Scheduled Monument Consent:
Report on Handling

HISTORIC ENVIRONMENT SCOTLAND | ÀRAINNEACHD EACHDRAIDHEIL ALBA

Case information

Reference/Case ID	201601013

Scheduled Monument	Forth and Clyde Canal: Netherton Farm - Cleveden Road		
Index no	M6774	**Grid Ref**	NS545698 254500.0000 669800.0000

Date of Application	25 May 2016	**Application Received**	25 May 2016
Summary of proposed works	Installation of new pontoon and associated canal-side infrastructure.		

1. Summary recommendation

This report recommends that consent be granted without conditions.

2. Background

This scheduled stretch of the Forth and Clyde Canal was constructed in order to extend the canal west from its original terminus at Stockingfield. The canal today largely follows its original line, although the embankments and towpath have been altered in the 19th and 20th centuries.

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).

The area affected by these works lies between a bridge at Bearsden Road and the Howth Drive road bridge. It is flanked on both sides by suburban residential development and fringed with mature trees. The west bank has a small facilities hut adjacent to the towpath, with three fixed pontoons that are linked to the embankment via steel and concrete mounts. These were installed in 2000.

Scottish Canals Heritage Advisor contacted HMD in October 2015 regarding the proposal. It was agreed at that stage that while most aspects of the scheme did not raise concerns, the installation of a new pontoon would require careful assessment.

The application is part of Scottish Canals' 'Living on the Water' initiative, which is supported by the Scottish Government. The vision behind the initiative is to create a more active and vibrant waterfront, which will contribute to a more accessible and safer canal. It is also intended to provide income for reinvestment in the waterway network.

Additional information was submitted in support of the application following a request by HMD (Scottish Canals documents submitted 20 June 2016).

3. Proposals

The proposals involve the change of use of three existing pontoons from leisure to residential. This would require the construction of some infrastructure on the adjacent bank. It is also proposed to add a new pontoon to the immediate north of the existing pontoons and on the same bank. The new pontoon would serve as a mooring for leisure craft.

The proposed works include:

- Installation of a 2 x 10m pontoon anchored by two concrete blocks, measuring 3m by 1.6m in plan, and set to a depth of 0.8m. The foundations would be excavated by a mini-digger. It is estimated that the excavations would extend to a maximum of 0.5m beyond the anchor block dimensions.
- Installation of two new storage huts built from painted timber board and roof clad in cedar shingles. The huts would be built on concrete slabs set on a Type 1 sub-base. The sub-bases would be 7.2m by 4.8m in plan, and to a depth of 100mm. The foundations would be excavated as above and with the same maximum extent in addition to the stated dimensions.
- An electrical distribution unit (a pillar measuring 1m by 0.3m in plan and 0.8m in height) would be constructed at the rear of the existing facilities hut. Water and electrical services would run from the facilities hut in a duct to the existing pontoons. The trench would be around 1m wide and 10m long. This would require machine excavation to a depth of 1m.
- Three trees would be required to be removed to allow the installation of the storage huts. The trees would be cut at the base of the trunk and the remainder of the root removed with a mechanical excavator.

Additional information was submitted during the application process at the request of HMD. This included a justification for the choice of location. The location was chosen because it is the site of existing infrastructure and an established location for temporary moorings.

A Heritage Impact Assessment was undertaken and the results supplied to support the application. There is no map evidence for buried remains at the proposed location. An archaeological walkover also noted no evidence for historic structures.

Impacts on the setting of the canal were considered during the assessment. These are described as minimal because the principle views along the canal to the northwest and southeast, including Lock 27, would not be interrupted.

The benefits of the proposal in relation to the monument have been described. These are broadly similar to those associated with the ‘Living on the Water’ initiative as a whole, and as set out above.

4. Representations received

No representations were received.

5. Report

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 works form part of an initiative whose aims include the improvement of public access to and appreciation of the monument. These aims are consistent with the policy statement's Key Principles, particularly paragraph 1.9d.

The proposed works would introduce a new pontoon, two new storage sheds and related infrastructure on the same bank of the canal as existing pontoons and facilities.

The new sheds would be relatively small structures that have been designed with a traditional finish sympathetic to the character of the canal. The new pontoon would be a clearly identifiable new addition along the canal embankment.

Key views along the canal from bridges across it at Howth Drive and Bearsden Road would be slightly altered, but the canal's original form and relationship to the neighbouring towpath could still be readily appreciated.

Views of the canal from the towpath and views when travelling along the canal itself would also be slightly altered, but again this is not likely to have a significant effect on an understanding or appreciation of the historic form and relationship of the canal and towpath.

It is concluded that effects on the character and the visual appreciation and amenity of the canal would not be likely to significantly alter its cultural significance.

The work would involve some excavations along the canal's embankment and across the towpath. The scope of these excavations is the minimum required to facilitate the proposed works.

Historic mapping does not show any sensitive structures in the vicinity of the proposed works and their footprint is relatively limited. An archaeological assessment and walkover have been undertaken and it has been concluded that it is unlikely that sensitive archaeological remains would be disturbed by the proposed excavations.

Adverse effects on physical remains related to the canal are likely to be minimal and hence would not alter the cultural significance of the monument.

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.

d) Conclusion

The proposals should have a relatively minimal effect on the setting and physical remains of the canal. Hence the cultural significance of the monument would be

materially unaffected and the proposals are not inconsistent with paragraph 3.14 and 3.18.

6. Recommended decision

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

7. Conditions

None.

8. Approval

Officer	**Simon Stronach**	**Date**	**23/06/2016**
Approved by	**John Raven**	**Date**	**23/06/2016**

Annex A – list of supporting documents

- A00543_Lock27_004 for SMC
- Shore Fixing Details
- Storage Hut Design
- Storage Hut Foundation Details
- Scottish Canals 'Living on the Water'
- Scottish Canals Additional Information for SMC Application