
5. Cultural Heritage

5.1. Introduction

5.1.1. This chapter provides an assessment of the cultural heritage assets within the route of the proposed A77 Maybole Improvement Scheme and the surrounding area. The assessment identifies the archaeological remains, historic buildings and the historic landscape surrounding the scheme. The aim is to consider the potential impacts the A77 Maybole Bypass may have on cultural heritage assets within the study area.

5.1.2. Within the Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 2 and for the purpose of this assessment, cultural heritage assets are sub-divided into three topics: Archaeological Remains, Historic Buildings and Historic Landscape.

- Archaeological remains - the material remains of human activity from the earliest periods of human evolution to the present e.g. above ground features such as earthworks and ditches, sub-surface features such as former ditches and pits which appear as crop marks or soil marks, visible monuments, moveable artefacts, material remains of walls, structures and field banks.
- Historic buildings - standing historical structures that are usually formally designated or have some architectural significance. These comprise a wide range of buildings and structures; include settlements, defences, industrial buildings, places of worship, and individual items ranging from tombs and railings to paving and milestones; and
- Historic landscape - the evidence of past human activities in the present landscape, includes predominant historic characteristics and features such as field boundaries, linear routes and ancient parish boundaries. Given that most of the world has been subject to and modified by human activities, all landscapes are considered to be historic. Although not all landscapes have the same historical significance.

5.1.3. Cultural heritage is not precisely divided into these sub-topics and there can be overlap. However as stated in the DMRB, cultural heritage features should be included in only one sub-topic and are not be double counted, 'so historic industrial buildings that appear in the historic buildings sub-topic assessment, for instance, should not be counted again in the archaeological remains assessment, unless there is a specific archaeological issue that would not be captured by the buildings investigations, for instance the presence of buried remains of earlier structures on the site' (DMRB Volume 11, Section 3, Part 2, Paragraph 2.22).

5.2. Consultation

- 5.2.1. Historic Scotland (HS) was consulted and advised that the A77 Maybole Bypass is unlikely to have any direct impact on the historic environment. However they advised seeking comments from South Ayrshire Council's archaeology and conservation advisors. (The West of Scotland Archaeology Service - (WoSAS), to provide information on unscheduled and unknown archaeology.
- 5.2.2. WoSAS was consulted during this process and agreed the proposed route avoids the majority of sites recorded in the HER database and are located sufficiently far from the bypass, suggesting they are unlikely to be directly affected by construction. The only site to be directly affected is Kirklandhill Cottage which given its location will be wholly removed by construction of the bypass. WoSAS commented on the fact that the bypass will run almost entirely through improved fields suggesting the potential for unrecorded remains to be present. They further advised the provision of monitoring during initial removal of topsoil to identify any archaeological features present and any features identified would need to be excavated and recorded prior to being removed by construction.
- 5.2.3. Scottish Natural Heritage (SNH) was consulted and advised that the A77 Maybole Bypass will not have a direct or indirect impact on any specially protected natural heritage sites such as scheduled monuments conservation areas and designated landscapes.
- 5.2.4. South Ayrshire Council (SAC) advised an assessment of the direct and indirect impacts of the proposed scheme upon heritage resources and their settings including scheduled monuments, unscheduled archaeological sites, listed buildings, conservation areas and gardens and designated landscapes. They also advised an assessment should be taken of the built heritage designations within the study area in particular the B-listed East Enoch and Nether Culzean farmsteads which will experience a direct impact as a result of the proposed scheme.
- 5.2.5. The Milestone Society were consulted and advised that appropriate accommodation works should be specified to protect milestones from risk or damage during works.
- 5.2.6. Further details on the consultation replies are dealt with in Chapter 3: Consultation.

5.3. Methodology

- 5.3.1. This assessment was carried out in accordance with the DMRB, Volume 11, and Section 3, Part 2. Although HA208/07 suggests a study area of at least 200m for archaeological remains, 300m was the requirement when establishing topics for further assessment and was therefore used for the proceeding assessment.
- 5.3.2. A desk top survey was carried out over 300m each side of the centre line to identify cultural heritage assets. An archaeological walkover survey of the A77 Maybole Bypass was also undertaken to investigate the condition and importance of known archaeology and cultural heritage assets.

