



Case reference	SMC-PAK-010
Application details	Construction of temporary road (related to the Cross Tay Link Road works)
Site address	Bertha Roman Fort, Redgorton, Perthshire (SM 2403)
Applicant	Perth & Kinross Council
Determining Authority	Historic Environment Scotland (HES)
Local Authority Area	Perth & Kinross Council
Reason(s) for notification	Notification Direction 2015 – works to be granted Scheduled Monument Consent by Historic Environment Scotland go beyond the minimum level of intervention that is consistent with conserving what is culturally significant in a monument
Representations	Nil
Date notified to Ministers	30 January 2020
Date of recommendation	12 February 2020
Decision / recommendation	Clear

Description of Proposal and Site:

- Scheduled Monument Consent (SMC) is sought for the construction of a temporary haul road over part of Bertha Roman Fort, to facilitate the construction of the Cross Tay Link Road project (CTLR). The CTLR is a major transport infrastructure priority project in the Perth & Kinross Local Development Plan which seeks to address issues of traffic congestion, air quality and connecting new housing settlements by providing a link between the A9, A93 and A94. The link road requires a new bridge crossing over the River Tay but the proximity of the Perth to Inverness railway line makes construction of the western pier of the proposed bridge challenging. The location of the crossing has been selected to minimise impact on existing woodland, minimise the footprint within the flood plain and take the shortest direct route across the monument (see images from planning application as follows)
- The monument comprises the remains of a Roman Fort, dating from late 1st century AD when Roman forces first entered and operated within Scotland, situated on the west side of the River Tay to the north of its confluence with River Almond near Perth. It survives as a rectangular cropmark in a field, visible on oblique aerial photographs with traces of ditch and rampart earthworks.
- The monument is of national importance because it is a largely complete example of a Roman fort that may have been used in two Roman military campaigns and has confirmed potential to contribute to our understanding of campaigns in Scotland. Bertha Fort formed part of a defence line known as the Gask Ridge, consisting of watchtowers, fortlets, and forts, running along the southern edge of the Highland line.

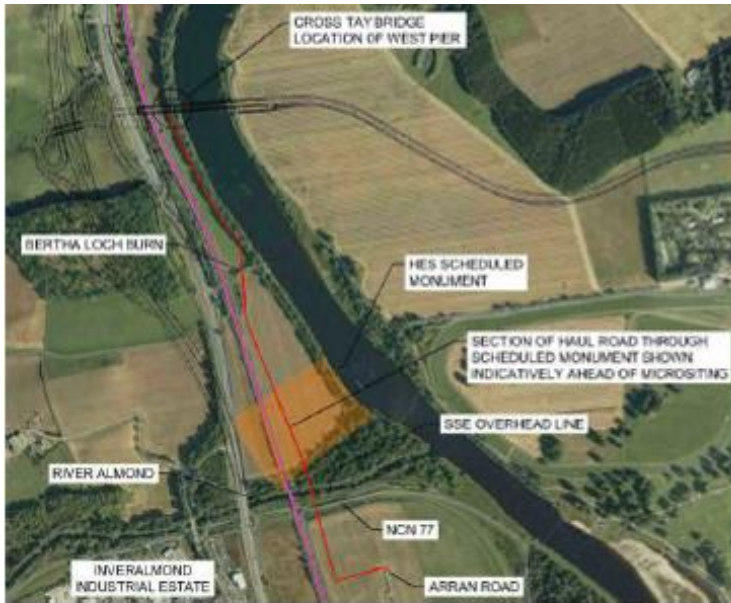
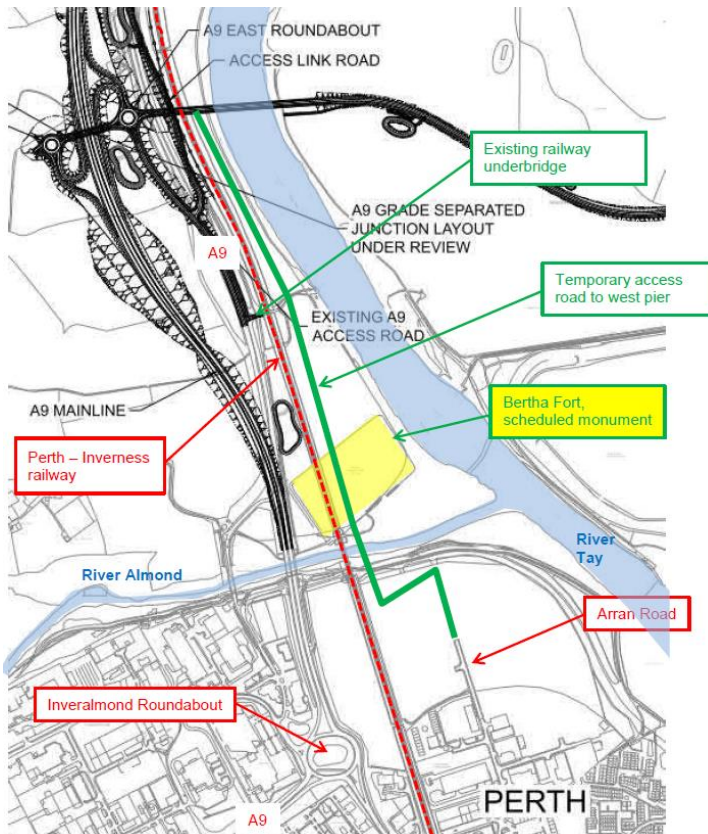


