

Scheduled Monument Consent: Report on Handling



HISTORIC
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Case information

Reference/Case ID	201601826		
Scheduled Monument	Crinan Canal, Crinan to Cairnbaan		
Index no	M6500	Grid Ref	NR788944 178800.0000 694400.0000
Date of Application	01 July 2016	Application Received	06 July 2016
Summary of proposed works	Replacement of two timber jetties with new pontoons with associated anchoring and access.		

1. Summary recommendation

This report recommends that consent be granted without conditions.

2. Background

This stretch of the Crinan Canal runs from its western terminus at Crinan to lock no. 9 at Cairnbaan, just northwest of Lochgilphead. The canal has seen only minor changes since its construction at the start of the 19th century.

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.

The area of the proposed works lies on the northern bank of the canal, roughly equidistant between the canal basins at Crinan and the swing bridge on the B841 which connects Crinan to Crinan Ferry. The northern bank of the canal here is comprised of a tall earthen bank separating the canal from a tidal basin. The existing timber jetties lie opposite a small natural basin on the southern side of the canal overlooked by mature woodland.

No pre-application discussions have taken place.

The applicant provided further information regarding an environmental assessment upon request.

3. Proposals

The proposals involve the replacement of two existing timber jetties with a new pontoon. The pontoon would require associated anchoring points and access provision.

The current jetties are old and worn, and have had to be closed due to health and safety considerations. A like-for-like replacement is not appropriate as the current jetties are only 1.4m wide which is too narrow for modern boats to use easily. The proposed new pontoons are intended to create modern mooring facilities which provide better access.

The works would comprise:

- Removal of current timber decking on existing jetties and removal of steel supporting structure of the southern jetty.
- The creation of three concrete mooring points excavated into the canal embankment and measuring c1m³.
- The installation of a single pontoon measuring c36m by 6m secured to the anchor points
- The construction of a light steelwork access platform on the steel supporting columns of the existing northern jetty, and using existing concrete steps.
- The erection of an access gangway linking the pontoon and access platform.

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

In general terms, the works would improve public access to and appreciation of the monument. The existing jetties cannot be used and more modern moorings would allow visitors to use the canal recreationally. This is consistent with the key principles of the Historic Scotland Policy Statement (2016), particularly paragraph 1.9d.

The proposed works would replace two small jetties with a single large pontoon attached to anchor points on the shore. It would be accessed using a gangway. One of the jetties would be removed in its entirety whilst the steel supports of the other would be retained within the new structure.

The original jetties were erected after 1950 and are explicitly exempt from the scheduling of the canal. The concerns in relation to SMC are therefore the possible impact of the concrete anchor points on the fabric of the monument and any possible effects on its setting.

The concrete anchor points would measure 1m³, which represents a minimal impact in terms of the scale of the overall monument. Historic mapping reveals no known features on the embankment, and the bank itself is likely to be comprised of a homogenous deposit created during the canal's construction with few features of archaeological interest. The placement of the anchor points should therefore not have the potential to effect the physical remains of the monument in a way which would alter its cultural significance. Excavations required to create them will be the minimum required to allow for the proposed works.

The overall character of the development is in keeping with other modern structures along the length of the monument which allow the canal to be used, enjoyed, and maintained. The statement of national importance for the monument states that its uninterrupted use as a working waterway is an integral part of its importance. The proposed development forms a part of this continuing use.

Views along the canal from the adjacent footpath and from the canal itself will be slightly altered, but this is not likely to have a significant effect on an understanding or appreciation of the historic form of the canal, its function, and its relationship to the towpath. It is therefore concluded that any affects on the character and visual amenity of the canal will not significantly alter its cultural significance.

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 shows that otters have been spotted in the vicinity, and advice was sought from the applicant and SNH regarding this. The applicant was able to provide an Environmental Impact Assessment and evidence that appropriate action has been taken to mitigate or prevent potential impacts on otters.

d) Conclusion

The proposals should have relatively little effect on the character of the monument or the physical remains and the cultural significance of the monument should not be materially affected by the proposed development. Therefore, they are not inconsistent with paragraphs 3.14 and 3.18 of the Historic Environment Scotland Policy Statement (2016).

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.

Therefore consent is **granted**.

7. Conditions

None.

8. Approval

Officer	Kevin Grant	Date	15/07/2016
Approved by	John Raven	Date	29/07/2016

Annex A – list of supporting documents

- Site location plan
- Plan of proposed works
- Plan of new pontoon access
- Photo of jetties
- Cross section A-A proposed
- Cross section A-A Existing
- Environmental Appraisal undertaken by Scottish Canals.