



Welcome to the consultation event

The display includes information developed following the decision by The Highland Council in March 2012 to select Option 6 as the preferred option. You are invited to review the following draft information:-

- Environmental Assessment;
- Design Details;
- Views from various locations and a video of the proposals;
- Land Acquisition and Stopping Up details.

If you have any concerns or would like further information please speak to one of the team. We are here to help you.

Activity

Complete

History

Stage I – Option generation and sifting

**Public Consultation No 1 –
14th & 15th December 2010**

Stage II – Options appraisal

**Public Consultation No 2 –
29th November & 1st December 2011**

Preferred Route Announced

Highland Council select Option 6 in March 2012

Route Developed for Consultation

**Capita Symonds Appointed to develop proposals
in August 2012**

Stage III – Detailed design and layouts

**Public Consultation No 3 – 17th & 18th April 2013
Part of Major Project Pre-Application Process**

The principle of the Southern Distributor Road (SDR) was first established in the early 1970's to facilitate the expansion and then consolidation of the City and to provide a strategic distributor road around the City to reduce congestion and traffic levels in the City centre. Phases 1-4 of the Southern Distributor Road from Inshes to Dores Road were completed in 2002. Phase 5 of the road was committed in the Local Development Plan by the Council in 2003. This final phase would allow for key development sites to be released to consolidate the City's development.



The Inverness West Link

Why the project is needed

Traffic capacity across the River Ness and Caledonian Canal

Ness Bridge and Friars Bridge provide the two main vehicular crossings of the River Ness within Inverness and the flow of traffic to both sides of the city is dependent on their full availability. Both are now several years old and are subject to increasing maintenance requirements. Any requirement to carry out maintenance activities results in extensive traffic management within the city centre, adding to existing congestion levels.

Canal swing bridge. The A82 to and from Inverness currently crosses the Caledonian Canal via the Tomnahurich opening swing bridge on Glenurquhart Road. The current protocol between Transport Scotland and Scottish Canals is that, with the exception of peak hours, vessels on the canal have precedence over vehicles on the A82 trunk road. The requirement to open the swing bridge to allow canal vessels to pass results in the A82 being closed for a minimum of between 3 and 9 minutes at a time resulting in delays to trunk road traffic and consequent traffic queues and congestion. In addition, the aged swing bridge is increasingly subject to operational problems and there have been several incidents where the bridge has been stuck open for extended periods of time resulting in extensive congestion in and around the area.

Existing river/canal crossings capacity – With the exception of Friar's Bridge, the existing river and canal crossings are single carriageway with limited width.

Congestion in City Centre

Street capacity in city centre – The main routes in, around and through Inverness city centre utilise existing roads and streets which have little changed over a long period e.g. Kenneth Street, Tomnahurich Street, Academy Street, Castle Road, Castle Street. Consequently the ability of city centre roads to accommodate increasing traffic levels is heavily constrained by existing widths and junctions dictated by adjacent properties and buildings.

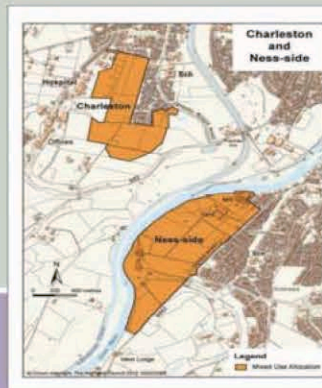
A82 – traffic volumes / capacity – the existing A82 through Inverness is subject to the same issues outlined above in terms of the constraints imposed by its current route via Kenneth Street and Tomnahurich Street. The traffic on these routes is subjected to excessive queuing and displays congestion throughout the year.



Land Use Development

Development at Ness-side and Charleston – The two expansion sites at Ness-side and Charleston identified in the Inverness Local Plan are currently constrained by the need for a new river and canal crossing. In addition the opportunity for improving sporting infrastructure has been constrained by the lack of a defined route linking Dores Roundabout to the A82.

Barriers to water transport increase – Scottish Canals are keen that any potential intervention be considered in relation to its potential to increase the use of the Caledonian Canal by water borne transport modes and any associated development land uses.

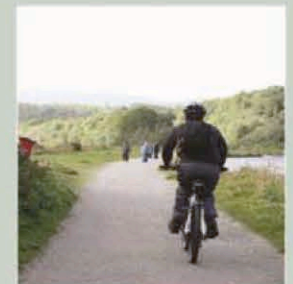


Complete Distributor Ring Road

The principle of the Southern Distributor Road (SDR) was first established in the early 1970's to facilitate the expansion and then consolidation of the City and to provide a strategic distributor road around the City to reduce congestion and traffic levels in the City centre. Phases 1-4 of the Southern Distributor Road from Inshes to Dores Road were completed in 2002. Phase 5 of the road was committed in the Local Development Plan by the Council in 2003. This final phase would allow for key development sites to be released to consolidate the City's development.

Increase 'Active' Travel (walking, cycling)

Lack of active public travel options – The Highland Council's Vision includes the objective of achieving a healthier Highlands by, amongst other things, promoting opportunities for active and sustainable travel. In addition, the Local Transport Strategy aspires to increase levels of cycling and walking to promote health improvement. This is hindered by a lack of integrated cycling and walking facilities. In addition, the level of traffic congestion on existing streets is perceived as discouraging the wider adoption of non-vehicular modes and the use of buses.



Key Details

Approx 2.5Km long

Cross section similar to Inverness Southern Distributor

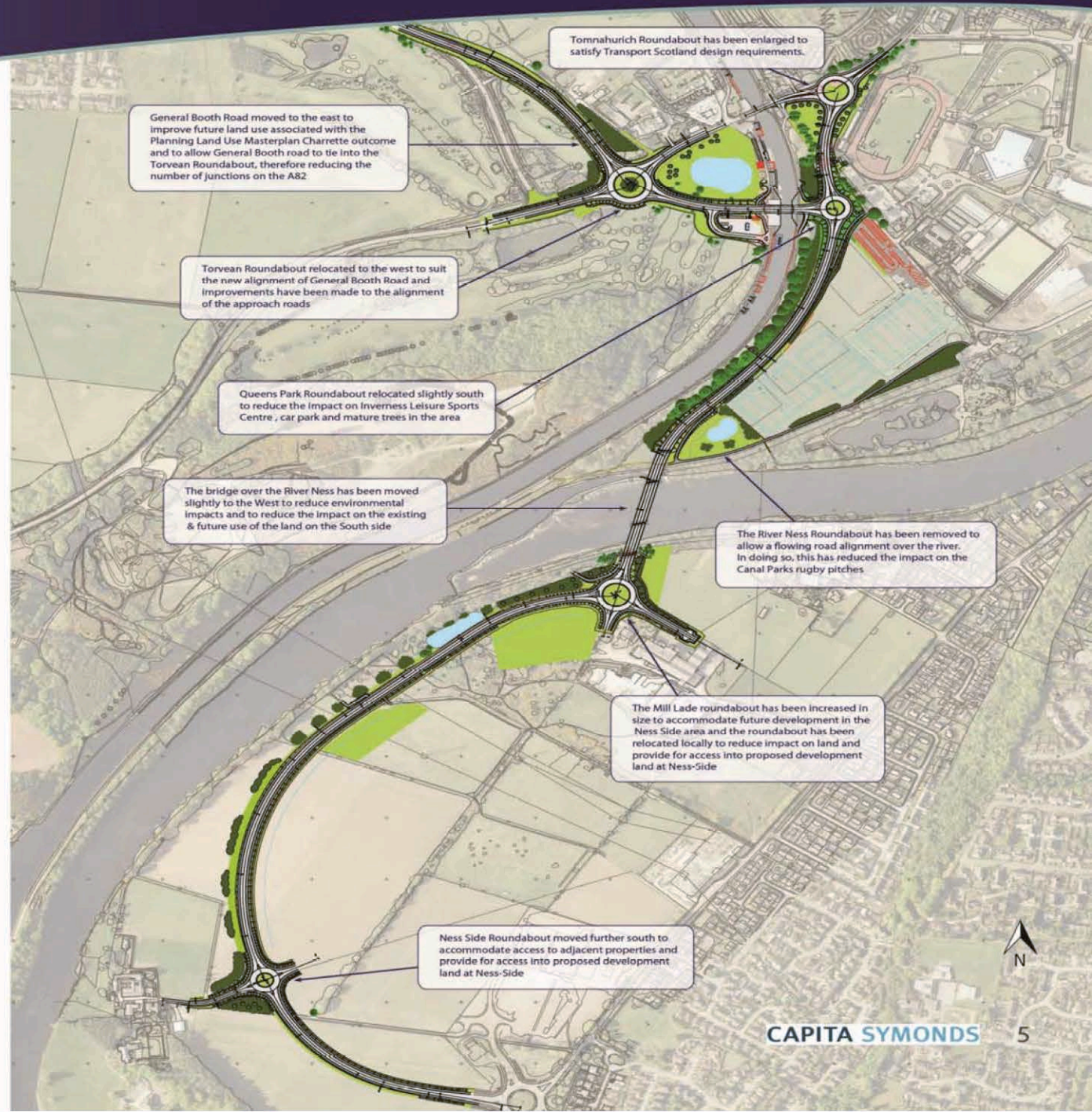
5 new roundabouts

3 span bridge over River Ness

New swing bridge over the Caledonian canal

Links into local paths

Estimated cost £27.2M



So far we have

Agreed the scope of the Environmental Assessment
Carried out environmental surveys
Identified environmental impacts
Started to develop measures to reduce the effects of development
Started to draft the Environmental Statement

