

8. Cultural Heritage

8.1. Introduction

8.1.1. This chapter presents the findings of the cultural heritage assessment of the Proposed Scheme. The impact assessment is a systematic process to determine the construction and operational effects of the Proposed Scheme on designated and non-designated heritage assets. The physical effects on heritage assets are assessed together with the effects to the significance of heritage assets caused by changes to their setting. To inform the assessment, liaison was undertaken with other topic specialists, including Landscape and Visual.

8.1.2. This chapter is supported by the following documents:

- Volume 3, Figure 8.1 Known Heritage Assets
- Volume 4, Appendix 8.1 Cultural Heritage Legislation, Policy and Guidance
- Volume 4, Appendix 8.2 Cultural Heritage Methodology
- Volume 4, Appendix 8.3 Known Heritage Assets Tables and
- Volume 4, Appendix 8.4 Historic Environment Desk-Based Assessment.

8.2. Approach and Methods

8.2.1. The assessment has been carried out in accordance with the guidance contained in the [Design Manual for Roads and Bridges \(DMRB\) LA 104 Environmental assessment and monitoring](#) and [LA 106 Cultural heritage](#) assessment. Guidance from the Chartered Institute for Archaeologists and Historic Environment Scotland, including [Managing Change in the Historic Environment: Setting](#) was also followed.

- 8.2.2. The approach and methodology have been informed by legislation, policy and guidance relevant to cultural heritage impact assessment. A full list of sources is presented in Volume 4, Appendix 8.1 Cultural Heritage Legislation, Policy and Guidance. Volume 4, Appendix 8.2 Cultural Heritage Methodology details the significance criteria, magnitude of impact and significance of effect which has been used to determine the results of the cultural heritage impact assessment.

Study Area

- 8.2.3. The study area for cultural heritage extends to 250m from the boundary of the Proposed Scheme (Volume 3, Figure 8.1 Known Heritage Assets). This was in line with the requirements of Sections 3.5 – 3.6 of DMRB LA 106 and was considered sufficient to identify all assets which could be affected by the Proposed Scheme.

Method of Baseline Collection

- 8.2.4. The baseline information was collated through desk-based study and site visits. This comprised reviewing the National Heritage List (NHL), Historic Environment Record (HER) and National Record for the Historic Environment (NRHE) datasets; online historical maps; online resources such as Statistical Accounts; and previous archaeological investigation reports. A full list of sources is contained within Volume 4, Appendix 8.2 Cultural Heritage Methodology.
- 8.2.5. Site visits were undertaken by the Atkins Realis WSP Joint Venture (AWJV) Cultural Heritage team on 24 October 2023 and 21 June 2024. Full details of these visits are presented in Volume 4, Appendix 8.4 Historic Environment Desk-Based Assessment.

Consultation

- 8.2.6. Consultation was undertaken throughout the DMRB Stage 2 and DMRB Stage 3 process through the Environmental Steering Group (ESG) which comprised, in relation to cultural heritage of, Loch Lomond and The Trossachs National Park Authority (LLTNPA), Historic Environment Scotland (HES) and Argyll and Bute Council.

- 8.2.7. The AWJV requested that LLTNPA consult with West of Scotland Archaeology Service (WoSAS), who maintain the HER, on the proposed approach to the cultural heritage mitigation strategy for the Proposed Scheme. The LLTNPA confirmed there were content with this approach and that they would be happy to obtain comments from WOSAS on the proposed approach to the mitigation strategy.
- 8.2.8. Public consultation was undertaken between 26 May and 7 July 2023 which included four days of public exhibitions in Arrochar and Lochgilphead in June 2023 and the virtual exhibition online. Further public consultation was undertaken between 18 March and 10 May 2024 both online and at public exhibitions. Feedback from these events was reviewed and considered but there were no issues pertinent to cultural heritage raised.

