

Appendix C: Cultural Heritage - Detailed Baseline and Assessment

8. Cultural Heritage

8.1 Introduction

- 8.1.1 The Access to Argyll and Bute (A83) scheme (hereafter referred to as the project) could potentially impact on cultural heritage resources, including impacts on their setting. The setting of cultural heritage resources contributes to how they are understood, appreciated and experienced. This section describes the cultural heritage baseline and potential impacts of the project on cultural heritage.
- 8.1.2 The SEA Scoping Report, described in Section 1.7 (SEA Scoping) of the main Environmental Report, contained a proposed methodology for the cultural heritage assessment to be used in this Environmental Report. Historic Environment Scotland (HES) provided comments on the cultural heritage aspects of the Scoping Report. All consultation feedback received to date, and the SEA response to this feedback, is provided in Appendix E (Summary of Consultation).
- 8.1.3 As explained in Chapter 5 (Project Description) of the main Environmental Report, a Preliminary Assessment of route corridors 2 – 11 and four variants of Corridor 1 that arose from public consultation (route corridors 12 – 15) has been undertaken. The Preliminary Assessment was based entirely on spatial data (HES Portal 2021a) for cultural heritage resources that was uploaded to an interactive map for internal use. The Preliminary Assessment is not part of a standard SEA, but as the outputs provide useful background. The baseline data and results of the assessment are provided in Appendix D (Route Corridor Options Baseline and Assessment).

8.2 Methodology

Study Area

- 8.2.1 The study area used to establish the cultural heritage baseline for the corridor was defined as an area extending 2km from the centre line of the existing A83. This study area contains all five possible route options (brown, green, pink, purple and yellow) and is shown on Figure C8.1. This study area is hereafter referred to as the route corridor.

Overview of Assessment Approach

Since the preferred corridor was identified, five separate possible route options, hereafter referred to as possible route options, were identified - brown, green, pink, purple and yellow. These are described in Chapter 5 (Project Description) of the main Environmental Report and shown on Figure C8.1.

A detailed option assessment of the possible route options in the route corridor will be carried out as part of the DMRB Stage 2 Assessment. However, at this stage, any significant differences in the potential impacts of the possible route options on cultural heritage resources will be identified in order to identify any potentially significant negative effects and subsequently revise the indicative alignment or design of the possible route options to avoid such effects.

The approach used for cultural heritage in this Environmental Report comprises the following key tasks:

- Constraints led analysis of the 2km route corridor, using cultural heritage data obtained for the PES and SEA Scoping Report (HES Portal 2021a);
- Use of a SEA objective for cultural heritage supported by underlying 'guide' questions (refer to Table C.8.3), to assess the preferred corridor;
- Commentary on the potential for significant effects on cultural heritage resources, including their setting (both direct and indirect) from construction and operation of each of the possible route options within the route corridor;
- Consideration of any avoidance and measures required to mitigate impacts on cultural heritage resources; and

- Consideration of the potential for appropriate enhancements of cultural heritage resources once mitigation has been addressed, as per a scoping response from HES, which related to all route corridors (see Appendix E Summary of Consultation).

8.2.2 In line with SEA guidance (Scottish Government 2013), to keep the cultural heritage assessment strategic and proportionate, only likely significant effects on cultural heritage resources within the route corridor have been considered.

8.2.3 The potential effects on cultural heritage have been assessed using professional judgement informed by the criteria defined in Table C8.1.

Table C8.1: Assessment Criteria for Potential Effects on Cultural Heritage

Score	Description	Colour coding and symbol
Minor positive effect	The corridor has potential for positive environmental effect, for example providing opportunities for enhancement.	+
Minor negative or uncertain environmental effect	The corridor has potential for a minor negative or uncertain environmental effect.	-
Significant negative effect	The corridor has potential for significant negative environmental effects.	--

Data Sources

8.2.4 The cultural heritage baseline for the route corridor was established using the reference sources identified in Section 8.3 and at the end of this appendix (Section 8.10). The principal source of data used at the Scoping and Environmental Report stages has been data obtained from the HES Portal (2021a), which were added to the interactive mapping for assessment team use and are shown on Figure C8.1 in relation to the preferred route corridor.

8.2.5 Plans, policies and strategies that relate to cultural heritage are listed and described in Appendix B (Plans, Policies and Strategies Review) of this Environmental Report.