Schedule of Completed Surveys

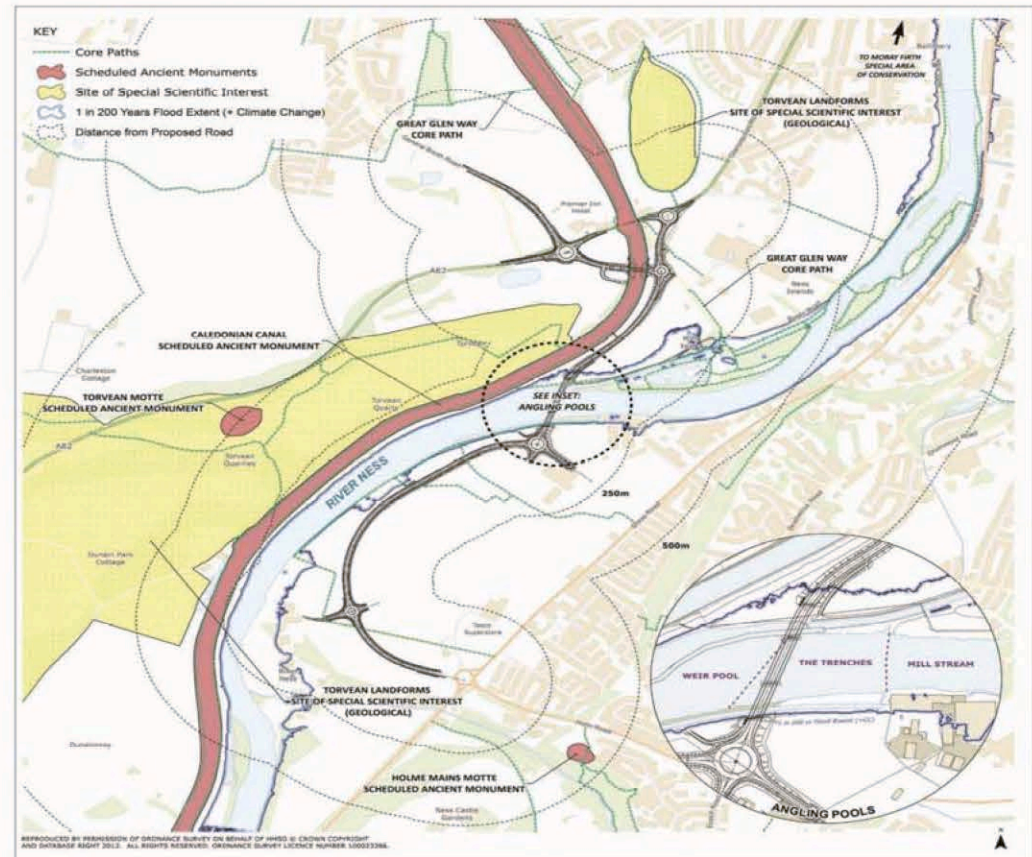
Phase 1 habitat survey
Bat presence
Badgers
Fish species
Noise receptors
Winter Landscape Survey
Cultural heritage
Land Use
Non Motorised Users (pedestrians, cyclists and horse riding)

Seasonal Surveys to be carried out

Bat emergence
Great Crested Newts
Reptiles
Summer Landscape Survey
Summer Non Motorised Users

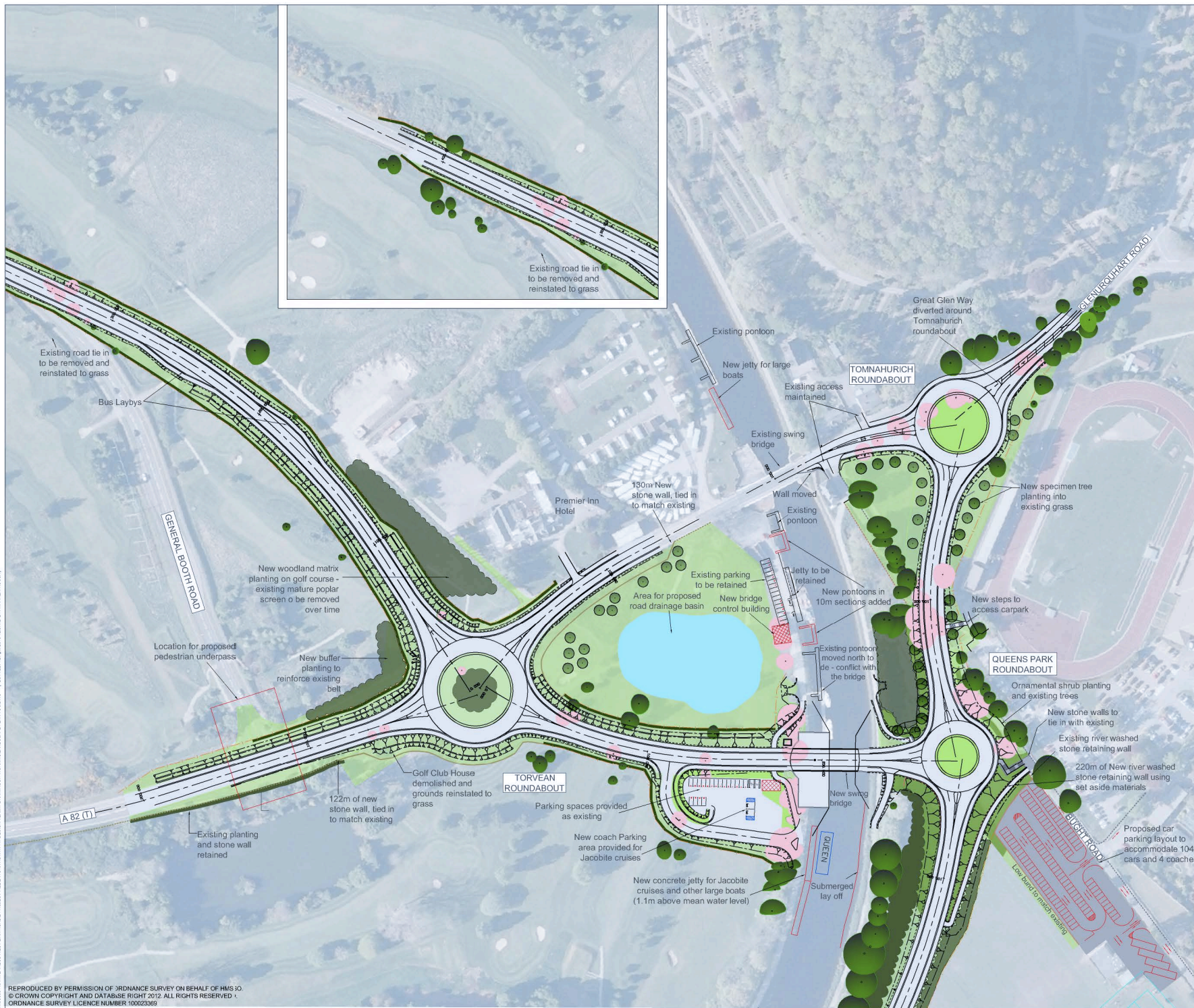
Our environmental assessment considers impacts upon

Heritage assets such as the Caledonian Canal
Protected species in the area
Trees
Water quality and flooding
Views and landscape character
Increase in noise or air pollution
Geology and soils
Communities and non-motorised users
Planning policies and current land use



Species found in the Area include





- PLANTING**
- Trees to be Removed
 - Proposed Woodland Matrix Planting Feathered trees and transplant trees/shrubs
 - Proposed Native Hedge
 - Proposed low shrub planting mix
 - Proposed Specimen Trees Nursery size to be agreed with Arboricultural and Ecologist
 - Proposed Grass
 - Proposed SUDS Pond. Refer to drainage drawings for details
 - Signage Visibility Splay

