



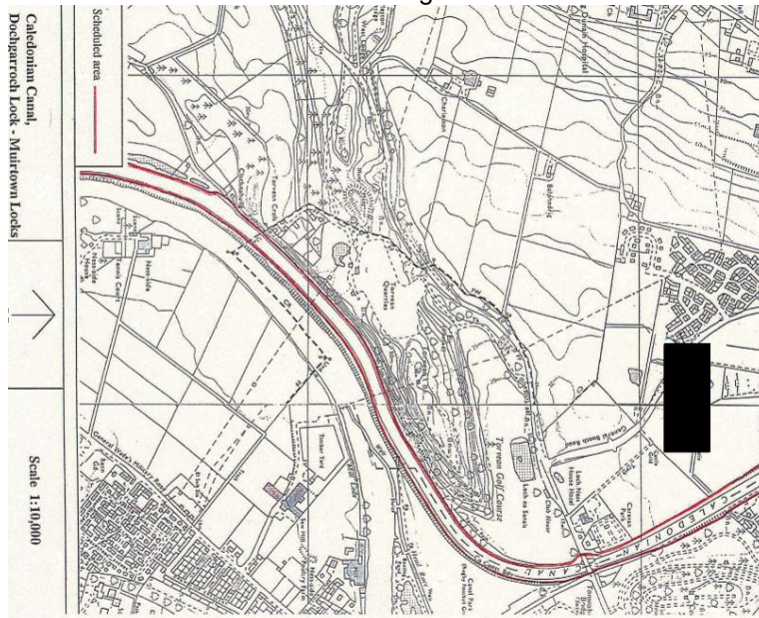
Case reference	SMC-HLD-003
Application details	Construction of new swing bridge and associated structures relating to Stage 2 of the Inverness West Link road, Inverness
Site address	Caledonian Canal, Dochgarroch Lock – Muirtown Locks (SM 6499)
Applicant Determining Authority Local Authority Area	The Highland Council Historic Environment Scotland (HES) The Highland Council
Reason(s) for notification	Notification Direction 2015 – works to be granted Scheduled Monument Consent by <b>Historic Environment Scotland</b> go beyond the minimum level of intervention that is consistent with conserving what is culturally significant in a monument
Representations	Nil
Date notified to Ministers Date of recommendation	11 October 2018 31 October 2018
Decision / recommendation	Clear

### Description of Proposal and Site:

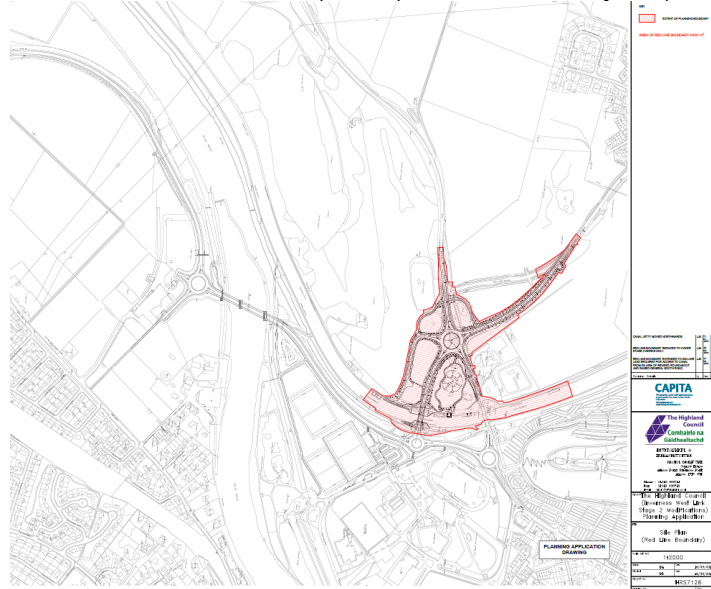
- Scheduled Monument Consent (SMC) is sought for the construction of a new swing bridge and associated operational facilities over a section of the Caledonian Canal in Inverness. It is required in order to alleviate traffic congestion and improve pedestrian and cycle access to the canal around the A82 trunk road from Inverness to Fort William.
- The monument comprises a section of the Caledonian Canal running north-eastward from Dochgarroch Lock to the flight of locks at Muirtown. The scheduled area includes all the canal in water and the strip of ground extending up to 20m from the water on either side containing towpaths and embankments and associated bollards, mooring hooks, mile posts, weirs and overflows.
- The cultural significance of the monument derives from its form and survival as a major operational component of the Caledonian Canal, built between 1803 and 1822. Views that clearly link the canal to associated structures such as bridge or lock-keepers' cottages are an important part of its significance, and views along the canal give an appreciation of its function, character, and scale. The canal was designed by the famous Scottish civil engineer Thomas Telford. It remains the single largest construction work in the Highlands and the canal's continued use today reinforces its importance and cultural significance, and helps safeguard its long term survival.



