

## Case information

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<b>Reference/Case ID</b>	201506081		
<b>Scheduled Monument</b>	Forth and Clyde Canal: Old Kilpatrick - Linnvale		
<b>Index no</b>	M6778	<b>Grid Ref</b>	NS 489 708
<b>Date of Application</b>	16 December 2015	<b>Application Received</b>	16 December 2015
<b>Summary of proposed works</b>	Drainage and maintenance works at Dalmuir (Railway) Tunnels		

### 1. Summary recommendation

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This report recommends that consent be granted.

### 2. Background

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The monument comprises a length of inland waterway forming part of the Forth and Clyde Canal. The length of the monument is approximately 5km and runs from Old Kilpatrick on the west to Linnvale on the east. The schedule notes that the monument includes the Dalmuir Railway Tunnel Aqueduct.

The monument is of national importance because it is an integral part of the Forth and Clyde Canal, which is an excellent example of Georgian civil engineering. It was the first of Scotland's great inland waterways to be constructed (between 1768 and 1790).

### 3. Proposals

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#### Consented works

Survey and improvement of the current drainage system, repair of water-damaged tunnel lining and removal of vegetation at portals/sidewalls.

#### Description of works

The tunnels comprise twin bore, brick-lined tunnels 78m long and running under the canal. The tunnels carry electrified rail lines and have a history of flooding leading to

performance issues. The proposed works are intended to improve the current drainage system thereby preventing flooding. They would also repair structural damage and remove vegetation in order to identify existing damage and prevent future damage. The proposed works would include:

- A full drainage survey to inform the design of remedial/enhancement works. It is envisaged that the works may involve the replacement of existing carrier pipes and the installation of additional connection pipes.
- The brick tunnel lining would be subject to minor, standard repairs including the replacement of bricks (with matching), cross pinning, stitching of cracks and grout injection.
- Removal of vegetation at all four portal structures and headwalls would allow detailed inspection and reduce the risk of future degradation. Vegetation removal of localised areas of the upper slope behind the up bore and up side wingwalls would also be undertaken. All stems and trunks would be cut as close to the structure as possible and then treated with herbicide to prevent re-growth.

#### **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:

AMAAA 1979, Part 1 Section 2:  
control of works affecting an ancient monument.

The Scottish Historic Environment Policy (2011):

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. Scottish Ministers include a monument 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 SHEP, 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.

3.18. 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 works to improve drainage at Dalmuir Tunnels and allow their continuing, effective use. The works would also include minor repairs to the tunnels' lining and removal of vegetation to reduce the risk of future degradation. The Forth and Clyde Canal runs over the tunnels and the maintenance work would therefore contribute to the long term protection of the monument. The work proposed appears to be the minimum intervention required in order to maintain the tunnels.

The works are not likely to affect any archaeologically significant remains or materially alter the appearance of the monument. Therefore the proposal would have a negligible effect on the monument's cultural significance.

The proposed works appear to have been carefully considered and properly planned.

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

The application site does not lie in a Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) or Special Protection Area. National Biodiversity Network GIS data sets indicate no evidence for Protected Species in the relevant 100m grid squares and an Ecology Survey undertaken at the tunnels in 2014 (Whitcher Wildlife Ltd 2014) did not identify any such evidence.

#### **d) Conclusion**

The proposals concern works at the Dalmuir (Railway) Tunnels that are intended to improve drainage, remove vegetation and repair the brick lining using sympathetic materials. The structure forms part of the Forth and Clyde Canal scheduled monument and there should be negligible impact on the cultural significance of that monument. The proposals therefore accord with SHEP 3.18.

The works can be regarded as the minimum level of intervention required to maintain the tunnels and would contribute to conserving what is culturally significant in the monument (SHEP 3.16). The proposal appears to be carefully considered and planned, according with SHEP 3.20.

## **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.

## **7. Conditions**

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Granted without conditions.

## **8. Approval**

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<b>Officer</b>	<b>Simon Stronach</b>	<b>Date</b>	<b>6/1/2016</b>
<b>Approved by</b>	<b>John Raven</b>	<b>Date</b>	<b>6/1/16</b>

### **Annex A – list of supporting documents**

Fairhurst September 2014 'BCDP-S/082 2015/16 Tunnel Repairs – Design; YKR/T268/023 Dalmuir Tunnel Assessment Report'

Set of Drawings (Specification for the Works etc.)

Site Location Plan

Whitcher Wildlife Ltd June 2014 'YKR, T268/023, Dalmuir Tunnel: Ecology Survey'