- BOUNDARY TREATMENT**
- Post and Wire Stock Proof Fence - Rylock Type
 - Proposed Ball Stop Netting 6m High
 - Proposed Ball Stop Netting 6m High
 - Proposed New Stone Wall To match existing on Bught Rd
 - Existing Stone Wall, Bught Rd
 - Proposed New Stone Wall To match existing on A82 adjacent golf course
 - Existing Stone Wall, A82 adjacent golf course
 - Proposed New River Stone Retaining Wall To match existing on Bught Road
 - Existing River Stone Retaining Wall, Bught Road

REV	DATE	DES	CAD	DESCRIPTION	CHK	APP

CAPITA SYMONDS

The Capita Building
Kingmoor Business Park
CARLISLE
Cumbria
CA6 4SJ

Tel: 01228 673000
Fax: 01228 673111



PROJECT:
INVERNESS WEST LINK

DESIGN PROJECT REF: CS059146	CLIENT PROJECT REF: HRS7126
SCALE @ A1: 1:1000	STATUS: PRELIMINARY

TITLE:
SCHEME PROPOSALS
SHEET 1

DRAWING NUMBER: CS059146/H/3000/001	REV: P5
--	------------

1:CS059146 INVERNESS WEST LINK ROUNDABOUT PROJECT FILES WORK ACTIVITY DESIGN TEAM DRAWINGS WORKING LANDSCAPE PLANTING.DWG PLOTTED: 12/04/2013 12:32:52 BY: WARRICK.HOOLA

REPRODUCED BY PERMISSION OF ORDNANCE SURVEY ON BEHALF OF HMS 30.
© CROWN COPYRIGHT AND DATABASE RIGHT 2012. ALL RIGHTS RESERVED 1.
ORDNANCE SURVEY LICENCE NUMBER 100023369



- PLANTING**
- Trees to be Removed
 - Proposed Woodland Matrix Planting
Feathered trees and transplant trees/shrubs
 - Proposed Native Hedge
 - Proposed low shrub planting mix
 - Proposed Specimen Trees
Nursery size to be agreed with Arboricultural and Ecologist
 - Proposed Grass
 - Proposed SUDS Pond.
Refer to drainage drawings for details
 - Signage Visibility Splay
- BOUNDARY TREATMENT**
- Post and Wire Stock Proof Fence - Rylock Type
 - Proposed Ball Stop Netting 6m High
 - Proposed Ball Stop Netting 6m High
 - Proposed New Stone Wall
To match existing on Bught Rd
 - Existing Stone Wall, Bught Rd
 - Proposed New Stone Wall
To match existing on A82 adjacent golf course
 - Existing Stone Wall, A82 adjacent golf course
 - Proposed New River Stone Retaining Wall
To match existing on Bught Road
 - Existing River Stone Retaining Wall, Bught Road

REV	DATE	DES	CAD	DESCRIPTION	CHK	APP

CAPITA SYMONDS

The Capita Building
Kingmoor Business Park
CARLISLE
Cumbria
CA6 4SJ

Tel: 01228 673000
Fax: 01228 673111

CLIENT:

The Highland Council
Comhairle na Gàidhealtachd

PROJECT:

INVERNESS WEST LINK

DESIGN PROJECT REF: CS059146	CLIENT PROJECT REF: HRS7126
---------------------------------	--------------------------------

SCALE @ A1: 1:1000 STATUS: PRELIMINARY

TITLE:

SCHEME PROPOSALS SHEET 2

DRAWING NUMBER: CS059146/H/3000/002	REV: P5
---	-------------------

1:CS059146 INVERNESS WEST LINK ROUNDABOUT PROJECT FILES WORK ACTIVITY DESIGN TEAM DRAWINGS WORKING LANDSCAPE PLAN T2.DWG PLOTTED: 12:46:03 12:46:03 BY: WILSON.NISCOLA
 REPRODUCED BY PERMISSION OF ORDNANCE SURVEY ON BEHALF OF HM LANDS AND HERITAGE © CROWN COPYRIGHT AND DATABASE RIGHT 2012 ALL RIGHTS RESERVED ORDNANCE SURVEY LICENCE NUMBER 100023360



- PLANTING**
- Trees to be Removed
 - Proposed Woodland Matrix Planting Feathered trees and transplanted trees/shrubs
 - Proposed Native Hedge
 - Proposed low shrub planting mix
 - Proposed Specimen Trees Nursery sites to be agreed with Arboricultural and Ecologist
 - Proposed Grass
 - Proposed SUDS Pond Refer to drainage drawings for details
 - Signage Visibility Splay

- BOUNDARY TREATMENT**
- Post and Wire Stock Proof Fence - Rylock Type
 - Proposed Ball Stop Netting 6m High
 - Proposed Ball Stop Netting 6m High
 - Proposed New Stone Wall To match existing on Bught Rd
 - Existing Stone Wall, Bught Rd
 - Proposed New Stone Wall To match existing on AB2 adjacent golf course
 - Existing Stone Wall, AB2 adjacent golf course
 - Proposed New River Stone Retaining Wall To match existing on Bught Road
 - Existing River Stone Retaining Wall, Bught Road

REV	DATE	DWG	CAD	DESCRIPTION	CHK	APP

CAPITA SYMONDS

The Capita Building
Kingmoor Business Park
CARLISLE
Cumbria
CA6 4SJ

Tel: 01228 673000
Fax: 01228 673111

CLIENT:

The Highland Council
Comhairle na Gàidhealtachd

PROJECT:

INVERNESS WEST LINK

DESIGN PROJECT REF: CS059146 CLIENT PROJECT REF: HRS7126

SCALE @ A1: 1:1000 STATUS: PRELIMINARY

TITLE:

SCHEME PROPOSALS SHEET 3


DRAWING NUMBER: CS059146/H/3000/003 REV: P5

1:000000 INVERNESS WEST LINK ROUNDABOUT PROJECT FILES WORK ACTIVITY DESIGN TEAM DRAWINGS WORKING LANDSCAPE PLANTING.DWG (PUBLISHED 12 APR 2013 14:24 PM BY WARRICK HOGAN)









REPRODUCED BY PERMISSION OF ORDNANCE SURVEY ON BEHALF OF HMS 30.
© CROWN COPYRIGHT AND DATA RIGHT 2012. ALL RIGHTS RESERVED 1.
ORDNANCE SURVEY LICENSE NUMBER 100023869

I:\05059146\INVERNESS WEST LINK ROAD\PROJECT FILES\WORK ACTIVITY\DESIGN\LINK DRAWINGS\WORKING\SCHEMATIC PLAN 13.DWG PLOTTED: 24 April 2015 14:26:48 BY: WARDEN\WJG














PLANTING

-  Trees to be Removed
-  Proposed Woodland Matrix Planting Feathered trees and transplant trees/shrubs
-  Proposed Native Hedge
-  Proposed low shrub planting mix
-  Proposed Specimen Trees Nursery size to be agreed with Arboricultural and Ecologist
-  Proposed Grass
-  Proposed SUDS Pond Refer to drainage drawings for details
-  Signage Visibility Splay

BOUNDARY TREATMENT

-  Post and Wire Stock Proof Fence - Rylock Type
-  Proposed Ball Stop Netting 8m High
-  Proposed Ball Stop Netting 6m High
-  Proposed New Stone Wall To match existing on Bught Rd
-  Existing Stone Wall, Bught Rd
-  Proposed New Stone Wall To match existing on A82 adjacent golf course
-  Existing Stone Wall, A82 adjacent golf course
-  Proposed New River Stone Retaining Wall To match existing on Bught Road
-  Existing River Stone Retaining Wall, Bught Road


REV	DATE	DES	CAD	DESCRIPTION	CHK	APP

CAPITA SYMONDS

The Capita Building
Kingmoor Business Park
CARLISLE
Cumbria
CA6 4SJ

Tel: 01228 673000
Fax: 01228 673111

CLIENT:



The Highland Council
Comhairle na Gàidhealtachd

PROJECT:

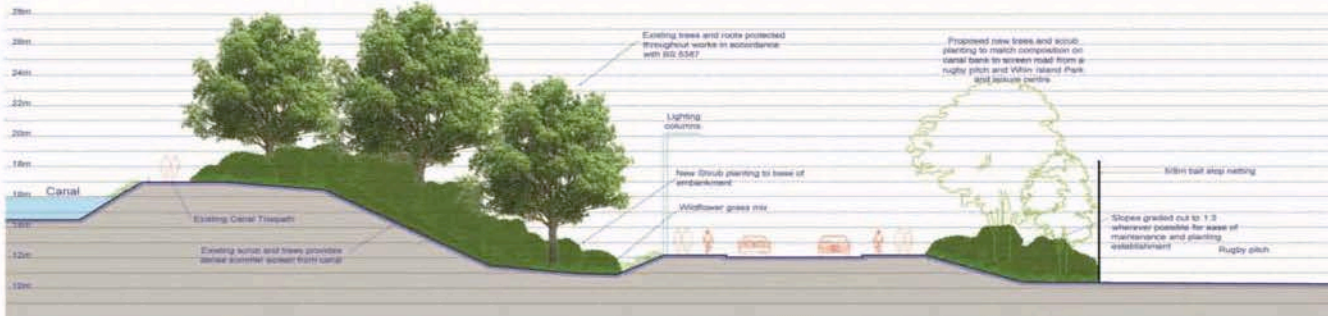
INVERNESS WEST LINK

DESIGN PROJECT REF: CS059146	CLIENT PROJECT REF: HR57126
--	---------------------------------------

SCALE @ A1: 1:1000 STATUS: PRELIMINARY

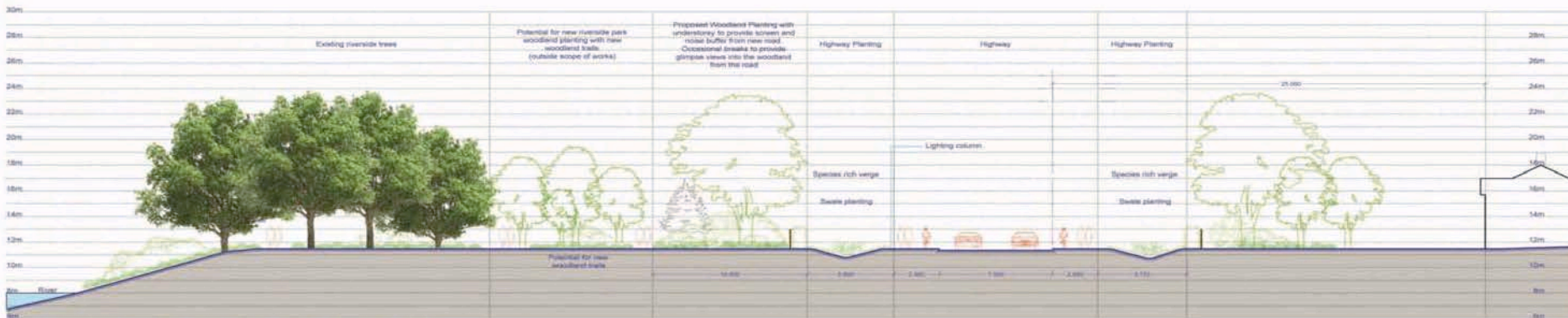
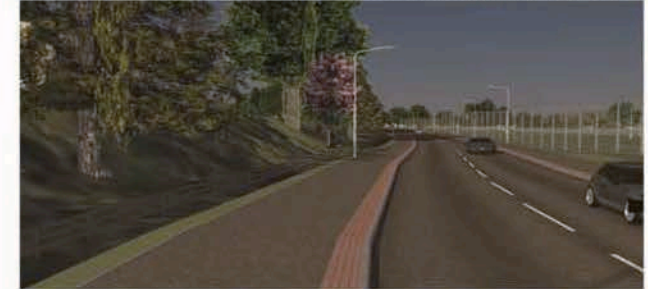
SCHEME PROPOSALS SHEET 4

DRAWING NUMBER: CS059146/H/3000/004	REV: P5
---	-------------------



Typical Section through Canal and Rugby Pitches

Visualisation of the proposed road at the Canal Park



Typical Section through River and Ness-Side



The proposals are designed to be the same cross section as the Southern Distributor Road as shown in the photograph to the left

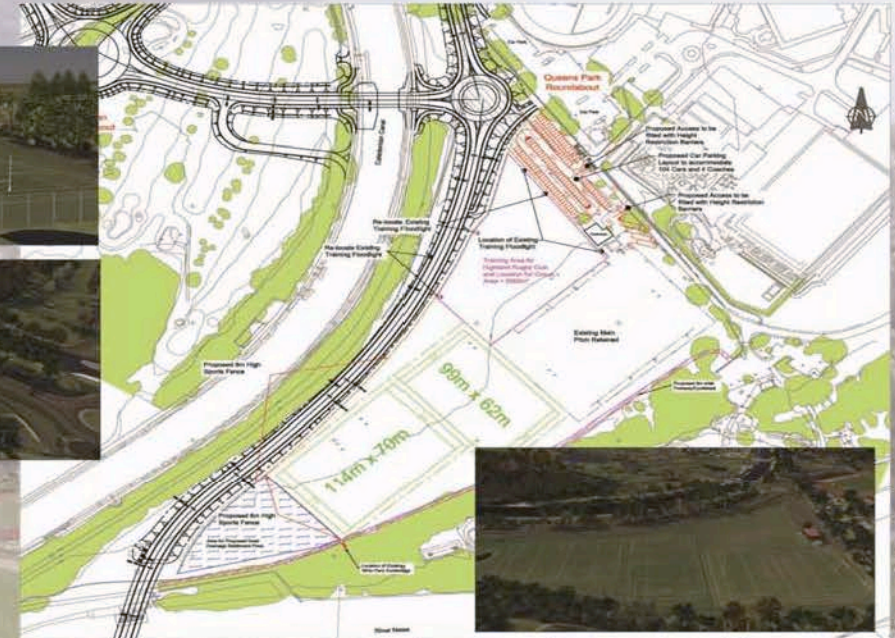


Visualisation of the proposed road at Ness-Side

Community Effects - Sport and Recreation

The area encompasses a number of important community sports and recreation facilities. These include

- Torvean Golf Course;
- Highland Rugby Club at Canal Park;
- Inverness Rowing Club Boat House and the Rowing Club measured competitive length;
- Whin Park;
- Inverness Leisure facilities at Bught Park which include
 - Inverness Aquadome;
 - Sports Centre;
 - Queen's Park athletics stadium;
 - Inverness Blitz American football training pitch; and
 - Inverness Ice Centre.



