



Case Information

Reference/Case ID	300018962		
Scheduled Monument	Crinan Canal, Cairnbaan - Ardrishaig		
Index no	SM6501	Grid ref	NR 82300 90900
Date application validated	22 December 2016		
Summary of proposed works	Remediation work on existing canal-side road between Locks 6 and 7.		

1. Summary recommendation

This report recommends that approval for remediation work on existing canal-side road between Locks 6 & 7 be granted without conditions.

2. Background

The monument comprises a stretch of inland waterway forming part of the Crinan Canal, between Cairnbaan to Ardrishaig (SM6501). The scheduled area incorporates all underwater elements of the canal, the towpath on the northern and northeastern banks, various structures relating to its function and a narrow strip of ground on either side of the canal within which archaeological evidence for the construction and use of the monument is expected to survive. Many modern elements within the scheduled area, such as modern road surfaces, are excluded.

The monument is of national importance because it is a well preserved element of the Crinan Ship Canal system, which in its entirety provides an excellent example of Georgian civil engineering and the work of its architect, John Rennie. The canal runs across Knapdale between Loch Crinian and Loch Gilp, and was designed to connect shipping routes between the Firth of Clyde with the Inner Hebrides, avoiding the open sea routes around the Mull of Kintyre. It was constructed between 1794 and 1809.

This application relates to the canal side road at Crinan, between Locks 6 & 7 and is for remediation work relating to a 200m section of the road. The proposed work comprises the construction of steel reinforced wooden anchor beams on both sides of the existing road and the construction of a raised road surface. The work is required as the original road surface at this section straddles the stone pitching on the canal side,



which is causing instability and degradation of the road. The development proposals have been submitted by Scottish Canals.

The fabric of the canal and its associated features such as embankments, coping stones, locks, bollards, and weirs are integral to its significance. In terms of setting, views along the canal (both from the towpath and from the water) are important as they give an appreciation of its function, character, and scale. Views which clearly link the canal to associated structures such as bridges or lock-keepers' cottages are also significant as they aid in understanding and appreciating the function of the canal and its wider context.

The application is accompanied by; a location plan, a scaled cross-section plan of the development, photographs and a detailed Construction Methodology with associated Heritage and Environmental Impact Assessments.

3. Proposals

- The construction of 600mm high steel reinforced wooden anchor beams on both sides of the existing road, with the laying of a new road surface in between.
- Limited excavation of the inside length of the road up to a depth of 500mm to allow the installation of the anchor beam between the boundary wall and existing road. The outer anchor beam would sit atop the pitching and would not require excavation.
- Securing the new road surface to the original with a series of steel bar ties through limited excavations at 20m intervals.
- A temporary floating platform is to be set up against the pitching which may require steel pins to be driven between the pitching and into the embankment to minimise movement.

The works include the construction of a new road, with surface to be secured to the previous one. Each section of the new surface, measuring approximately 5m, will be constructed consecutively. In advance of construction the existing post & ryllock fence will be removed, followed by the accumulated overburden next to the stone pitching. This will be followed by the excavation and installation of the tie bars and anchor beams, with any gaps backfilled with masonry and concrete. A new fence would then be installed with posts returned to previous locations where possible to minimise ground disturbance.

4. Representations received

No third party representations were received.



5. Report

a) Policy considerations

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

Ancient Monuments and Archaeological Areas Act 1979

Part 1 Section 2: Control of works affecting scheduled monuments.

Historic Environment Scotland Policy Statement June 2016

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.

3.15. Monuments are subject to decay and the threat of destruction, from natural and human causes. Conservation work is normally needed to prolong the life of a monument, but there is a risk that this can be so invasive that it irreversibly modifies the monument's character and affects the special interest or features that made the monument important in the first place.

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.

b) Assessment

The Crinan Canal is an industrial, working monument. It is subject to change and its continued use is of one of the best ways of helping to safeguard it. The proposed remediation works involve the construction of a new road surface overlaying a previous road surface and the construction of a new fence. This is intended to ensure the road remains usable in the long term; thus improving public access, use of and enjoyment of the canal.

The current road, to which the bar ties will be attached to secure the new road surface, is excluded from the schedule and will not be removed. Any pins which will be inserted during the construction of the temporary floating platform will be between the pitching, avoiding direct impacts on the fabric of the monument. The concerns in relation to

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SMC therefore relate to ground disturbance through the construction of the wooden anchor beams which are to be buried between the existing retaining wall and the current road surface.

The physical impact of the proposed works would be through excavation and construction of the wooden anchor beams along the inside of the road. The replacement post and rylock fence will be returned to its original location. The ground impacted by these works has previously been disturbed through the installation of a water main, BT duct, and the original post and rylock fence. It is therefore considered unlikely that the works will impact previously undisturbed archaeological evidence.

The canal-side wooden anchor beam will be placed on the surface adjacent to the existing fence line. This will mask the above-ground wooden anchor beam in views from the road towards the canal. The beam would be visible from the canal side, but it will not interrupt key views along or towards the canal, such as along its east to west axis, or views between Lock 6 & 7. The floating platform will be placed beside the pitching during the construction of the new road surface, and, although it will likely be visible from both within the canal and above, due to its low profile and linear form it will not have a visual impact. It will also be removed following the completion of construction works. Therefore the remediation works will not impact interpretation of the form and function of the monument and no significant impacts on the setting of the monument are anticipated.

The works proposed would affect a relatively small proportion of the scheduled area, approximately >1%. They are therefore not assessed as extensive. The application has been accompanied by a detailed Project Design and Construction Methodology that sets out a well-considered, appropriate and careful methodology.

If the works as set out in the application are not undertaken then there is a likelihood that the structural integrity of the current road which straddles the stone pitching of the monument will continue to deteriorate, with the likely outcome that historic fabric and architectural detailing will be lost, and there would be a risk to public safety. It is therefore to the benefit of the long term preservation of the monument that the works are undertaken now.

These repairs will also have a public benefit, through restoring access to the canalside dwellinghouses.

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

No impact on Protected Species and Places considered likely – see PP&S assessment.



d) Conclusion

The application should be viewed as works as set out in both Part 1 Section 2 of the AMAA Act 1979 and paragraph 3.4 of the policy statement.

The majority of the works will be isolated to elements excluded from the schedule, such as the current road surface, or will impact previously disturbed ground, within which buried archaeological deposits relating to the monument are not anticipated to be present. Key views from above and within the canal which inform our understanding of the form and function of the monument will not be impeded by the development. As such, the works comprising the remediation of the existing canal-side road at Carinbaan, Crinan Canal, are predicted to affect elements of the monument in such a way that they will have no impact on the cultural significance of the monument. The proposed remedial works do not, therefore, conflict with paragraphs 3.16 and 3.18 of the policy statement. Importantly, they will also enable continued access of the road.

6. Recommended decision

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 without conditions**.

7. Conditions

No conditions have been attached to this decision.

8. Approval

Case officer	Sam Fox	Date	12 January 2017
Approved by	John Raven	Date	13 January 2017

Annex A – list of supporting documents

- Location Plan
- Plan and Cross Section
- Photographs
- Detailed Methodology