



## Case information

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<b>Reference/Case ID</b>	201602671		
<b>Scheduled Monument</b>	Crinan Canal, Cairnbaan - Ardrishaig		
<b>Index no</b>	M6501	<b>Grid Ref</b>	NR823909 182300.0000 690900.0000
<b>Date of Application</b>	16 August 2016	<b>Application Received</b>	17 August 2016
<b>Summary of proposed works</b>	Upgrade of Crinan Canal towpath from soft to hard surface		

## 1. Summary recommendation

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This report recommends that consent be **granted without conditions**.

## 2. Background

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The monument is of national importance because it comprises part of the Crinan Canal, an excellent example of Georgian civil engineering and the work of its designer, Scots engineer John Rennie. This ship canal runs across Knapdale between Loch Crinan and Loch Gilp, creating a route from the Firth of Clyde to the Inner Hebrides which avoids the open seas around the Mull of Kintyre. It was built between 1794 and 1809 and there has been relatively little change to the canal since its construction.

The physical fabric of the canal makes varying contributions to its cultural significance, depending on its age and condition. In general, the towpath surfaces and the adjacent grassy verges are of modern derivation. Therefore, the areas affected by this proposal do not make a significant intrinsic contribution to the national importance of the monument. However, they do represent a contextual contribution as views along the towpath and channel are key to understanding and appreciating the form of the monument and the manner in which it functioned as a piece of industrial infrastructure.

No pre-application discussions have taken place but canal towpath upgrades similar to this proposal have been conducted many times in the last 11 years, and similar proposals have received scheduled monument consent.

### 3. Proposals

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It is proposed to upgrade the surface of the towpath from a soft to hard surface along two stretches of the canal by Ardrishaig. The towpaths to be upgraded lie on parallel sides of the canal, from Lock 3 to Lock 2 on the east side and from Lock 3 to the swing bridge by Lock 1 on the west. A strategic overview of towpaths commissioned by Scottish Canals has suggested that hard towpaths have resulted in an increase in usage in several areas across the canal network and that soft surface towpaths have deteriorated badly in many areas. Hard surfacing is suggested as an improvement to the paths which allows for all-weather access and may contribute to their wider use.

The works will not widen the path. The final finish will be comprised of a bitumen emulsion layer incorporating grey stone chips with are intended to match the colour range across the towpath network.

Works would include:

- Scarifying towpath to a depth not exceeding 100mm
- Removal of vegetation encroachment
- Regulating scarified towpath to introduce 1:40 cross fall
- Applying bitumen, upper layer containing stone chip to match existing towpath colour range
- Placing soil along towpath edges and seeding grass.

### 4. Representations received

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No representations have been received.

### 5. Report

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#### a) Policy considerations

The application should be viewed with the following legislative and policy considerations in mind:

Ancient Monuments and Archaeological Areas Act 1979

Part 1 Section 2 - Control of works affecting an ancient monument.

Historic Environment Scotland Policy Statement (2016)

3.4. Scheduled monument consent is required for any works that would demolish, destroy, damage, remove, repair, alter or add to the monument or to carry out any flooding or tipping on the monument. It is a criminal offence to carry out any of these works without consent.

3.14. A monument is included in the Schedule to secure the long-term legal protection of the monument in the national interest, *in situ* and as far as possible in the state it has come down to us. Scheduled monuments have an intrinsic value as monuments, not related to any concept of active use. It is the value of the monument to the nation's heritage, in terms set out in the section on Scheduling in Chapter 2 of this policy statement that is the primary consideration in determining applications for scheduled monument consent.

3.16. Works on scheduled monuments should therefore normally be the minimum level of intervention that is consistent with conserving what is culturally significant in a monument.

3.17 As each monument will require treatment specific to its individual nature, characteristics, significance and needs, any proposed change to it must be fully and explicitly justified.

3.18. Scheduled monument consent applications must be considered in terms of the cultural significance of the monument and the impact that the proposals would have upon this cultural significance. The more important particular features of the monument are to its cultural significance, the greater will be the case against interventions which modify these features.

3.20. Where change is proposed, it should be carefully considered, based on good authority, sensitively designed, properly planned and executed, and where appropriate in the context of an individual monument, reversible.

## **b) Assessment**

The proposals would involve scarifying and regrading the topmost 100mm of the existing towpath surface and the introduction of layers of bitumen above, the upper layer being dressed with stone chip to match existing towpath colour range. Because the works would be restricted to the upper surface of the towpath, it is likely that they would only impact on recent layers; it is very unlikely that there would be any impact on deposits or structures associated with the original canal or with 19<sup>th</sup> or early 20<sup>th</sup>-century path surfaces.

The proposals envisage matching the existing colour range of the towpath. However, it is likely that there would be a cosmetic change to the appearance of the path, its surface becoming harder and smoother. Although noticeable, this change would not negatively affect key views along the canal or views which link the canal and its associated structures. It would therefore be unlikely to have an appreciable impact on the cultural significance of the monument.

**c) Other material considerations, including impact of the works on Protected Species and Places**

A Protected Species and Places Assessment was undertaken, and information from Scottish canals suggest the work will cause no negative impacts on the SSSI, SAC, and EPS in the area.

**d) Conclusion**

The proposals would involve very shallow disturbance to the existing footpath and the addition of a new hard surface finished with stone chips. There will be a small visual change, but negligible impact on the cultural significance of the monument. There is therefore no conflict with para 3.14 of the policy statement.

The proposed works would be part of a wider programme that is intended to improve access to the canal and encourage more people to access and enjoy the canal. Encouraging more visitors to use it for leisure purposes is consistent with the policy statement's key principles, particularly paragraph 1.9d.

**6. Recommended decision**

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The works proposed are considered acceptable in meeting the terms of national policy for scheduled monuments, and also accounting for other material considerations.

I recommend consent is **granted**.

**7. Conditions**

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None

**8. Approval**

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<b>Officer</b>	<b>Kevin Grant</b>	<b>Date</b>	<b>12/09/2016</b>
<b>Approved by</b>	<b>John Raven</b>	<b>Date</b>	<b>13/09/16</b>

**Annex A – list of supporting documents**

- Location Map
- Methodology
- Statement regarding towpath use and upgrade
- Environmental Statement