Assessment Methodology

- 8.2.9. The assessment methodology followed terminology used in DMRB LA104 and LA 106. It considers the value (sensitivity) of the cultural heritage receptors or resources, the magnitude of impact on them from the Proposed Scheme, and the significance of effect on receptors / resources from the Proposed Scheme. Full details of the assessment methodology are presented in Volume 4, Appendix 8.2 Cultural Heritage Methodology.

Limitations of the Assessment

- 8.2.10. The baseline to inform the assessment was compiled through publicly available sources and third party data. It is assumed that the information provided was accurate. Furthermore, every effort was made to identify previously unknown assets as part of the site visits in October 2023 and June 2024. However, it is possible that there may still be assets which have not yet been identified. These are standard and expected limitations and assumptions which should be considered and are not expected to materially affect the outcome of the assessment.

8.3. Baseline Conditions

- 8.3.1. There is one designated and 66 non-designated heritage assets within the Proposed Scheme and its study area. These are summarised by period below and illustrated in Volume 3, Cultural Heritage – Figure 8.1. Details of the baseline conditions are presented in full in Volume 4, Appendix 8.4 Historic Environment Desk-Based Assessment. It should be noted that some sites are discussed in more than one period below, as they are multi-phase. Heritage assets are identified with a unique reference number (e.g. A1) which corresponds to the appendices and figure.

Prehistoric (10,050 BC – AD 500)

- 8.3.2. There are three heritage assets of prehistoric date within the study area. The earliest site is a possible Neolithic (c.4300 BC – c.2200 BC) robbed out long cairn (A39). However, it is possible that it may actually be the ruins of a post-medieval longhouse. The remains of a potential Iron Age (c.800/700 BC – c.AD 5500) site were also identified in the study area, comprising two hut circles and the deteriorated remains of a burial cairn (A21). A bank, track, and rig field system (A28) were also recorded but it was not possible to ascertain which sub-period of the prehistoric this originated.

Early Medieval (AD 400 / 500 – 1100)

- 8.3.3. No heritage assets from the early medieval period have been identified within the study area. It is possible that small scale settlement and agricultural practices took place during this period. Alternatively, it is possible that settlement was focused within the larger power centres or island communities to the west.

Medieval (AD 1100 – 1600)

- 8.3.4. One heritage asset with provenance in the medieval period has been recorded within the study area. The settlement of High Glen Croe (A13) comprised four houses, a kiln and associated enclosures and banks. The settlement continued into the post-medieval period with the construction of a house which is still occupied, including a barn, stable and field system demarcated with drystone walls.

Post-medieval (AD 1600 – 1900)

- 8.3.5. There are 49 heritage assets within the study area which date from the post-medieval period. One was a designated Category C Listed Building, and the others were non-designated heritage assets.
- 8.3.6. The Glen Croe ‘Rest and Be Thankful’ stone (A2) is a Category C Listed Building located within the car park at the summit of the Old Military Road (OMR). It commemorates the transfer of responsibility for the road from the military to the Commissioners for Highland Roads and Bridges in 1814.
- 8.3.7. The other heritage assets recorded from this date comprised sections of the OMR (A48) and sections of turf covered walls along the carriageway (A7, A12, A14, A18, A20, A26, A27, A29, A30 A37 and A41). Evidence of farmsteads / settlements and associated structures such as sheep fanks, enclosures and remains of stone buildings (A1, A13, A24, A36, A39, A47, A49, A50 - A52 and A54 - A58), were recorded throughout the study area. Clusters of sheilings (A17, A31- A35, A40, A42 and A46) survived as platforms on the slopes of Beinn Luibhean. Several quarries (A3, A15, A16, A53 and A59 – A62) were also identified along the route of the OMR. These would likely have been mined for stone and gravel for the construction of the road and the stone-built structures in the area, such as sheep fanks and farm buildings. A milestone (A19) along the OMR, piers from a bridge (A43 and A44) and a stone wall (A38) were also assets recorded from this period.
- 8.3.8. In addition to the physical assets in the study area, the post-medieval period also contained evidence of intangible heritage in literature related to the landscape, remoteness and travel to the summit of the OMR at Rest and Be Thankful.