Highland Rugby Football Club revised layout at canal parks

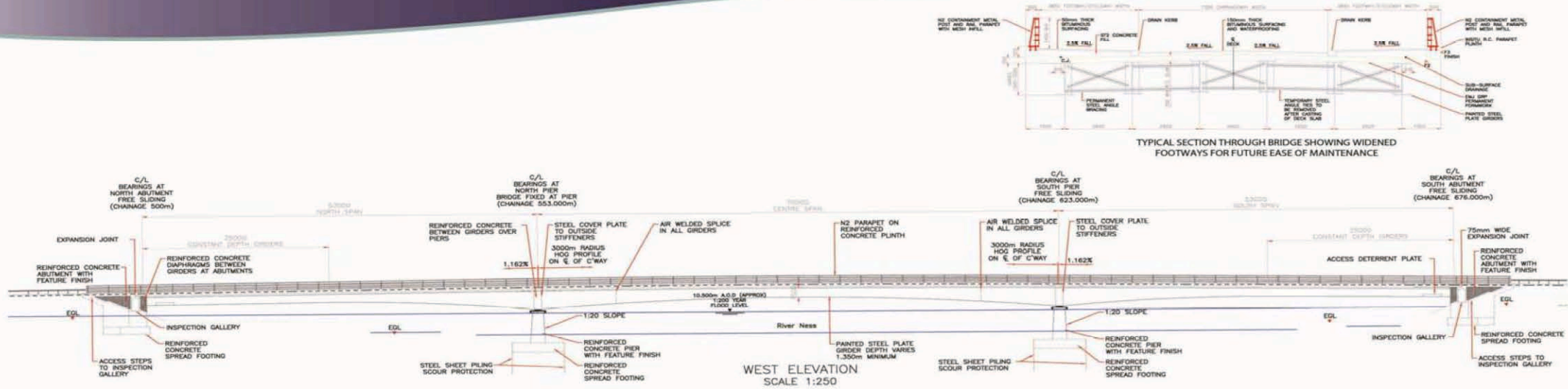


Relocated Inverness Blitz training facility



Torvean Golf Course alternative enhanced layouts under consideration

The Inverness West Link River Ness Crossing



Visualisation of River Ness bridge

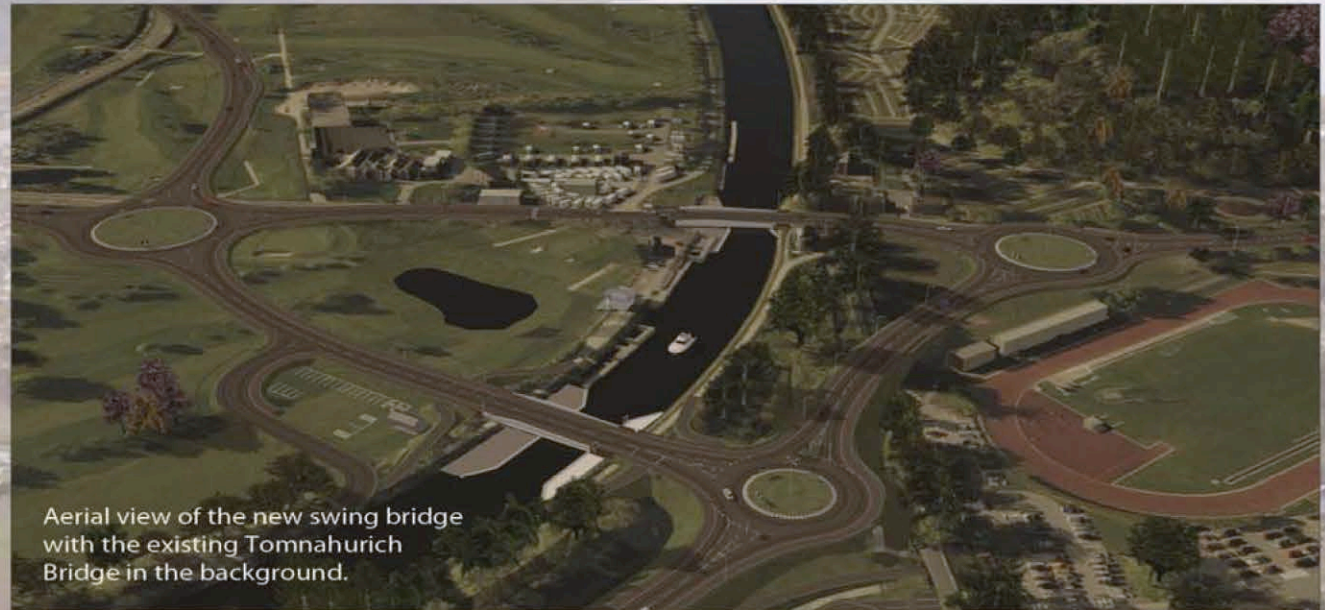


Similar type of bridge under construction and after completion



The new swing bridge over the Caledonian Canal will be operated in tandem with the existing swing bridge. This will mean that when one bridge is closed to traffic (as a boat passes through), the other bridge will be kept open to traffic to ensure there is vehicular access always available across the canal. Effectively providing a fixed link for the A82 across the canal.

Signs on the approaches to the area will indicate which bridge will be open to traffic.



Aerial view of the new swing bridge with the existing Tomnahurich Bridge in the background.



Proposed Control Building to operate bridges and traffic signs.



The new swing bridge will allow the canal to be operated anytime during the day. Currently there is a restriction during the morning and evening rush hours.



Existing Towpaths will be maintained with slight diversions adjacent to the new swing bridge.

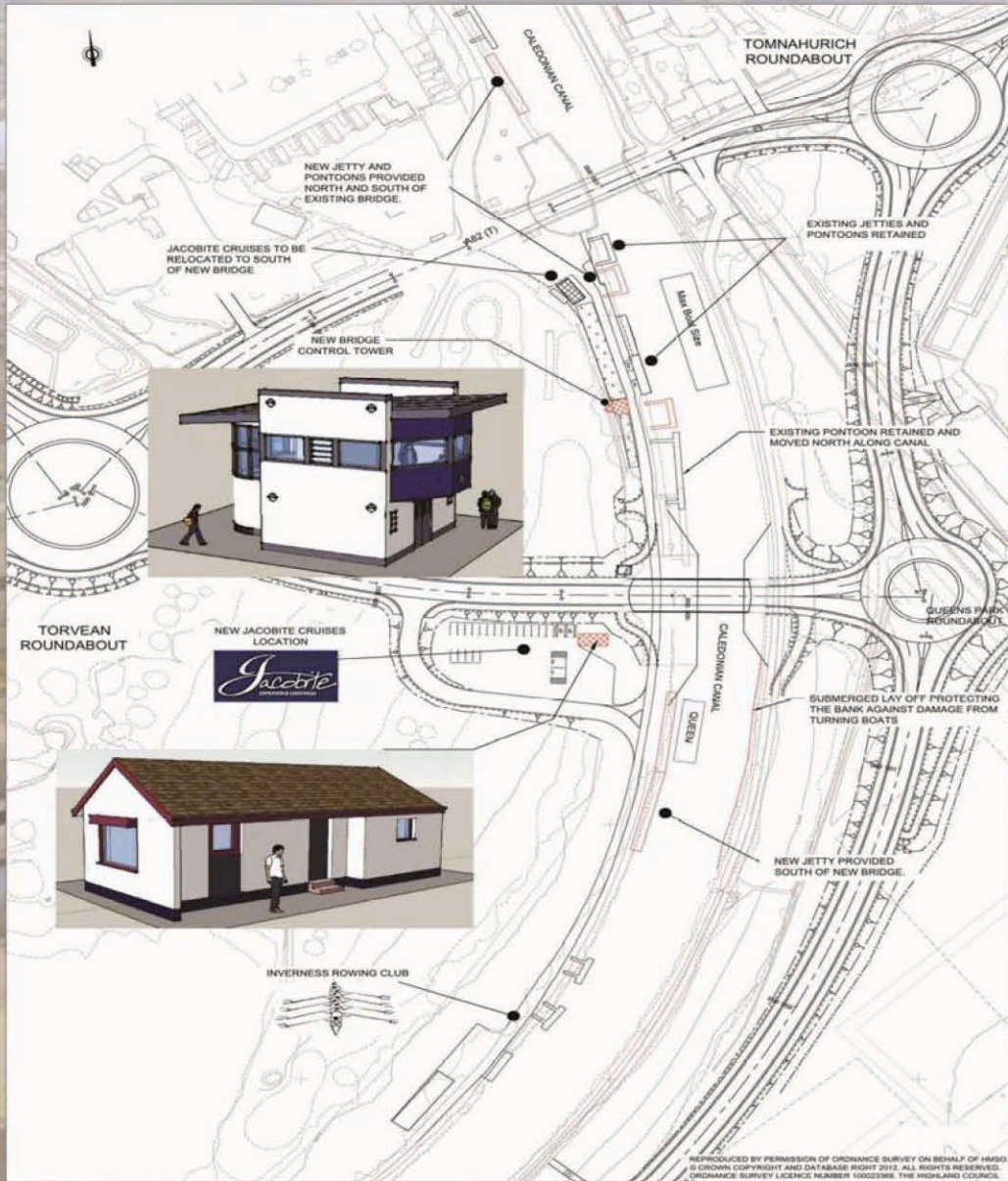
Visualisation of proposed new bridge and control building looking south. The new bridge will be designed to look the same as the existing Tomnahurich Bridge.



The Inverness West Link

Canal Development and Sustainable Urban Drainage

Canal Development and Sustainable Urban Drainage



During Stage 2 of construction Jacobite Cruises will be relocated south of the new swing bridge.

Additional jetties and pontoons will be provided for large and small boats to moor up before passing through the swing bridges.



As part of the Sustainable Urban Drainage, infiltration basins may be required. These are shallow features where storm water runoff is stored until it gradually infiltrates through the soil of the basin floor. An overflow may be required for extreme rainfall events which exceed the capacity of the basin. The performance of the basin depends largely on the permeability of the soil and the depth to the water table. Infiltration basins can serve larger catchment areas than infiltration trenches because a larger volume of water can be stored on the surface.

REPRODUCED BY PERMISSION OF ORDNANCE SURVEY ON BEHALF OF IMRO.
© CROWN COPYRIGHT AND DATABASE RIGHT 2012. ALL RIGHTS RESERVED.
ORDNANCE SURVEY LICENCE NUMBER 10002389. THE HIGHLAND COUNCIL.

Environmental Assessment

Our assessment has identified potential impacts on the environment which could occur as a result of our proposals. The effects of these impacts are identified below together with our initial proposals to change negative effects into positive effects.