5.3.3. To enable a broad assessment of the Historic Landscape area, Archaeological Remains and Historic Buildings a desk-based assessment using the Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS) was undertaken. The online mapping tool was used to obtain an extensive assessment of the area, combining the 'top down' and 'bottom up' approach to assess the individual cultural heritage assets of the area. This assessment is based upon data obtained from the following sources:

- National Monuments Record for Scotland (Royal Commission on the Ancient and Historical Monument of Scotland);
- Sites and Monuments Records (West of Scotland Archaeology Service);
- The Scottish Burgh Survey -Historic Maybole (Historic Scotland);
- Past Map, interactive map- <http://pastmap.org.uk/> 13/05/13-17/05/13;
- The Milestone Society- <http://www.milestonesociety.co.uk/> (Accessed 13/05/13-17/05/13); and,
- MAGIC Multi Agency Geographic Information for the Countryside- <http://magic.defra.gov.uk/> (Accessed 13/05/13-17/05/13).

5.3.4. All archaeological or historical sites, monuments and buildings referred to in the report in relation to the A77 Maybole Bypass are plotted on Drawing No. 25000182/ENV/5.1, using the assigned site numbers with specific areas of interest impacted by the scheme is also highlighted on the drawing.

5.4. Archaeological Remains

5.4.1. As part of the assessment of cultural heritage assets, HA208/07 suggests a study area of at least 200m for archaeological remains and in this instance the area was widened to 300m due to the rural location of the scheme. An evaluation of the archaeological remains or potential remains within the study area needs to be undertaken and a value placed on the asset. A summary of the sensitivity criteria for archaeological remains is provided in Table 5.1.

Table 5.1 Criteria for assessing Archaeological Remains Sensitivity	
Physical Impact	Criteria
Very High	World Heritage Sites (inc nominated sites); Assets of acknowledged international importance; Assets can contribute significantly to acknowledged international research objectives
High	Scheduled Monuments (inc proposed sites); Undesignated assets of schedulable quality and importance; Assets that can contribute significantly to acknowledged national research objectives
Medium	Designated or undesignated assets that contribute to regional research objectives
Low	Designated and undesignated assets of local importance; Assets comprised by poor preservation and/or poor survival of contextual associations; Assets of limited value but with potential to contribute to local research objectives
Negligible	Assets with very little or no surviving archaeological interest
Unknown	The importance of the resource has not been ascertained

5.4.2. As part of the assessment process an assessment of the relative magnitude of impact on the archaeological resource must also be undertaken. It is important to note that unlike the sensitivity assessment the magnitude of impact is assessed without regard to the value of the resource. For example the total destruction of a low value site is the same magnitude of impact as the destruction of a high value site such as a scheduled monument. The factors to be considered in the assessment of magnitude are presented in Table 5.2.

Table 5.2 Criteria for assessing Archaeological Remains Magnitude	
Physical Impact	Criteria
Major adverse/beneficial	Change to most or all key archaeological materials, such that the resource is totally altered Comprehensive changes to setting
Moderate adverse/beneficial	Changes to many key archaeological materials, such that the resource is clearly modified Considerable changes to setting that affect the character of the asset
Minor adverse/beneficial	Changes to key archaeological materials such that the asset is slightly altered Slight changes to setting
Negligible adverse/beneficial	Very minor changes to archaeological materials, or setting
No Change	No change

5.5. Historic Buildings

- 5.5.1. With regards to Historic Buildings, HA208/07 suggests the study area should be ‘..defined according to the sensitivity of the receiving environment, potential impacts of the road scheme and the type of assessment’ (DMRB Volume 11, Section 3, Part 2, Annex 6, Paragraph 6.4.1). In this instance the study area was taken within 300m of the scheme. The sensitivity of the historic buildings also needs to be considered in this process. The criteria for historic buildings is summarised in Table 5.3.
- 5.5.2. As with archaeological remains the assessment methodology also requires an assessment of the likely magnitude of impact upon historic buildings. The magnitude of impact is assessed without regard for the value of the resource. For example the total destruction of an insignificant building (low value) has the same degree of impact as the destruction of a high value building, this is considered later when looking at the significance of the effect. The values assigned to magnitude of impact are also summarised in Table 5.3.