Modern (1901 – Present)

- 8.3.9. Sixteen heritage assets from the modern period were recorded within the study area. These included bridges (A4, A6 and A45), a quarry (A25) which was possibly associated with the construction of the A83 realignment in the 1930s, and a turf covered flood defence (A22). World War II assets were also recorded, predominantly at the summit of the OMR and adjacent to the B828 Glenmore

road. These included spigot mortar bases (A11 and A64), a wall (A66) adjacent to and likely associated with one of the spigot mortar bases (A11), a Nissen hut (A65) and concrete plinths (A5, A8, A9 and A67). Three of the concrete plinths were reused to support corrugated iron structures which were used in association with the use of the OMR as a hill race location. Brick structures (A10) and (A23) were also interpreted as being associated with this use of the OMR as storage areas.

- 8.3.10. Since the mid-1990s, the summit of the OMR near the Rest and Be Thankful car park has been used to place memorials. These are often plaques affixed to the rocky outcrops and concrete plinths, lanterns and floral tributes overlooking the glen. The site visit in October 2023 also confirmed that ashes have likely been buried in this area. The subsequent site visit in June 2024 located a black granite memorial (A63) near the World War II spigot mortar bases and Nissen hut in land adjacent to the B828 Glenmore.
- 8.3.11. The appreciation of the landscape which was immortalised in literature in the post-medieval period has continued into the modern period with songs and films frequently referencing the area.

Future Baseline

- 8.3.12. Should the Proposed Scheme not be constructed, there would be no changes to the evolution of the cultural heritage baseline.

Sub-Topics Scoped Out of the Assessment

- 8.3.13. As outlined in the Scoping report, there are no World Heritage Sites, scheduled monuments, entries on the Inventory Garden & Designed Landscapes, Inventory Battlefields, Category A and B listed buildings or conservation areas within the Study Area. There are no significant effects anticipated beyond the limit of the Study Area. Consequently, these asset types have been scoped out of the assessment.

- 8.3.14. Other factors scoped out include operational effects on known and previously unrecorded buried heritage assets on the basis that once the Proposed Scheme has been completed no further ground disturbance would occur. Impacts resulting in changes to the setting of heritage assets have been scoped out of the construction phase of the Proposed Scheme as these will be temporary.

8.4. Embedded Mitigation

- 8.4.1. The new active travel route at the north of the Proposed Scheme has been designed to retain the World War II assets (A11 and A64 – 67) adjacent to the B828 Glenmore. The Proposed Scheme design development, including embedded mitigation, is presented in detail in Volume 2, Chapter 4 The Proposed Scheme.

8.5. Potential Impacts

Construction Impacts

- 8.5.1. The following section provides an assessment of likely effects on cultural heritage assets through construction of the Proposed Scheme. This is presented by construction component.

Long-Term Solution (LTS)

- 8.5.2. A disused quarry (A25) is located on the eastern slope of the mountain above the existing A83 road. The quarry was mined in the 1930s for construction materials for the road. Due to its minimal heritage interest as a functional construction feature, it is considered to be of no more than negligible value. The design shows that the quarry would be used to deposit excavated material and would therefore be infilled. While the quarry would be altered, it will still exist as a cut feature beneath the infill material, and it is recorded on historic maps and aerial photographs leading to a minor adverse magnitude of impact, resulting in a slight adverse significance of effect.

- 8.5.3. There is potential for surviving prehistoric archaeological remains at the location of the proposed Sustainable Drainage System (SuDS) detention basin owing to the suitability of the land for agriculture and settlement, and proximity to a water source, although no known deposits have been identified. It is most likely that any remains would be associated with agricultural activity of limited archaeological interest and of no more than low value. Any impact would result in a magnitude of impact of major adverse resulting in a moderate adverse significance of effect.
- 8.5.4. Quarries (A3 and A15), spigot mortar base (A11), sheiling (A40), sections of the OMR (A48) and a wall (A66) are within the Proposed Scheme boundary. However, the design shows that these assets would not be impacted by construction as part of the LTS.