ECOLOGY & NATURE CONSERVATION	
Protected Fish	
POTENTIAL IMPACTS	Atlantic Salmon and Lamprey may be disturbed by construction of the bridge piers
EFFECTS	Disturbance could cause reduced population numbers in subsequent spawning seasons
MITIGATION	Surveys of protected fish have been carried out to inform our designs In-river bridge piers are being located to avoid known spawning locations An ecological Clerk of Works will be employed to ensure protected species are avoided during construction In river works will avoid the spawning season New fishpools could be created to encourage spawning after construction
Fauna	
POTENTIAL IMPACTS	Great Crested Newts, badgers, birds, red squirrels, bats and otters
EFFECTS	Habitats are disturbed by construction leading to fall in populations of protected species
MITIGATION	Surveys identify the location of protected species and the design avoids these areas as far as possible Any vegetation clearance required will take place outside the season for nesting birds Nest boxes would be provided to compensate for any loss of bird nesting habitat Bat boxes would be provided to compensate for any loss of roosting habitat Replacement habitat will be created to compensate for any lost due to construction works Badger fencing and a crossing point may be required if surveys reveal significant movement of badgers
Flora	
POTENTIAL IMPACTS	Mature trees and grassland
EFFECTS	Loss of potential habitat
MITIGATION	Land take to be kept to a minimum All new planting for habitat creation to be native and of local provenance Sustainable Urban Drainage Systems (SUDs) principles to be applied to diversify habitats

LAND USE	
POTENTIAL IMPACTS	Change of use from existing to road or associated engineering works
EFFECTS	Loss of agricultural land; golf course to be relocated at Stage 2; loss of 1 rugby pitch; some core paths will be stopped up or diverted
MITIGATION	Severed fields will be integrated into existing field patterns and access gates installed Rugby pitches will reduce to 3 and high sports fencing will be included The Highland Council are currently developing alternatives for the Golf Course

LANDSCAPE EFFECTS	
Landscape Character	
POTENTIAL IMPACTS	Severance and fragmentation of fields Disintegration of clear urban edge along Dores Road Intrusion on tranquil character of riverside setting and future riverside park Loss of mature trees Historic stone wall along Bught Road Change of land use Additional lighting in rural setting
EFFECTS	Landscape Character changes from rural to urban
MITIGATION	Minimise land take Replace trees and vegetation and arrange to reflect rural character where possible Save and re-use natural materials (such as river washed cobbles) Introduce planting to screen 'engineered' slopes Grade out slopes to tie in with existing landscape Use directional and low level lighting
Visual Impact	
POTENTIAL IMPACTS	Views change for some residential properties; hotels and recreational spaces such as the golf course, rugby pitches, core paths and waterways New features associated with the road, such as bridges look intrusive
EFFECTS	Views are perceived as worse than existing
MITIGATION	Screen views of moving traffic as far as possible where impacts are high Opening up and framing views to key landscape features, such as the Torvean SSSI from the road Visual intrusion caused by bridge is minimised by careful selection of paint colour and parapet level lighting Road alignment generally follows lines of existing landscape features such as the River Ness, woodland belts and field patterns

CULTURAL HERITAGE	
POTENTIAL IMPACTS	Scheduled Ancient Monument – Caledonian Canal; Bridge Keepers cottage; stone walls along Bught Road
EFFECTS	Setting of the Caledonian Canal and other features of historical value could be adversely affected Archaeological artefacts could be lost during construction
MITIGATION	Route avoids known sites of archaeological interest A watching brief will be employed during construction Historical features such as river washed cobbles will be reused in the development

NOISE AND VIBRATION	
POTENTIAL IMPACTS	On residents; users of recreational routes and facilities; some wildlife
EFFECTS	Potential increase in noise levels. Vibration during construction could disturb fish and/or wildlife
MITIGATION	Earth modelling/planting/walls will be installed where noise levels exceed recommended levels

PEDESTRIANS, CYCLISTS, EQUESTRIANS AND COMMUNITY	
POTENTIAL IMPACTS	Severance of core paths; change in location and access arrangements to some recreational facilities
EFFECTS	Loss of amenity value
MITIGATION	Design pedestrian routes and cycleways throughout the scheme to link into existing network Short term plan to re-arrange rugby pitch layout to retain maximum number of pitches and to replace any lost car parking Long term plan to relocate sports facilities as part of the sports hub plans Stage 2 of the project will not be constructed until affected golf holes have been relocated

ROAD DRAINAGE AND THE WATER ENVIRONMENT	
POTENTIAL IMPACTS	Drainage from the new road and from working over and adjacent to water when constructing the new road and new bridges
EFFECTS	Contamination; water displacement and loss of water catchment areas
MITIGATION	Design the road with a sustainable urban drainage system (SUDS) 2 levels of water treatment Provide water drainage basins outside the 1 in 30 year flood levels Bridge piers to be designed so as not to impede flow of River Ness

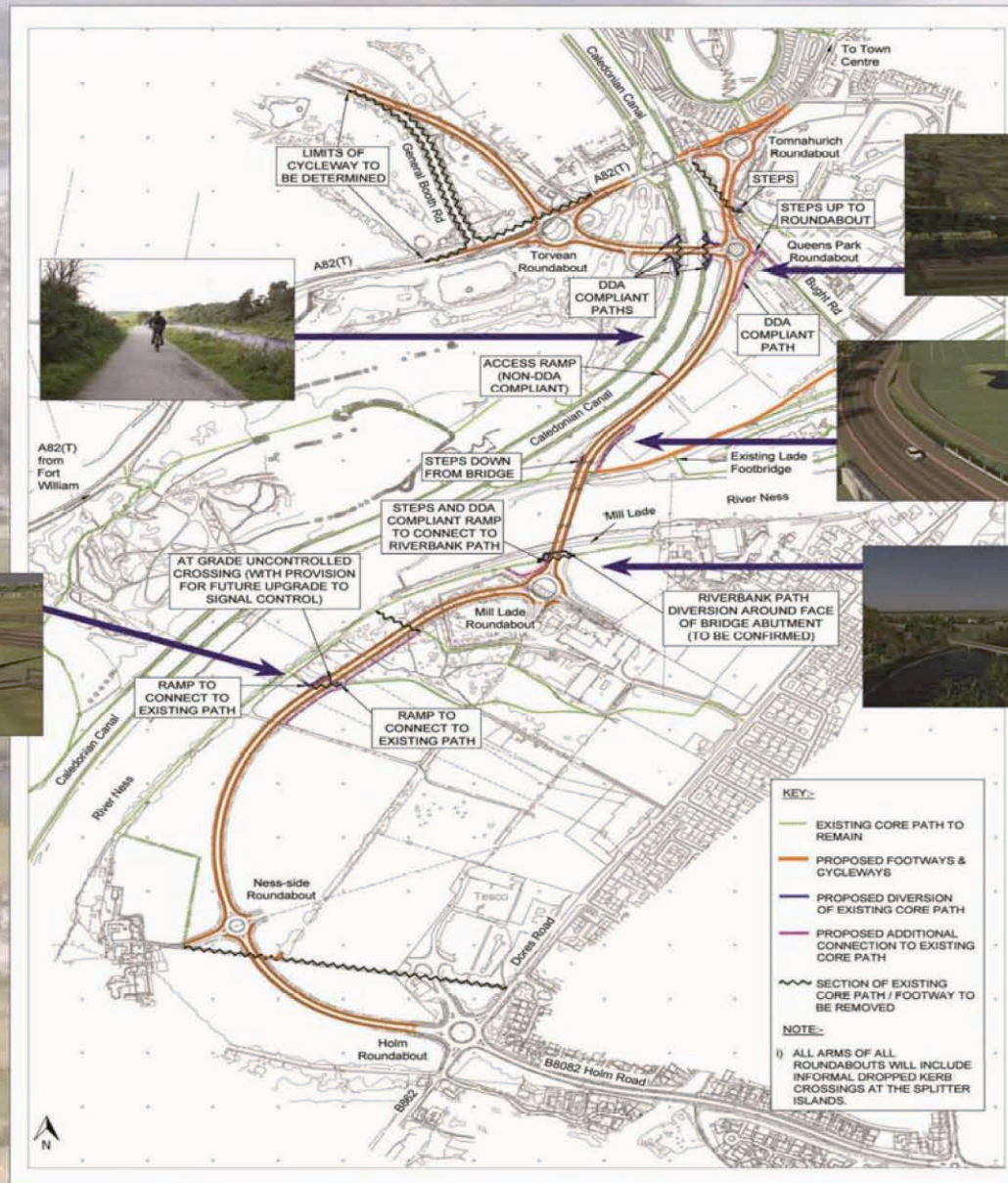
Recreational Routes

Some paths will be affected by the road. Proposals aim to improve access for pedestrians and cyclists: steps, ramps and (Disability Discrimination Act) DDA compliant crossings will be included.

The towpaths adjacent to the Canal will be altered on the approach to the new swing bridge. Pedestrians and cyclists will need to cross the new road (similar to the existing situation at the Tomnahurich Bridge).



The proposals include 2.5 to 3 metre wide footways/cycleways along both sides of the new link road throughout its length, including over the River Ness and Caledonian Canal.