Table 5.3 Criteria for Assessing Historic Buildings Magnitude	
Physical Impact	Criteria
Major adverse/beneficial	Change to key Historic Building elements, such that the resource is totally altered Comprehensive changes to the setting
Moderate adverse/beneficial	Change to many key historic elements such that the resource is significantly modified Changes to the setting of an historic building such that it is significantly modified
Minor adverse/beneficial	Change to key historic building elements such that the asset is slightly different Change to setting of an historic building such that it is noticeably changed
Negligible adverse/beneficial	Slight changes to historic building elements or setting that hardly affect it
No Change	No change to fabric or setting

5.6. Historic Landscape

- 5.6.1. When assessing the historic landscape, HA208/07 recommends ‘an appropriate study area needs to be defined depending on the character of the historic landscape through which it passes, the stage of the proposal its scale and likely effects’ DMRB Volume 11, Section 3, Part 2, Annex 7, Paragraph 7.4.1). Given the rural location of the scheme an area of 300m was used to give greater scope to affect historic landscape assets. The sensitivity of the historic landscape also needs to be assessed which is summarised in Table 5.4.

Table 5.4 Criteria for Assessing Historic Landscape Sensitivity	
Sensitivity	Criteria
Very High	World Heritage Sites inscribed for their historic landscape qualities Historic landscapes of international value, whether designated or not Extremely well preserved historic landscapes with exceptional coherence, time depth, or other critical factor(s)
High	Undesignated landscapes of outstanding interest Undesignated landscapes of high quality and importance and of demonstrable national value Designated historic landscapes of outstanding interest Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factor (s)
Medium	Undesignated historic landscapes that would justify special historic landscape designation, landscapes of regional value Designated special historic landscapes Averagely well preserved historic landscapes with reasonably coherence, time-depth or other critical factor (s)
Low	Historic Landscapes whose value is limited by poor preservation and/or poor survival of contextual associations Historic landscapes with importance to local interest groups Robust undesignated historic landscapes
Negligible	Landscapes with little or no significant historical interest

5.6.2. The assessment methodology also requires an assessment of the likely magnitude of impact upon historic landscape. The magnitude of impact/change is assessed without concern of the value of the resource, so a total change encountered by a commonplace (low value) historic landscape character unit is the same magnitude as a total change experienced by a nationally important (high value) landscape character unit. The values assigned to the magnitude of impact are summarised in Table 5.5.

Table 5.5 Criteria for Assessing Historic Landscape Magnitude	
Physical Impact	Criteria
Major adverse/beneficial	Changes to all key historic landscape elements, parcels or components for example; extreme visual effects gross change of noise or change to sound quality fundamental changes to use or access Resulting in a total change to the historic landscape character unit
Moderate adverse/beneficial	Changes to many key historic landscape elements, parcels or components for example; Visual change to many key aspects Noticeable differences in noise or sound quality Considerable changes to use or access Resulting in moderate changes to historic landscape character
Minor adverse/beneficial	Changes to few key historic landscape elements, parcels or components for example; Slight visual changes to few key aspects Limited changes to noise levels or sound quality Slight changes to use or access Resulting in limited changes to historic landscape character
Negligible adverse/beneficial	Very minor changes to key historic landscape elements, parcels or components for example; Virtually unchanged visual effects Very slight changes in noise levels or sound quality Very slight changes to use or access Resulting in a very small change to historic landscape character
No Change	No change to key historic landscape elements, parcels or components for example; No visual or audible changes No changes arising from an amenity of community factors

5.7. Method of Assessing Significance of Effects

5.7.1. The significance of impact upon each monument was determined by considering its sensitivity combined with the magnitude of impact. The process consists of five significance categories which can be seen in Chapter 2: Methodology.

5.8. Baseline Conditions

5.8.1. The A77 Maybole Bypass extends 5km entirely offline and is situated on the A77 lying north west of Maybole. It ties in with the existing A77 to the south at a new roundabout (Broomknowes) and to the north at a new roundabout (Smithston).

