



Case Information

Reference/Case ID	300018821		
Scheduled Monument	Crinan Canal, Cairnbaan to Ardrishaig		
Index no	SM6501	Grid ref	NR 82300 90900
Date application validated	08 December 2016		
Summary of proposed works	Replacement of 2 life expired timber jetties		

1. Summary recommendation

This report recommends that approval for Crinan Canal - Replacement of 2 life expired timber jetties be granted without conditions.

2. Background

The monument comprises a stretch of inland waterway forming part of the Crinan Canal running from the summit reach at Cairnbaan, immediately E of lock number 9 to the sea-lock (lock number 1) at Ardrishaig.

The scheduled area is all that part of the canal in water together with all of the towpath running along the N and NE banks and a narrow strip of ground to either side of the canal and towpath, as well as various structures relating to the construction and operation of the canal. Many modern features are excluded from the scheduling including metal and timber jetties.

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 proposed works are the replacement of timber jetties which are specifically excluded from the scheduling. This application is therefore concerned with the impact of the proposed replacement pontoons, specifically new concrete fixings on the canal embankment and the effect of the new pontoons on the setting of the canal. Similar



work has been undertaken in many places along Scotland's canal networks as part of general maintenance and improvement to the canalised facilities. It has been submitted by Scottish Canals.

The application is accompanied by: a map showing the location of the proposed works; a plan of the proposed works; photograph of the existing jetty; photograph showing the appearance of the new replacement pontoons.

3. Proposals

- Removal of two existing life-expired timber jetties.
- The creation of three concrete mooring points excavated into the canal embankment and measuring approximately 1m³.
- The installation of a single pontoon secured to the anchor points
- The erection of an access gangway linking the pontoon and access platform.

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.

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.

3.16. 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.

b) Assessment

The proposed works involve the replacement of two small jetties with a single large pontoon attached to anchor points on the shore. This is intended to replace two jetties which are currently closed due for health and safety reasons with new facilities which will improve public access, use of and enjoyment of the canal.

The original jetties 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 effects on the character and visual amenity of the canal will not significantly alter its cultural significance.

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.

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 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 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	Kevin Grant	Date	30 December 2016
Approved by	John Raven	Date	09 January 2017

Annex A – list of supporting documents

- Plan showing location of works
- Plan of proposed works
- Photographs of existing jetty
- Photograph showing design and appearance of new pontoons.