Aerial view of Caledonian Canal - Dochgarroch to Muirtown Locks section



Scheduled area outlined in red (above) and new road layout (below)



## Consultations and Representations:

- No representations were made during consideration of this application.
- PAD consulted Scottish Government's Culture and Historic Environment Division following notification and they are content and have no further comment to make.

## Assessment:

1. Historic Environment Scotland (HES) are minded to grant SMC for physical infrastructure works which will impact on the scheduled monument as the structural works, related disturbance and removal of material goes beyond the minimum or necessary level of intervention which is consistent with conserving what is culturally significant in the monument. This is a significant departure from policy as set out in section 3.16 and 3.18 of the HES Policy Statement.
2. The application has been submitted by Capita on behalf of The Highland Council as developer and promoter of the Inverness West Link road. Phase 1 was completed in December 2017 and provided a new road linking the A82 at Tomnahurich Bridge with the existing Dores Road roundabout to the south of Inverness. Phase 2 will complete the link around the western side of Inverness by providing an additional swing bridge to complement the existing Tomnahurich Swing Bridge and realigning General Booth Road. This current phase is also subject to a planning application (18/03272/FUL) under consideration by The Highland Council. The purpose to alleviate traffic congestion will support the local economy and have consequential benefits to health and wellbeing. See **Appendix 1** for more detailed drawings of the new layout and canal structures.
3. The physical works include:
  - i) construction of new swing bridge and approach roads over canal, including plant room building;
  - ii) construction of new bridge control building;
  - iii) formation and alterations to footpath and vehicular access connections onto canal towpath;
  - iv) construction of new jetty north of Tomnahurich Bridge;
  - v) construction of new wharf south of Tomnahurich Bridge to include lowering the bed of the canal;
  - vi) installation of bank protection on the east embankment of the canal opposite the proposed new wharf;
  - vi) installation of four new pontoons and relocation of one existing;
  - vii) installation of associated utilities and services within towpath and beneath canal; and

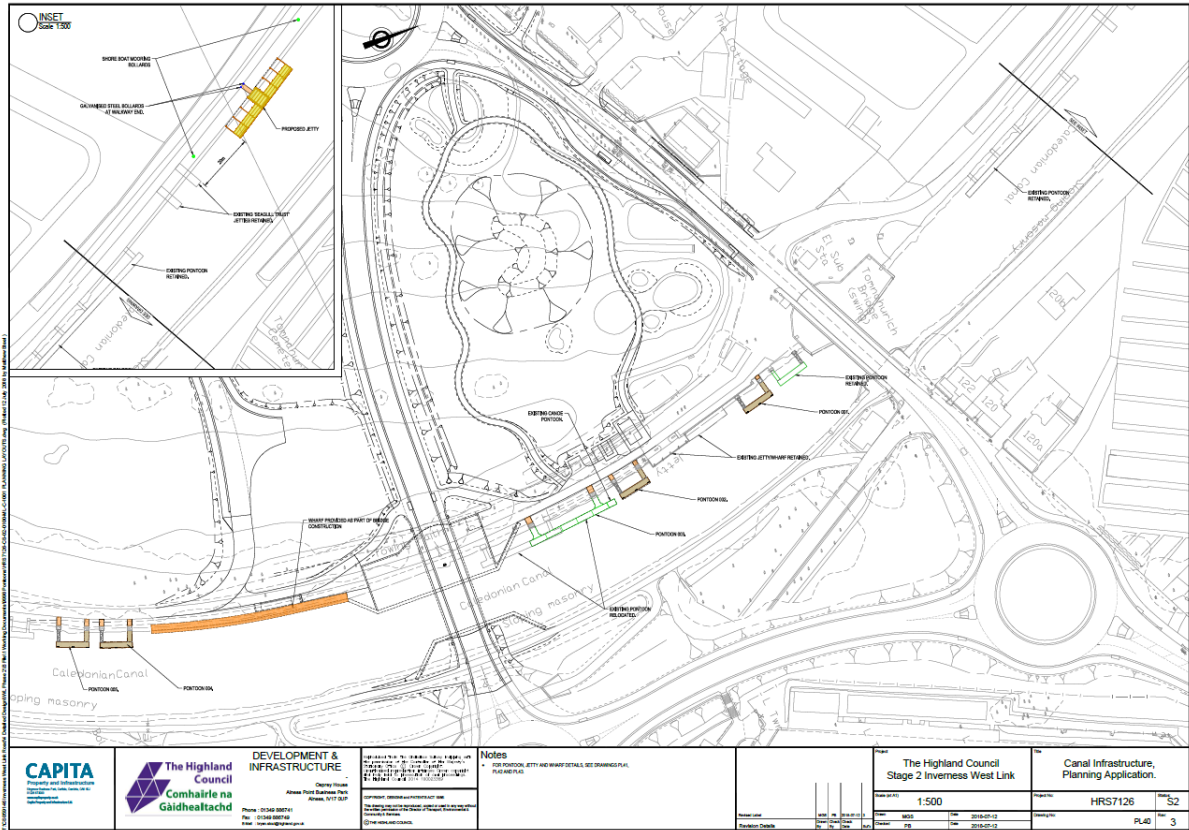
viii) removal of a number of trees growing along the west embankment (the tree works do not require to be part of this SMC application).