Biodiversity Net Gain (BNG) and Natural Enhancement

- 8.5.5. Four off-site enhancement sites have been identified for habitat creation which enables the Proposed Scheme to deliver on biodiversity and natural capital policy requirements of National Planning Framework 4 (NPF4) as well as the strategic environment objective of the project. These are Sites 1, 2, 3a and 3b.
- 8.5.6. A 21st Century black, granite memorial (A63) is located on the grass area adjacent to the B828 Glenmore, at the base of a promontory which overlooks the glen within Site 1. The stone is part of a modern custom of placing memorials to deceased individuals in locations which have pleasant views over the landscape or in an area which holds personal memories for the individuals. It may also be a marker for cremation ashes from the individual. As a result, the memorial is of social and traditional heritage interest, but does not have any historic, archaeological or architectural interest, and has therefore been assigned a low value. The memorial is within an area which has been designated for planting shrubs and trees, for which the ground preparation would likely result in loss of the resource, which would be a major adverse magnitude of impact. This would result in a moderate adverse significance of effect.

- 8.5.7. A spigot mortar emplacement (A64) located within Site 1 forms part of a group of World War II assets at the summit of the glen and has commanding views towards the south. The asset has heritage interest due to historical and social links to military activity as a Home Guard defence focus area in the region. It is therefore of medium value. The asset is within an area designated for shrub and tree planting, for which the ground works could result in the removal of the asset resulting in a major adverse magnitude of impact. The significance of effect would therefore be moderate adverse.

Improvements to the OMR

- 8.5.8. A modern, masonry arched bridge (A6) was recorded at the northern end of the Proposed Scheme. It was in fair condition but had some disintegration of the coarse concrete binding at the eastern side. The bridge is of some heritage interest through its architecture and association with the OMR (A48) as it depicts a stage of improvement to the carriageway and has an arched construction which is sympathetic with other structures in the area. The bridge has some heritage interest derived from its architectural and aesthetic qualities and its association with the OMR. For this reason, it is considered to be of low value. It is within an area of bend widening which will result in the carriageway section being retained but altered and the removal of the southern wall. The magnitude of impact has been assessed as moderate adverse leading to a slight adverse significance of effect.
- 8.5.9. Two brick structures (A10 and A23) were recorded adjacent to the carriageway of the OMR (A48) and were likely used as storage facilities for hill climb racing. The structures are of some heritage interest in that they are associated with the social and historical use of the OMR. For this reason, they are considered to be of low value. They are within an area of bend widening (A10) and carriageway widening (A23) and are likely to be removed. The magnitude of impact has been assessed as major adverse as this will result in the loss of the resources. The significance of effect is therefore considered to be moderate adverse.

- 8.5.10. Sections of turf covered wall (A26, A27, A29, A30, A37 and A41) run parallel with the carriageway of the OMR (A48). Their importance is derived from their traditional and historical heritage interest as examples of drystone wall construction techniques. For these reasons, these assets have been assigned a low value. The walls are within carriageway widening areas which will result in some sections being removed. However, there are other sections of wall which will not be impacted and will be retained. Due to this, the magnitude of impact has been assessed as moderate adverse, resulting in a significance of effect of slight adverse.
- 8.5.11. The remains of bridge piers (A43 and A44) were recorded where the OMR (A48) crosses the Croe Water. The piers are remnants of a previous bridge which has subsequently been replaced. Their heritage interest derives from their history as a phase of improvement to the OMR and have been assigned a low value. They are located within an area of carriageway widening works and will be removed for construction of the verge. Removal would be a major adverse magnitude of impact. This would result in a moderate adverse significance of effect.
- 8.5.12. The OMR (A48) is an 18th Century military road which was constructed after the Jacobite rebellion by order of the British Government to assert control and order in the country by linking roads with a network of military barracks. Once the road was passed over for civilian use it was mentioned in art and literature for the views across the glen once the summit had been reached. Latterly it was used for leisure in hill climb racing. The varied use of the OMR demonstrates that it has heritage interest through its social, artistic and historical factors and has therefore been assigned a high value. Some sections of the road are within areas which would be widened resulting in physical alterations, although the road has seen successive phases of improvement and upgrades. However, as this only applies to some sections of this part of the road, this has been assessed as a minor adverse magnitude of impact resulting in an overall slight significance of effect.

