterland Villages.

These villages should have various facilities such as a balanced population contributing locally, a medical centre, an adequate primary school, a building for multi- religious occupation, a convenience store, a hostelry, a pharmacy, accommodation for and the equipment of emergency services, viz Retained Fire and Rescue Services, Police Accommodation, together with local manning potential, and a petrol station.

There should also be a reliable public transport service to the proposed local station which coincides with the train times.

Any residential development must be sympathetic to the village and the wider Highland Environs, recognising that tourists appreciate the views in the countryside and the total uniqueness of The Highlands through all the seasons.

To reduce the potential for road traffic accidents the speed on All B Class Roads should be reduced to a maximum of 45 mph.

The Hinterland Villages must not continue to become dormitory areas for Inverness and other urbanisations.

The current situation on The Kessock Bridge is a typical example of the result of the spread of Dormitory Developments.

- 9) The cost of visiting, or, living and working in The Highlands is proportionally more Expensive because of fuel costs which influences all economical matters. They certainly influence persons visiting The Highlands as the cost of travel, accommodation and food is proportionately high. Every effort must therefore be made to dramatically reduce the cost of all fuels to the consumer.

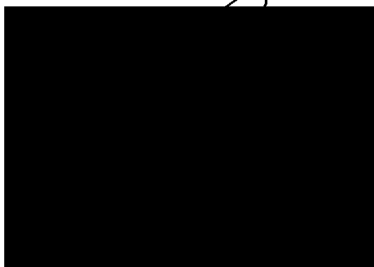
- 10) By removing Inverness Airport to Kinloss one has enabled the A96 Corridor to be fully developed for industrial and commercial benefit with subsequent road improvements.

11) Stop building wind farms which are reported to be only 40% efficient at best, which, coupled with the non- environmental distribution to the points of consumption, and their limited lifespan cannot be ecologically friendly in the longer term.

Let us concentrate our Green Efforts on Wave & Tide Power. Great Britain is an Island with a coast line that is indented with huge inlets each of which have 2 very strong tides daily, with large differences between high and low water. There are major urban developments on or adjacent to these inlets which consume large quantities of electricity. The use of wave and tide generation would greatly reduce the transmission distances, and by use of submarine cables would eliminate the rape of the landscape. Yes submarine cabling is more expensive as by confining the heat in the conductors larger diameter conductors are required. This is offset to some extent by the cooling influence of the water. Other countries have, for many years used wave and tide generation very successfully, why not Scotland.

I have formed the opinion that the proposals in the Highland Wide Development Plan are conditioned by financial restraint and the ethos that the end user will pay initially. Unless the basis of a reasonable chance of a commercial success is apparent, an end users will not be attracted.

The UK is littered with the history of Development Councils attracting Inward Investment with various limited term inducements, only more recently to find these various industrial, commercial, and residential enterprises are moving out.



A. Magson