4. These works involve dewatering the canal, excavating to lower the canal bed and reduce the profile of embankments to form a stable slope, installation of a concrete slab on the canal bed and sheet piling for the new jetty, wharf and also to narrow the canal and form abutments for the new bridge. The bridge itself will be 37m long and is designed to be low profile with crash barriers - its thickness, (when view along the canal) being approx. 2.6m. The plant room will be on the west embankment to the immediate north of the new bridge. The bridge control building will be 2 storeys with half the building being within the scheduled area. Footpath works include the formation of a shallow ramp on the line of the existing tow paths. New pontoons will be 12m long and require concrete foundation blocks set into the canal bank. Limited detail on the bank protection and utility requirements has been supplied but service conduits are to be protected by a reinforced concrete invert slab with canal waterproofing reinstated using new puddle clay.
5. In March 2014, a previous SMC established the principle for the road infrastructure works. In March 2016, a separate SMC was granted by HES for the works to the eastern side of the eastern embankment associated with the construction of a roundabout and the approach ramp to the new swing bridge.
6. HES consider the works are justified in order to alleviate significant traffic congestion around Inverness but are being done to elements of the monument in such a way that they will impact on it's the cultural significance. Whilst the physical impact on the monument and its integrity will range from negligible to fairly substantial, the visual impact on character and appearance of this section of the canal will be significant, although less so on Caledonian Canal as a whole. They believe that the likelihood of encountering sensitive archaeological deposits associated with the canal is low for each proposed element, but if taken collectively, the scale of the works and level of intervention is considered high.
7. HES believe the application is lacking an archaeological response for some works and drawings to show what certain elements might comprise (e.g. service routes, foundations of the control building, footpath and vehicular access connections, groundworks for jetty, bank protection), and method statements for work which involves interaction with the canal fabric (the dewatering, excavation of canal bed, piling operations). HES intend to control these elements by imposing three conditions covering the submission of a Written Scheme of Investigation, submission of detailed drawings and submission of method statements for groundworks. This enables the application to be compliant with paragraphs 3.20 and 3.22 of their policy statement.
8. In summary, this SMC does not raise any issues of national importance that would merit intervention by Ministers.