- 8.5.13. A quarry (A53) is recorded on the eastern side of the OMR (A48) and would have been mined for stone and gravel for construction of the road. It is not recorded on historical mapping. Due to its very limited heritage interest as a functional construction feature, it has been assigned a negligible value. The quarry is within a carriage widening area, specifically where there will be earthwork cuts and ditches, although it is recorded on historic maps and aerial photographs. This is anticipated to cause loss of the majority but not all of the asset and therefore be a moderate adverse magnitude of impact. Overall, this has been assigned a slight significance of effect.
- 8.5.14. Bridges (A4 and A45), concrete plinths (A5, A8 and A9), milestone (A19), the flood defence bank (A22), a quarry (A62) and turf covered walls (A7, A12, A14, A18 and A20) are within the Proposed Scheme boundary but will not be impacted by construction as part of improvements to the OMR.

Operational Impacts

- 8.5.15. The Rest and Be Thankful stone (A2) is a Category C listed building located within the car park at the summit of Glen Croe and contains an inscription which commemorates the transfer of responsibility for the OMR from the military to the Commissioners for Highland Roads and Bridges in 1814. The setting of this monument is important due to its association with the OMR, and it is situated in a location that overlooks the glen, with views across the existing A83 and the OMR. The setting connects the memorial stone to the road with which it is associated, which adds to the understanding, appreciation and experience of the monument. The monument is of architectural and historical interest due to its association with the history of the OMR and its change from military to civilian use. It is of artistic value as it has been depicted in art and literature in association with views across the glen. It is therefore considered to be of medium value. The monument will be the centre piece of a circular stone seating area and will retain its relationship with the OMR (see Volume 3, Figure 8.1 Rest and Be Thankful Car Park Concept Design). While the debris flow shelter would be visible over the A83, this route is aligned along the side of Beinn Luibhean, and views across the valley will not be affected. The magnitude of impact is considered to be minor beneficial as the design would enhance the views of the monument within the landscape and

improve the interpretation of it. This would result in a slight beneficial significance of effect.

- 8.5.16. High Glen Croe (A13) is located at the northern part of the Proposed Scheme at the head of the glen, overlooking the floodplain to the south. It comprises a 19th Century house, farm buildings and fields demarcated with drystone walls. In the medieval period, it was a small settlement comprising houses, a kiln, enclosures and banks. The setting of the asset is within an agricultural landscape with key views to the south towards the field boundary and across the glen. The setting contributes to how the asset is understood, appreciated and experienced within the wider rural landscape. Views to the east and north-east are blocked by mature trees which indicates that these are not key to considerations of setting. The heritage interest of the asset derives from its historical and archaeological attributes associated with the use of the land in the medieval period, evidence of which is rare in this area. In its present state, heritage interest derives from aesthetic and architectural qualities as an isolated building overlooking the glen. It is considered to be of no more than low value. While the setting of the asset would be impacted by the introduction of the modern debris flow shelter to the north-east, which would be visible from the asset, this is not within the key view from the asset, and there would be no physical impact upon it. This results in a negligible adverse magnitude of impact, leading to a slight adverse significance of effect.

8.6. Mitigation

- 8.6.1. Table 8.1 presents the mitigation measures which will be required to reduce impacts to cultural heritage from the Proposed Scheme. Mitigation would be undertaken in line with the Chartered Institute for Archaeologists (CIfA) best practice guidance.
- 8.6.2. A Construction Environmental Management Plan (CEMP) will be produced as part of the standard mitigation practice.