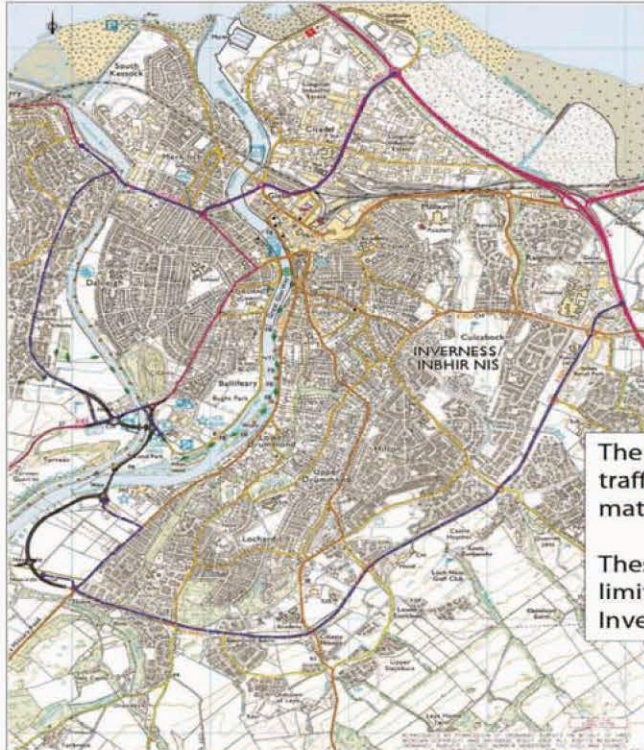
Stages of Construction and Construction Traffic



Construction will be split into 2 main Stages:

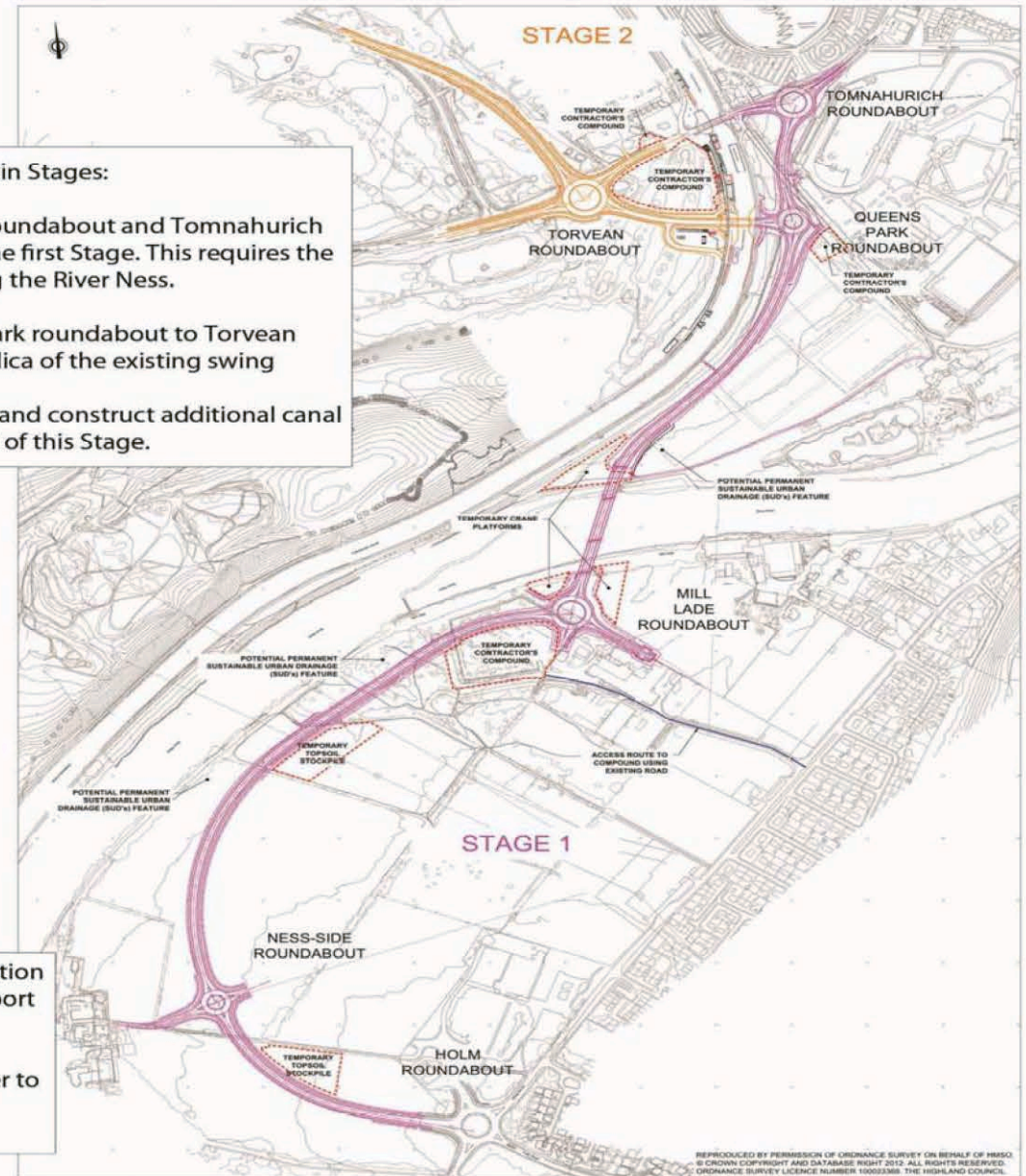
The main road connecting Holm roundabout and Tomnahurich roundabout being completed in the first Stage. This requires the construction of the bridge crossing the River Ness.

Stage 2 will connect the Queens Park roundabout to Torvean Roundabout by constructing a replica of the existing swing bridge crossing the canal. Works to relocate Jacobite Cruises and construct additional canal facilities will be undertaken as part of this Stage.



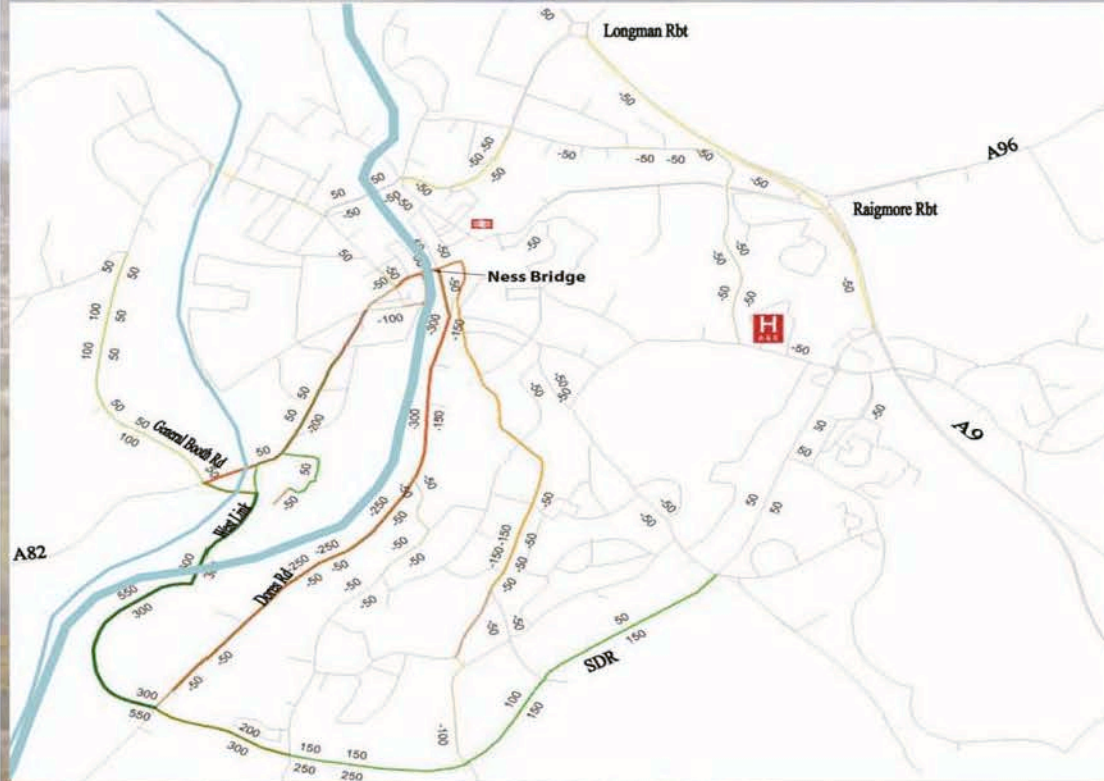
The map to the left shows the construction traffic routes that will be used to transport materials to site.

These routes have been chosen in order to limit traffic flow through the centre of Inverness.