Guidance Used

- 8.2.6 The cultural heritage assessment has been informed by the following guidance documents:
- HES (2019a). Historic Environment Policy for Scotland [Online] Available from www.historicenvironment.scot/advice-and-support/planning-and-guidance/historic-environment-policy-for-scotland-heps/ [Accessed 27 January 2021].
 - HES (2019b) A guide to climate change impacts on Scotland's historic environment [Online] Available from www.historicenvironment.scot/impacts-guide [Accessed 28 January 2021].
 - HES (2020). Managing change in the historic environment: Setting [Online] Available from www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549 [Accessed 29 January 2021].
 - Scottish Government (2013). Strategic Environmental Assessment: Guidance [Online] Available from www.gov.scot/publications/strategic-environmental-assessment-guidance/ [Accessed 18 February 2021].
 - Standards for Highways (2020) Design Manual for Roads and Bridges LA 106 Cultural Heritage Assessment [Online] Available from www.standardsforhighways.co.uk/dmrb/search/8c51c51b-579b-405b-b583-9b584e996c80 [Accessed 15 December 2020].

Limitations to Assessment

- 8.2.7 No site walkovers have been undertaken to confirm the baseline data or to illustrate the assessment, due to the coronavirus travel restrictions present at the time of writing.

8.3 Detailed Baseline

- 8.3.1 No Scheduled Monuments, Conservation Areas, Inventory Garden and Designed Landscapes or battlefields recorded in the Inventory of Historic Battlefields have been identified within the route corridor.
- 8.3.2 One Listed Building has been identified within the route corridor. This is the Glen Croe, 'Rest and be Thankful' Stone (LB11816; a Category C Listed Building), a memorial stone at the summit of Glen Croe located within the Rest and Be Thankful car park. This commemorates the transfer of responsibility for the Dumbarton-Inveraray military road from the military to the Commissioners for Highland Roads and Bridges in 1814 (HES Portal 2021b). This Listed Building is shown on Figure C8.1 in relation to the possible route options.
- 8.3.3 Listed Buildings are protected under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended by the Historic Environment Scotland Act, 2014) and Argyll and Bute Local Development Plan policies and Supplementary Guidance (Argyll and Bute Council, 2016).¹ The Argyll and Bute (2015) Historic Environment Strategy also protects Listed Buildings and other cultural heritage resources under Key Objective 7: To promote positive development management and intervention for Argyll and Bute's historic environment.
- 8.3.4 The route corridor also contains undesignated cultural heritage resources, including the Old Military Road, the historic landscape, and the potential for undiscovered archaeological remains.

¹ SG LDP Policy LDP3 Supporting the Protection and Enhancement of our Environment and LDP Supplementary Guidance ENV 16 (a) Development impact on Listed Buildings.