Table 8.1 - Cultural heritage mitigation measures

Mitigation Reference	Mitigation Measures
CH1	<p>Archaeological monitoring and recording is proposed in the location of the SuDS detention basin. There is potential for archaeological settlement remains within the footprint of the SuDS as it is within a fertile floodplain and close to a water source which would be suitable for settlement. The monitoring and recording would be required as the area is stripped for groundworks and would identify the presence, nature, extent and condition of any surviving archaeological remains. The loss of the archaeological resource would be mitigated through recording which will ensure that a permanent record of previously unrecorded archaeological remains exists.</p> <p>The methodology for the strip, map and record would be set out within a Written Scheme of Investigation (WSI) to be approved by WoSAS. The works must be undertaken by an appropriately qualified archaeological organisation, registered with ClfA.</p> <p>On completion of the archaeological works, a programme of reporting, analysis, publication (if merited), archiving, and dissemination of the results will be undertaken. This will include a report to WoSAS and the National Record for the Historic Environment. The archive will be placed with HES. This would remove the significant effects.</p>

Mitigation Reference	Mitigation Measures
CH2	<p>Demarcation and avoidance of the Rest and Be Thankful stone (A2) is recommended during construction within the car park area during construction. A buffer of 5m would ensure that the stone is protected from construction vehicles and machinery.</p> <p>Demarcation and avoidance of a memorial stone (A63) and spigot mortar emplacement (A64) is recommended during ground preparation and planting within the BNG / Natural Capital Areas to mitigate impacts. Access should also be maintained for the memorial stone which would enable loved ones to return to the memorial. A suitable buffer of 5m should be maintained during planting to ensure that any root systems do not damage the assets. This would remove the significant effects.</p>
CH3	<p>Stone from sections of walls (A26, A27, A29, A30, A37 and A41) will be retained and used for future reinstatement. This should be done by an experienced drystone wall contractor with experience of working in this area. The walls should be of the same construction and appearance as the sections of retained walls such as A7 and A12. Prior to removal, the sections of wall should be photographed as a means of recording. This would remove the significant effects.</p>
CH4	<p>Photographic and documentary recording of a bridge (A6), bridge piers (A43 and A44), and brick structures (A10 and A23) prior to start of construction. The works must be undertaken by an appropriately qualified archaeological organisation. The existing stone for widening bridge A6 should be reused to mirror the original design of the sections which were removed for widening purposes so that the bridge retains the character of the current bridge. Photographic and documentary recording and the reuse of stone would remove the significant effects.</p>

8.6.3. Following completion of the mitigation, there will be no long-term or ongoing monitoring undertaken which will measure subsequent changes which may impact cultural heritage.

8.7. Residual Effects

Residual Effects – Construction

- 8.7.1. During construction of the Proposed Scheme, the implementation of the mitigation measures summarised in Table 8.2 would avoid or reduce the impact on heritage assets.

Table 8.2 - Residual construction effects

Asset Reference	Pre-Mitigation Effect - Magnitude	Pre-Mitigation Effect - Significance	Mitigation Measures	Post-Mitigation Effect - Magnitude	Post-Mitigation Effect - Significance
Rest and Be Thankful stone (A2)	Minor	Slight Beneficial	CH2: Avoidance and demarcation during construction will ensure that the stone is not accidentally damaged during construction activities as it will be clearly visible as an area to avoid during the works. This will avoid adverse effects.	Minor	Slight Beneficial
Bridge (A6)	Moderate	Slight Adverse	CH4: Photographic and documentary recording and reuse of stone during widening will ensure that the existing bridge design is preserved by record. The reuse of the stone will ensure that the widened section will be similar in character to the current bridge, This will reduce adverse effects.	Minor	Slight Adverse