5.9. Planning Policy

- 5.9.1. The following guidelines, legislation and planning policies provide the framework for the protection and conservation of cultural heritage interests within Scotland and more locally within South Ayrshire. The impacts of the scheme on plans and policies are considered in greater detail within Chapter 14: Plans and Policies.
- 5.9.2. The following planning policies cover the protection, conservation and enhancement of ancient monuments, archaeological sites, listed buildings, gardens and designed landscapes:
- Scottish Historic Environmental Protection Policy (SHEP)
 - Scottish Planning Policy (SPP)
 - Ayrshire Joint Structure Plan (JSP)
 - BE2, BE3, BE4, BE5, BE6, BE7 South Ayrshire Local Plan
 - Planning Advice Note (PAN 42)
 - Planning Advice Note (PAN 60)

5.10. Study Area

- 5.10.1. The archaeological remains and historic buildings identified within 300m of the A77 Maybole Bypass are described below and are listed chronologically with some background historical information to provide an insight into the remains within the context of the period.

Archaeological Remains

- 5.10.2. The following gives background from prehistory to modern day and whilst there is no evidence of archaeological remains from certain periods it is useful to have a brief synopsis of each period to understand the context of the baseline data. The background is based on information provided in the Scottish Burgh Survey entitled Historic Maybole: Archaeology and Development 2005 (Historic Scotland) Additional information was obtained from the range of sources consulted in the desk based assessment.

Prehistoric (10,000-7,000BC) - Mesolithic (7,000-4,000BC)

- 5.10.3. It is believed that the earliest known settlement in this part of Scotland occurred around 7,000BC during the Mesolithic, future work may prove otherwise. It was during this period human activity appeared to be concentrated along river banks and coast lines. The lifestyle was of a nomadic 'hunter gather' which means little in the way of structural remains is left behind, aside from shell middens and flint scatters of tools. No evidence from this period has been recorded within the study or surrounding area.

Neolithic (4,000-2,200BC)

- 5.10.4. The Neolithic takes a less nomadic lifestyle with the establishment of more settled communities, with the farming of fields and crops, the keeping of livestock, and the clearance of woodland.

- 5.10.5. There is no evidence of Neolithic remains within the study area yet Lyonston Standing Stone is located close to the current A77 through Maybole, providing evidence of possible ritual activity perhaps acting as a focal point for the community (Site 1) (Figure 5.1). However it is not visible from the bypass.



Figure 5.1 Lyonston Standing Stone at Lyonston Farm on the edge of Maybole (Site 1)

Bronze Age (2,500-700BC)

- 5.10.6. From around 2,300BC society was starting to change; single grave burials or barrows were becoming more favourable to the monumental tombs containing large numbers of burials. There are no Bronze Age remains within the study area although some artefacts have been found in the surrounding areas of Maybole. The 19th Century saw the discovery of two important artefacts; a decorated food vessel; indicative of Bronze Age funerary practice as they are usually found as grave goods and a ribbed socketed axe head of late Bronze Age or early Iron Age (1,200BC-700BC) found in 1880.

Iron Age (800BC-AD43) and Roman Period (AD43-410)

- 5.10.7. Towards the end of the Bronze Age and the beginning of the Iron Age settlements were becoming a dominant part of the landscape. Fortified settlements such as hill forts, enclosed villages and isolated dwellings are believed to have existed. It is believed that at this time there was a digression from the large monuments that once served the community towards settlement of more tribal division.

5.10.8. The first Century AD saw the Roman army slowly advance north into Scotland where they established a network of fortifications and communications throughout the southern part of the country as part of control of their native tribes. There is no documented evidence of Iron Age or Roman finds within Maybole however there is evidence for settlement 2.5km south of Maybole at the hill fort of Kildoon. Additionally there is some evidence of Roman activity closely south of Maybole within the study area but beyond the scheme extents in the form of a milestone (NS287 093, Site 2 Figure 5.2) and also to the north of Maybole (NS326 133, Site 3, Figure 5.3) yet this falls out of the study area at approximately 620m away.