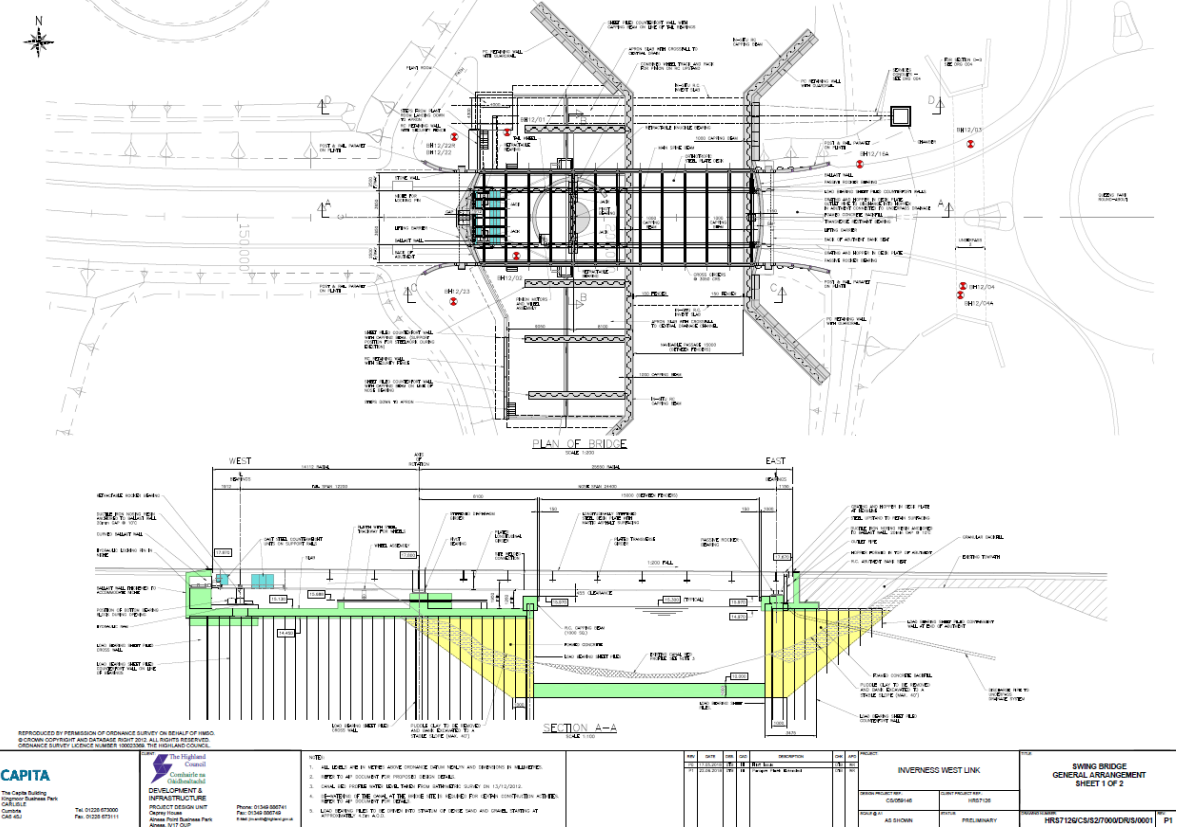
**Recommendation:**

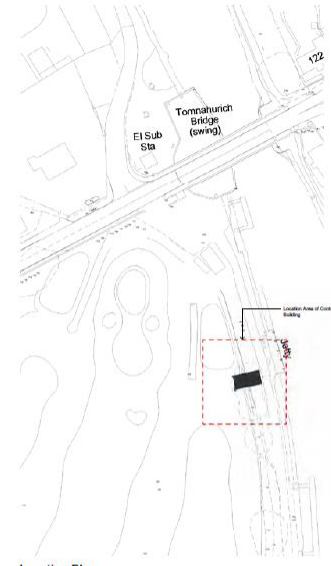
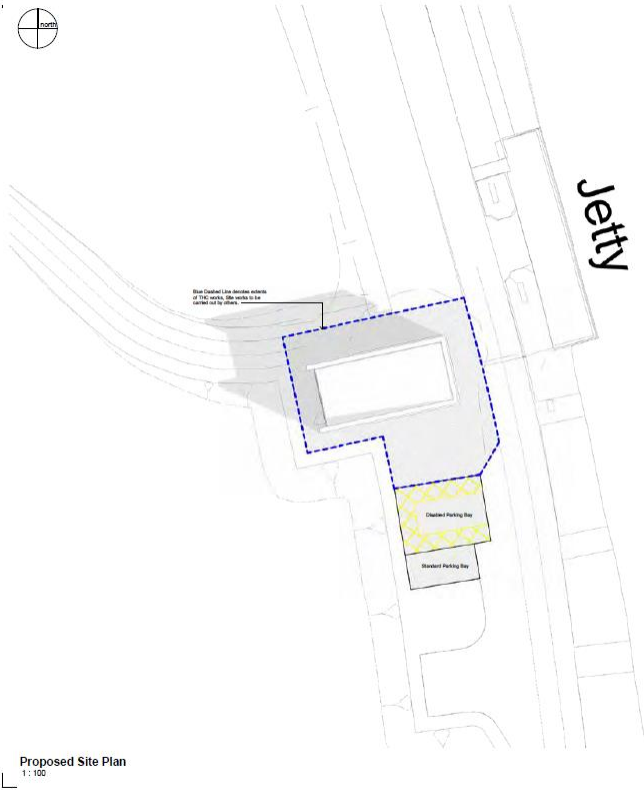
- The application should be cleared back to Historic Environment Scotland to issue Scheduled Monument Consent with three conditions.