Asset Reference	Pre-Mitigation Effect - Magnitude	Pre-Mitigation Effect - Significance	Mitigation Measures	Post-Mitigation Effect - Magnitude	Post-Mitigation Effect - Significance
Brick structures (A10 and A23)	Major	Moderate Adverse	CH4: Photographic and documentary recording will ensure that the assets are preserved by record. This will reduce the adverse effects.	Moderate	Slight Adverse
Quarry (A25)	Minor	Slight Adverse	Not applicable as the quarry is of negligible heritage value and the cut for the asset would still exist below the infill material. As there are no significant adverse effects no mitigation is recommended.	Minor	Slight Adverse
Sections of drystone wall (A26, A27, A29, A30, A37 and A41)	Moderate	Slight Adverse	CH3: reinstatement of walls would ensure that rebuilt sections of walls would reuse the same material and therefore retain the character of the current walls. This would reduce adverse effects.	Minor	Slight Adverse

Asset Reference	Pre-Mitigation Effect - Magnitude	Pre-Mitigation Effect - Significance	Mitigation Measures	Post-Mitigation Effect - Magnitude	Post-Mitigation Effect - Significance
Bridge piers (A43 and A44)	Major	Moderate Adverse	CH4: Photographic and documentary recording will ensure that the assets are preserved by record which will reduce adverse effects.	Moderate	Slight Adverse
OMR (A48)	Minor	Slight Adverse	Not applicable as only some sections of the road are within areas which would be widened. The road has been subject to successive phases of improvement and upgrade since its original construction. The remainder of the road would be retained, therefore, no mitigation is required.	Minor	Slight Adverse

Asset Reference	Pre-Mitigation Effect - Magnitude	Pre-Mitigation Effect - Significance	Mitigation Measures	Post-Mitigation Effect - Magnitude	Post-Mitigation Effect - Significance
Quarry (A53)	Moderate	Slight Adverse	Not applicable as the quarry is of negligible heritage value and a portion will be retained. As there are no significant adverse effects no mitigation is recommended.	Moderate	Slight Adverse
Stone memorial (A63)	Major	Moderate Adverse	CH2: Avoidance and demarcation but maintain access to the asset. The demarcation would clearly show the location of the asset during planting works and would ensure that it was not removed or accidentally damaged. Implementation of a 5m buffer would reduce the possibility for root systems to damage the stone or possible buried ashes. These measures would reduce adverse effects.	No change	Neutral

Asset Reference	Pre-Mitigation Effect - Magnitude	Pre-Mitigation Effect - Significance	Mitigation Measures	Post-Mitigation Effect - Magnitude	Post-Mitigation Effect - Significance
Spigot mortar emplacement (A64)	Major	Moderate Adverse	CH2: Avoidance and demarcation would ensure that the asset was not accidentally removed or damaged during planting, A buffer of 5m would reduce the possibility for root systems to damage the asset. These measures would reduce adverse effects.	No change	Neutral
Potential prehistoric remains at SuDS	Major	Moderate Adverse	CH1: Monitoring and recording would ensure that any as yet unrecorded archaeological remains were preserved by record and would allow for reporting, analysis, ubication, archiving and dissemination of the results. This would reduce adverse effects.	Moderate	Slight Adverse

Residual Effects – Operation

8.7.2. As detailed in Table 8.3 below one asset would experience impacts through changes to setting from the operation of the Proposed Scheme, in particular the debris flow shelter. The pre-mitigation significance of effect is slight adverse and therefore not a significant effect. This, coupled with the existing screening, means that no further mitigation is required and there are no plans for additional planting for screening from the landscape discipline’s perspective.

Table 8.3 - Residual operational effects

Asset Reference	Pre-Mitigation Effect - Magnitude	Pre-Mitigation Effect - Significance	Mitigation Measures	Post-Mitigation Effect - Magnitude	Post-Mitigation Effect - Significance
High Glen Croe (A13)	Negligible	Slight Adverse	Not applicable as key views will be maintained.	Negligible	Slight Adverse

Compliance with Planning Policy

8.7.3. The mitigation measures on the potential impacts outlined above will ensure that the residual effects of the proposed scheme on cultural heritage will be compliant with national and regional policies, as outlined in Volume 4, Appendix 8.1 Cultural Heritage Legislation, Policy and Guidance.