Figure 5.2 Milestone south of Maybole NS 287 093 (Site 2)



Figure 5.3 Milestone north of Maybole (outlying proposed route) NS 326 133 (Site 3)

- 5.10.9. There is little further known about Roman activity in Ayrshire as few sites have been identified. Although it could be possible that an enclosure and barrow at St Murray plantation (Site 4a, b) could relate to some form of settlement yet they are both some distance from Maybole Bypass and therefore there will be little effect on the setting of the site. Furthermore they are only potential remains

Early Medieval- Post Medieval (AD410 – AD 1540-1901)

- 5.10.10. It was not until the 12th Century that Maybole appeared in documentary sources, indeed the earliest recorded form of the place name is Meibothel possibly from the Old English meagre-botl: the maiden's hall. Furthermore the dedication of the parish church to the Northumbrian saint St Cuthbert implies Maybole was probably an Anglian settlement when the Northumbrian supremacy of the area took place between mid-7th to the 10th Century.
- 5.10.11. By the 13th Century Maybole had become an important ecclesiastical centre containing both parish and collegiate church. Certainly by 1516 Maybole was established as a burgh of barony, resulting in intensified agricultural activity of food production for nearby settlements and the town and also for the local industries of, tanning, wool-making and weaving. As these industries were within Maybole it is unlikely that any associated remains survive within the study area.
- 5.10.12. There is little evidence of archaeological remains in the surrounding area of Maybole which is probably due to there not being much archaeological work undertaken; any that has been carried out was in the heart of the town and not within the study area but this does not rule out the potential for buried remains.

- 5.10.13. There is evidence of buried remains in the form of a well; St Anthony's Well was an 18th Century well that 'sickly children were taken to on the first Sunday of May' Walker, JR (1883) 'Holy Wells in Scotland'¹. However it was classed as not located and even in the 1970's there was no further information (Site 5).
- 5.10.14. Regardless of whether St Anthony's well is still visible, it is located close to the A77 Maybole Bypass and is worth considering, as it highlights the issue for potential buried archaeological remains.
- 5.10.15. The site of Smithston Castle, is within the study area and is believed to have been the dwellings of the gentry with only a few ruinous remains (W Macfarlane 1907;NSA 1845 (G Gray) however further enquiries at nearby farmstead Laigh Smithston revealed no knowledge of castle hereabout (Visited by OS (JLD) 8 December 1955)² (Site 6). Although there are no remains evident today there is the potential for some buried archaeological remains.
- 5.10.16. The majority of the medieval remains are situated in the centre of Maybole rather than within the study area itself. However these will be examined in further detail in the historic buildings section of this chapter.
- 5.10.17. The sensitivity assessment is illustrated in Table 5.1 also showing the archaeological remains with the distance from the existing A77 and the proposed Maybole Bypass.

Modern Period (AD 1901- present day)

- 5.10.18. Throughout the early 20th Century Maybole continued to expand with the chief industries of weaving and shoe making when the town started to develop further north. Indeed investigation of OS maps from the 19th Century to the 1970's proved there to be little in the way of widespread development within the open fields to the north of Maybole.

5.11. Historic Buildings

Early Medieval- Post Medieval (AD410 – AD 1540-1901)

- 5.11.1. It is the medieval period in which Maybole clearly has a great deal of evidence, largely within the town itself with 51 listed buildings and 1 Scheduled Monument. Two of the listed buildings are close to the A77 Maybole Bypass, the remaining 49 are found in the heart of Maybole within the conservation area of Maybole High Street (Site 13).
- 5.11.2. Maybole Collegiate church is a Scheduled Monument and is located near the core of the town. It is important to note that it is significantly closer to the current A77 than the Maybole Bypass. It was founded within a pre-existing chapel in 1382 with considerable alteration throughout the 15th Century (Site 7) (Figure 5.4).