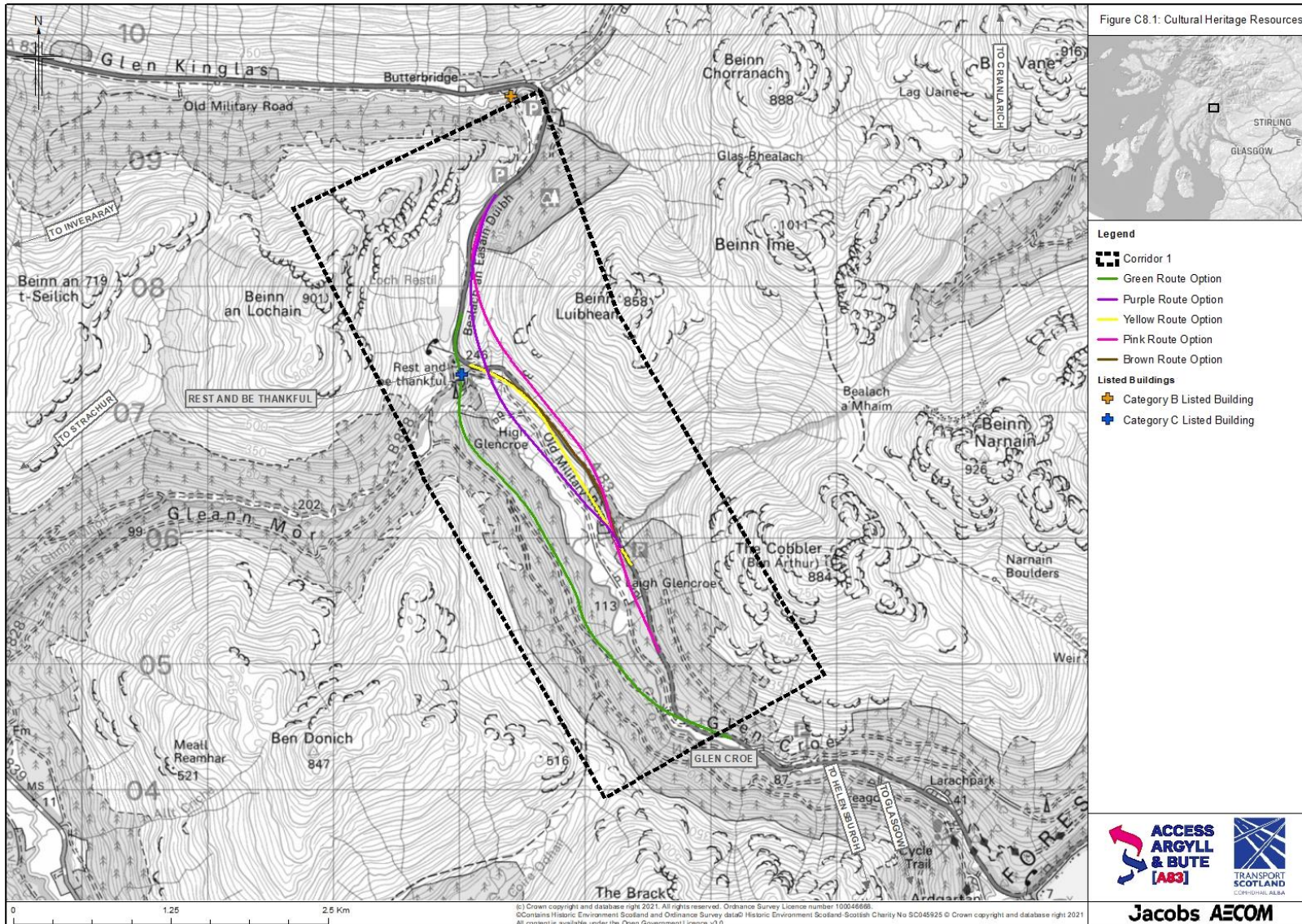


Figure C8.1: Cultural Heritage Resources

8.4 Evolution of Baseline and Trends

- 8.4.1 Given the location of the route corridor, inappropriate development is not a significant pressure on the cultural heritage resources within it. However, there is a risk of direct physical impacts on cultural heritage resources or their setting from visitors, land use changes and climate change. In addition, road maintenance activities, such as vegetation clearance, in the route corridor could potentially affect cultural heritage resources, for example through direct physical damage caused by vehicles or machinery.
- 8.4.2 It is projected that Scotland will become warmer and wetter as a result of climate change. Landslides, soil creep, erosion levels or changes to hydrological conditions, including climate-induced changes to these processes, could damage or destroy cultural heritage resources. This threat is likely to increase given the future predictions of the likely effects of climate change for the remainder of this century.
- 8.4.3 The principal climate change impacts that have the potential to affect the cultural heritage resources of the route corridor, are identified in Table C8.2.

Table C8.2: Potential climate change impacts on cultural heritage resources

Climate hazard/ weather variable	Description	Potential impacts
Temperature	Impacts resulting from temperature change and extremes, for example drought and heatwaves, and the spread of invasive pests and plant species.	<ul style="list-style-type: none"> Increased thermal stress causing damage to structures or building materials
Rainfall	Hazards resulting from increased or reduced rainfall, including changing patterns of rainfall.	<ul style="list-style-type: none"> Increased rates of biological growth (e.g. moss, algae and higher plant colonisation) leading to enhanced rates of fabric decay.
Extreme weather	Events caused by weather extremes, such as heatwaves, droughts, floods, ground instability events, high winds and storms.	<ul style="list-style-type: none"> High winds/storms and potential changes in frequency/intensity resulting in increased physical damage to external building fabric
Flooding	Impacts caused by various types of flooding, including fluvial, surface water and groundwater.	<ul style="list-style-type: none"> More frequent and prolonged saturation of building fabric

Source: Adapted from HES (2019b)

- 8.4.4 In their scoping consultation response (see Appendix E: Summary of Consultation), HES stressed the importance of considering the long-term viability of Listed Buildings as part of the evolution of the baseline. The number of people or frequency of visitors to a Listed Building could also potentially result in physical impacts to its fabric or its setting, for example due to trampling or vehicle damage.

8.5 Assessment

- 8.5.1 As stated in the introduction, five possible route options have been identified in the route corridor. These options are shown on Figure C8.1 (Cultural Heritage Resources).