FIGURE 1: PROPOSED SOUTHERN HAUL ROAD



Consultations and Representations:

- No representations were made during consideration of the application.
- PAD consulted Scottish Government's Culture and Historic Environment Division following notification. They are content and believe ongoing monitoring by Historic Environment Scotland should ensure the floating access road has no serious impact on the monument and acknowledge the benefits the proposed infrastructure would bring.

Assessment:

1. Historic Environment Scotland (HES) are minded to grant scheduled monument consent (SMC) for the construction of a temporary embankment and access road which impacts on the Scheduled Monument as the works are not considered the minimum level of intervention consistent with conserving what is culturally significant in the monument.
2. The works include site clearance with tree felling to ground level only to retain roots and help with slope stability; the creation of a non-compressive temporary haul access road by laying geotextile and aggregate to form a 7.5m wide floating road running across the surface of the monument for a length of about 220m with no excavation required; creation of a temporary embankment adjacent (using sheet piles but outwith the scheduled area) to connect to a temporary bridge and the removal of the temporary road when it is no longer required. Construction method statements have been produced for the site clearance, embankment construction, haul road construction and monument reinstatement works. The access road is expected to be operational for 30 months and has been designed to avoid physical impacts on the monument.
3. Previous SMCs have been granted for geophysical survey and test pitting at Bertha Fort to inform the detail of this application. This application has been discussed with HES and accords with those discussions.
4. HES believe the proposed works are extensive but would have minimal impact upon the monument's cultural significance. They consider the application would be consistent with HES' Scheduled Monument Consent Policy 3.
5. HES also consider the application is carefully considered, based on good authority, sensitively designed and properly planned. However further information is required in advance regarding the landscape design, to enable the application to be fully compliant with Scheduled Monument Consent Policy 4. Therefore conditions are to be imposed to ensure that (i), any non-material variations are controlled by HES to ensure adherence to the ecological mitigation and (ii), if the floating road appears to be exerting greater compression on underlying deposits than predicted at weekly inspections, its use would be halted until suitable mitigation is approved by HES.
6. HES has been consulted on the related planning permission for the CTRL scheme and do not object to the proposal. The suitability of 3 options has been considered in detail and the application has been accompanied by an EIA report which adequately covers relevant cultural heritage and ecological impacts.
7. In summary and for the reasons set out above, this SMC application does not raise any issues of national importance that would merit intervention by Ministers.

Decision/Recommendation:

- The application should be cleared back to Historic Environment Scotland to issue Scheduled Monument Consent with four conditions.