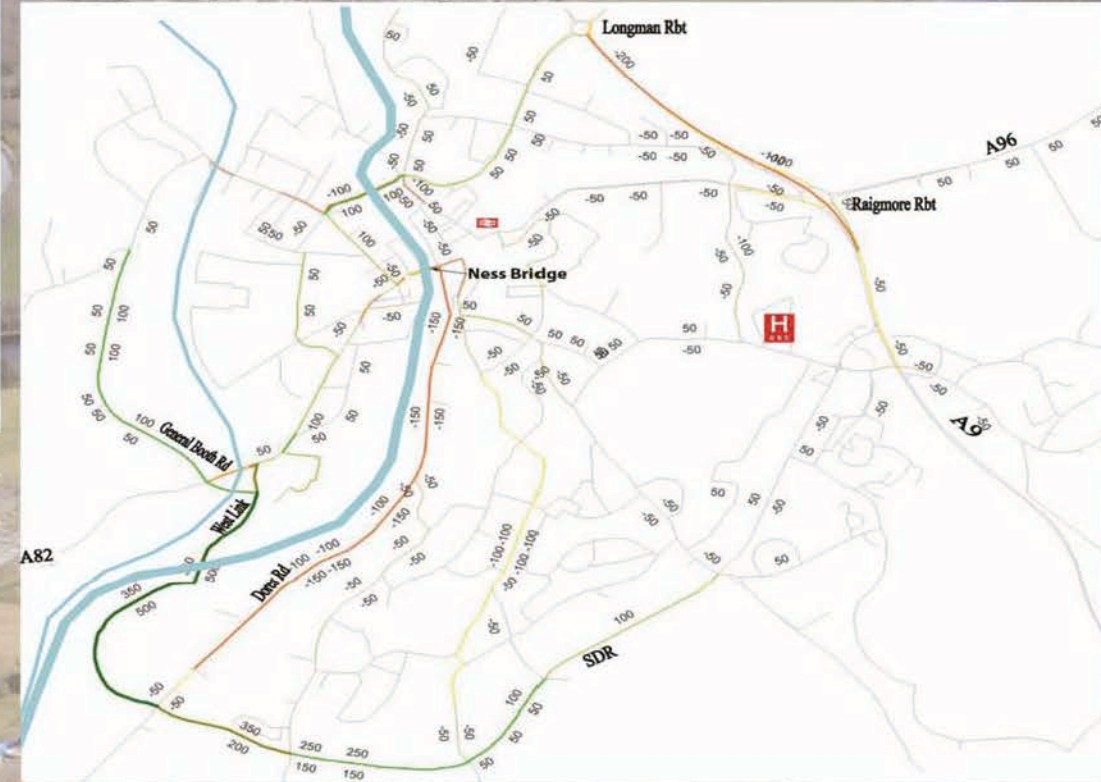


REPRODUCED BY PERMISSION OF ORDNANCE SURVEY ON BEHALF OF HRASG.
© CROWN COPYRIGHT AND DATABASE RIGHT 2013. ALL RIGHTS RESERVED.
ORDNANCE SURVEY LICENCE NUMBER 10002308. THE HIGHLAND COUNCIL.

Morning Comparison Flows (Opening Year, 2020)

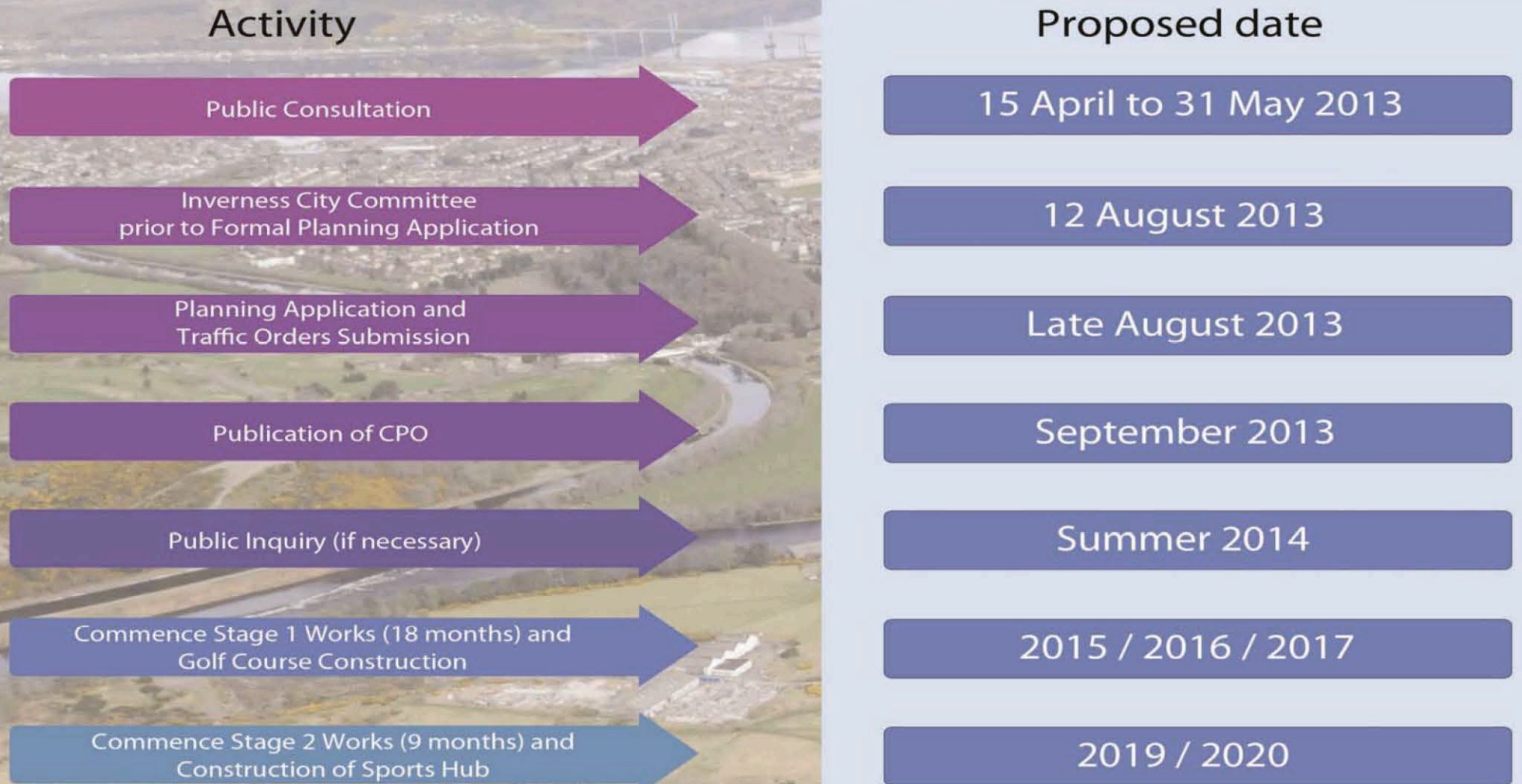


Evening Comparison Flows (Opening Year 2020)



This board shows the difference in the number of vehicles per hour travelling on various roads within Inverness. The figures adjacent to the road represent the change in the number of vehicles with the full proposals in place, compared to if the proposals do not go ahead.

The figures show the changes in the morning and evening rush hour.



The following procedures apply to the Project:-

- The Project under the Planning Legislation is a Local Development, however, procedures are being followed relative to a Major Application
- The Council will promote a Compulsory Purchase Order (CPO) for the Project and the following are available for review:-
 - Draft Order
 - Draft CPO Plan
 - Statement of Reasons
- Permanent Road Traffic Orders:-
 - Stopping Up Orders
 - Speed Restrictions
 - Re-Determination of Public Rights of Passage Orders
- Upgrade Southern Distributor Route classification from B to A
- Great Glen Way Order
- Scheduled Monument Consent

**Thank you for attending the Stage III Inverness
West Link Public Consultation.**

The Detailed Design proposals are in draft form at present. This is to allow you to contribute to the Detailed Design process and the next step is to finalise the Detailed Design ready for the planning application.

Your comments on the Detailed Design on display would be welcomed and comments sheets are available for you to complete and hand in today or send in later.

Alternatively you may submit your comments online at the Highland Council website at www.highland.gov.uk/iwl3

All comments on the proposals should be submitted not later than
31st May 2013.

COMMENTS SHEET

Title:- Name:-

(Mr/Mrs etc)

Address:-

Town/City:-

Post Code:-

Email Address:-

Any comments on the landscaping proposals as displayed:

Any comments on the proposed footpaths, cycleways, etc. (e.g. Any additional connections needed?):

Any comments on recreation and sporting areas:

Any comments on the proposed bridges layouts:

Any suggestions for the name of the bridge crossing the River Ness:

Any suggestions for the name of any of the roundabouts:

Any further comments:

Please complete this sheet and hand it to the official at reception, or send this sheet to:-

Mr. J A Smith
The Highland Council, TEC Services, Project Design Unit,
Osprey House, Alness Point Business Park,
Alness, IV17 0UP

or alternatively, submit your comments online at the Highland Council Website at
www.highland.gov.uk/IWL3

All comments should be submitted not later than 31st May 2013.