# APPENDIX 1 – Capita’s SMC application details of road layout construction, new swing bridge, jetty and bridge plant and bridge control tower building, Dochgarroch to Muirtown Locks, Caledonian Canal, Inverness



Proposed road layout (above) and location of swing bridge (below)





Location Plan  
1:500

Client:	The Highland Council
Project Name:	Stage 2 Inverness West Link
Drawn By:	Tom Logan
Checked By:	Tom Logan
Date:	2019-07-12
Scale:	1:500
Sheet No.:	PL42
Total Sheets:	2

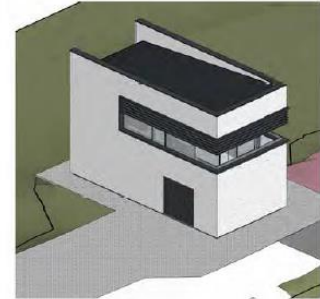
## 11.1 Proposal - Site Plan

		<p><b>DEVELOPMENT &amp; INFRASTRUCTURE</b></p> <p>Client Name: Inverness West Link Project Name: Stage 2 Inverness West Link</p>	<p><b>Notes</b></p> <ol style="list-style-type: none"> <li>THIS JETTY HAS BEEN DESIGNED FOR AN IMPROVED LOADS AND IS NOT A STANDARD CONCRETE JETTY.</li> <li>THE JETTY IS A REINFORCED CONCRETE WITH A GRP DECK.</li> <li>ALL STRUCTURAL MEMBERS ARE DESIGNED AND DIMENSIONED TO WITHSTAND ALL LOADS.</li> <li>ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.</li> <li>ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.</li> <li>ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.</li> <li>ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.</li> <li>ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED.</li> </ol>	<p>The Highland Council Stage 2 Inverness West Link</p> <p>As Shown</p> <p>Project No: HRS7126 Sheet No: PL42</p>
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Details of location and construction of jetty (above)



- Elevation Key**
1. Glass window, colour to be White.
  2. Brick base course, colour to be Black.
  3. Sandwich profile metal wall cladding, colour to be RAL 7016 (Anthracite Grey).
  4. Sandwich profile metal roof cladding, colour to be RAL 7016.
  5. Window, colour to be RAL 7016.
  6. Entrance door clad with sandwich profile metal, colour to be RAL 7016.
  7. Louver to Plant Room Door, Colour to be RAL 7016.
  8. Louver Plant Room Door, Colour to be RAL 7016.
  9. Solar shading, colour to be RAL 7016.



THIS DRAWING IS ISSUED AS BEING RELATIVE TO OUR TENDER OF:		 <b>The Highland Council</b> Comhairle na Gàidhealtachd	DEVELOPMENT AND INFRASTRUCTURE SERVICE
DATE:	SIGNED:		
ON BEHALF OF:			
Scottish Capital Traffic Scotland DT1048 - Bridge Control Tower		1:50 13/07/18	
TOWN: Logan AREA:		1:50 13/07/18	
PROPOSED ELEVATIONS FINISHING		1:50 13/07/18	
DRAWING NO: 201704	TAC: 22	OR: A	3421 / E

## 11.3 Proposal - Elevations

Proposed bridge control building (above) and new plant building (below)

North Elevation 1:50

West Elevation 1:50

South Elevation 1:50

East Elevation 1:50

Floor Plan 1:50

**External Finishes**

- 1 Metal insulated sandwich roof, PPC flashings, colour to be RAL 7016.
- 2 Smooth render, colour to be White.
- 3 PPC security doors with regulation signage, colour to be RAL 7016.
- 4 Brick base course, colour to be Black.
- 5 PPC ventilation grille, colour to be RAL 7016.
- 6 Window, frame colour to be RAL 7016.

LOCATION PLAN 1:1250

PLANT BUILDING

PROPOSED SWING BRIDGE

SITE PLAN 1:200

**Notes**

1. All work to be in accordance with the current Building Regulations and Scottish Building Standards.

2. All work to be in accordance with the current Scottish Building Standards and Scottish Building Regulations.

3. All work to be in accordance with the current Scottish Building Standards and Scottish Building Regulations.

4. All work to be in accordance with the current Scottish Building Standards and Scottish Building Regulations.

5. All work to be in accordance with the current Scottish Building Standards and Scottish Building Regulations.

6. All work to be in accordance with the current Scottish Building Standards and Scottish Building Regulations.

**CAPITA**  
 Infrastructure and Planning Services

**The Highland Council**  
 Comhairle na Gàidhealtachd

**INFRASTRUCTURE & DEVELOPMENT SERVICE**

**PROPOSED SWING BRIDGE CONTROL BUILDING**

Phase 1: 13/07/2018  
 Phase 2: 13/07/2018  
 Date: 13/07/2018

The Highland Council  
 (Inverness West Link Stage 2 Modifications)  
 Planning Application

Proposed New Swing Bridge Plant Building

As Shown

DATE: 13/07/2018  
 BY: [Signature]  
 FOR: [Signature]

Project No: HRS7126

Drawing No: PL32