- 8.5.2 Direct physical impacts on the Glen Croe, 'Rest and be Thankful' Stone (LB11816), a Category C Listed Building, during construction of any of the five possible route options are unlikely. However, there is potential for construction of all five options to alter the setting of the 'Rest and be Thankful' Stone during construction, including construction activities associated with the Rest and be Thankful car park. There will also be a potential change to its setting during operation, due to the presence of new infrastructure. The magnitude of this effect during operation will vary according to the possible route option chosen and the design of that route option, but it is unlikely that these changes would result in a significant effect.
- 8.5.3 The offline Green, Purple and Yellow Route Options are the most likely options to cause negative impacts on the cultural heritage resource during construction and operation, including their setting, in comparison to the Pink Route Option, which is largely proposed to be within a tunnel, or the online Brown Route Option.
- 8.5.4 The principal impacts on the cultural heritage resource have been considered using the SEA objective for cultural heritage and its underlying guide questions. This is shown in Table C8.3, which uses the coloured scoring criteria described in the methodology (Table C8.1). As no positive or significant negative effects have been predicted, all scoring has been given an amber colour rating, which represents minor negative or uncertain effects.

Table C8.3: Cultural Heritage assessment using SEA Objectives and Guide Questions

SEA Objective	SEA Assessment Guide Question <i>'Does the Access to Argyll and Bute (A83) corridor...?'</i>	Potential Effect Description	Scoring Criteria
Protect and enhance (where appropriate) cultural heritage resources and their settings.	<ul style="list-style-type: none"> avoid significant effects (direct or indirect) on the physical elements of cultural heritage resources, including undesignated resources? 	<p>Yes – all five route options have the potential to impact on the physical elements of cultural heritage resources, however these impacts are unlikely to result in significant effects.</p> <p>The offline Green, Purple and Yellow Route Options may require more new land-take, therefore have a higher potential to have permanent effects on any physical elements of cultural heritage resources that may be present. Fewer effects of this type are predicted for the Pink Route Option, which is largely proposed to be within a tunnel, or the online Brown Route Option.</p>	Minor negative or uncertain effect
	<ul style="list-style-type: none"> protect key aspects of the setting of cultural heritage resources? 	Uncertain - there is potential for all five route options to permanently change the setting of cultural heritage resources.	
	<ul style="list-style-type: none"> affect the long-term viability of any cultural heritage resources? 	No - the project is unlikely to affect the long-term viability of designated cultural heritage resources.	
	<ul style="list-style-type: none"> improve access, via sustainable travel, to cultural heritage resources? 	Uncertain - the indicative alignment and design of the project is not sufficiently advanced to understand the access arrangements at the SEA stage. However, all five route options would retain access to the Rest and Be Thankful car park.	

8.6 Inter-relationships with other SEA topics

- 8.6.1 The SEA topics shown in Table C8.4 have inter-relationships with cultural heritage and therefore any effects from the project on soil, climate change, landscape and population and human health may have consequential effects on these inter-related topics and vice-versa. Only the most significant interrelationships with other SEA topics are shown, rather than every possible interaction.

Table C8.4: Inter-related SEA topics

SEA Topic	Relationship with cultural heritage
Soil	The Soil SEA topic is relevant to cultural heritage as the protection of peat soils, which are known to exist in the corridor, could potentially contain undiscovered archaeological remains and organic remains. These remains could provide information on the past environment.
Climate change	Climate Change can threaten the cultural heritage resource through erosion, flooding and wetter, warmer conditions. Through waterlogging, climate change could also influence landslide risk, soil creep and erosion levels (e.g. gully erosion) and hence any cultural heritage resources within the soil.
Landscape	The Landscape SEA topic is relevant, as historic activities have sometimes created a landscape (e.g. historic field systems) or cultural heritage resources could form an integral part of the landscape (e.g. the undesignated Old Military Road). Cultural heritage resources are also an important visual amenity and help to create a sense of place. The setting of the 'Rest and be Thankful' Stone (LB11816) on the historic Old Military Road in the High Glen Croe area is unique and is an integral part of the visitor experience to the area.
Population and Human Health	The long-term viability of Listed Buildings and other cultural heritage resources is very important to local communities and visitors, including the visitors to the Rest and Be Thankful car park where the 'Rest and be Thankful' Stone (LB11816) is located. Cultural heritage resources such as the Memorial Stone are therefore also related to the Population and Human Health SEA topic as this Listed Building contributes to the understanding of the history of the area and the Old Military Road, as well as the sense of place and visitor experience.

8.7 Conclusions

- 8.7.1 No significant effects on cultural heritage resources are predicted as a result of the construction and operation of any of the five possible route options. The offline Green, Purple and Yellow Route Options may require more new land-take. They would therefore have a higher potential to impact on cultural heritage, in comparison to the online Brown Route Option or the Pink Route Option, which is largely proposed to be within a tunnel.
- 8.7.2 No positive or significant negative effects on cultural heritage have been predicted. **Minor negative or uncertain effects** on cultural heritage were predicted as a result of the project. Mitigation measures are required and these are reflected in the recommendations for cultural heritage, outlined in Table C8.5.

8.8 Design Development, Mitigation and Enhancement Recommendations

- 8.8.1 The choice of route alignment and design should seek to avoid impacts on the cultural heritage resource within the route corridor. The baseline data and assessment of cultural heritage at DMRB Stages 2 and 3 will need to consider designated and undesignated cultural heritage resources. Table C8.5 provides high-level recommendations to protect these resources.

Table C8.5: Potential Mitigation, enhancement, and design recommendations in relation to Cultural Heritage

Mitigation / Enhancement / Monitoring Measure	Stage of Implementation (e.g. DMRB Stage 2, DMRB Stage 3)	Responsible Party for Implementation / Monitoring of Measure	Consultation/ Approvals Required
Seek to develop road alignments that avoid direct impacts on cultural heritage resources or their setting, where feasible.	DMRB Stage 2 DMRB Stage 3	Designer Principal Contractor To be monitored by Transport Scotland during subsequent DMRB stages.	Argyll and Bute Council (Listed Buildings)
Develop cultural heritage design objectives for the project in accordance with national, regional and local policies, priorities and objectives ² . The cultural heritage design objectives should: <ul style="list-style-type: none"> ▪ consider undesignated cultural heritage resources in addition to designated resources; ▪ consider enhancement opportunities, such as improving sustainable access arrangements. The cultural heritage design objectives should be included in the design and Construction Environmental Management Plans.	DMRB Stage 2 DMRB Stage 3	Designer To be monitored by Transport Scotland during subsequent DMRB stages.	Argyll and Bute Council, Historic Environment Scotland, Transport Scotland (as Overseeing Organisation)

8.9 Legislation

Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended by the Historic Environment Scotland Act, 2014). Available from <https://www.legislation.gov.uk/ukpga/1997/9> [Accessed 28 January 2021].

8.10 References

Argyll and Bute Council (2015a) Online Local Development Plan [Online] Available from www.argyll-bute.gov.uk/online-local-development-plan [Accessed 28 January 2021].

Argyll and Bute Council (2015b) Historic Environment Strategy 2015-2020 [Online] Available from https://www.argyll-bute.gov.uk/sites/default/files/hist_env_strat_combined.pdf [Accessed 28 January 2021].

Argyll and Bute Council (2016) Local Development Plan Supplementary Guidance, adopted March 2016 [Online] Available from <https://www.argyll-bute.gov.uk/sites/default/files/23685038.pdf> [Accessed 28 January 2021].

HES (2019a) Historic Environment Policy for Scotland [Online] Available from <https://www.historicenvironment.scot/advice-and-support/planning-and-guidance/historic-environment-policy-for-scotland-heps/> [Accessed 20 November 2020].

HES (2019b) A guide to climate change impacts on Scotland's historic environment [Online] Available from www.historicenvironment.scot/impacts-guide [Accessed 28 January 2021].

² In accordance with Standards for Highways (2020) DMRB LA 106 – Cultural heritage assessment.

HES (2020) Managing change in the historic environment: Setting [Online] Available from <https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549> [Accessed 28 January 2021].

HES Portal (2021a) GIS data download [Online] Available from www.portal.historicenvironment.scot/downloads [Accessed 4 November 2020].

HES Portal (2021b) Glen Croe 'Rest and Be Thankful' Stone. Historic Environment Scotland Portal [Online] Available from <https://portal.historicenvironment.scot/designation/LB11816> [Accessed 28 January 2021].

Jacobs (2021) SEA Digital Non-technical Summary.

Scottish Government (2013) Strategic Environmental Assessment: Guidance [Online] Available from: <https://www.gov.scot/publications/strategic-environmental-assessment-guidance/> [Accessed 18 February 2021].

Standards for Highways (2020) Design Manual for Roads and Bridges LA 106 Cultural Heritage Assessment, Revision 1 [Online] Available from <https://www.standardsforhighways.co.uk/dmrb/search/8c51c51b-579b-405b-b583-9b584e996c80> [Accessed 15 December 2020].