¹ <http://canmore.rcahms.gov.uk/en/site/40942/details/st+anthony+s+well/>

² <http://canmore.rcahms.gov.uk/en/site/40942/details/st+anthony+s+well/>



Figure 5.4 Maybole Collegiate Church as it remains today (Site 7)

- 5.11.3. According to Historic Scotland it is a monument of national importance as it portrays the well-preserved remains of a medieval collegiate church with architectural detail of high quality. Certainly most of the walls are preserved to near wall-head height.
- 5.11.4. With the intensified agricultural activity of the post medieval period farmsteads became a feature of the landscape. The evidence of this increased farming industry is visible with a number of farmsteads within the study area. Some of these farmsteads are represented on historic maps dating back to 1859.
- 5.11.5. Cargilston Farmstead (Site 8) is close to the A77 Maybole Bypass and within the study area at approximately 277m away from the bypass.
- 5.11.6. Kirklandhill Cottage (Site 9a) is the closest site to the route of the A77 Maybole Bypass at approximately 20m from the centreline and therefore within the footprint of the scheme. The remains are still visible above ground (Figure 5.5). It is a derelict farmstead of probable 18th/19th Century that appears to have been occupied up until the 1960's. There is also nearby Kirklandhill farm (Site 9b) located to the north of Kirklandhill Cottage approximately 130m from the extent of the scheme.



Figure 5.5 Kirklandhill Cottage as it remains today (Site 9a)

- 5.11.7. Nether Culzean farmstead and farmhouse is a category B listed building and is an unusual estate farmhouse of regional importance recently restored dating to probable late 18th century (Site 10). This is similar to East Enoch House farmstead which is also a category B listed building of late 18th Century (Site 11). Nether Culzean is closer to the current A77 than Maybole Bypass, at present it is approximately 120m whereas with the bypass it would be approximately 300m.
- 5.11.8. There is also the site of Carrick Academy on Kirkoswald Road within the study area at the southern end of Maybole. (Site 12).
- 5.11.9. The sensitivity assessment of the archaeological remains is illustrated in Table 5.1 showing the distance from the existing A77 and Maybole Bypass.

5.12. Historic Landscape

- 5.12.1. There are two historic landscape receptors identified in this assessment. These are the historic townscape of Maybole (High Street) and the surrounding countryside of Maybole in which the bypass follows. The surrounding countryside of Maybole is littered with remains of the industrial and agricultural past; certainly the unsettled and uncultivated areas still bear the remnants of historic settlement patterns. This is represented in the form of rig and furrow fields enclosed by turf dykes especially on large industrial farmsteads.

- 5.12.2. Historic Ordnance Survey maps from the 19th to 20th centuries show the study area has remained relatively undeveloped and unchanged since at least 1859. The smaller enclosed fields to the north are likely to be the result of post medieval enclosure. Furthermore a survey in the 18th Century by William Roy (Military Survey of Scotland) it showed the area surrounding Maybole as large areas of open cultivation which it has retained this use to the present day.
- 5.12.3. There is one conservation area within the study area which covers the historic townscape of Maybole (High Street, Site 13) which given the route of the A77 Maybole Bypass is not considered a constraint to development, and the reduction of traffic through Maybole will have a moderate beneficial effect. This is confirmed further in the impact assessment.

5.13. Value/Sensitivity of Environmental Resources and Receptors

- 5.13.1. For the purpose of this assessment the sensitivity of a site to physical change is directly proportional to its importance. For example, Maybole Collegiate Church is of national importance and therefore has a high sensitivity assessment. East Enoch House is of regional value and therefore a medium sensitivity assessment.
- 5.13.2. The landscape receptor of the countryside surrounding the Maybole Bypass has been assessed as a low scale value as it is an undesignated site of interest to local groups therefore low sensitivity, whereas the townscape of Maybole High Street is of high scale value due to the area being designated as a conservation area and therefore high sensitivity.
- 5.13.3. The sensitivity of archaeological remains and historic buildings have been detailed within Tables 5.6 and 5.7 below.

Table 5.6 Sensitivity of Archaeological Remains and distance

SM /SMR /NMRS/Site Number	Site Name and Description	Importance	Distance from Existing A77	Distance from Proposed Improvement Scheme	Sensitivity
5787 (Site 1) NS 3090 1030:	Lyonston Standing Stone: a single standing stone, likely to have been erected in the Neolithic or Bronze Age, situated on the slight rise of a field 250m SE of the Lyonston Farmstead	National	240m	650m	High
NS31SW14 (Sites 4a)	Site of possible enclosure at St Murray	Not known assumed local/negligible	590m	430m	Negligible
NS315W9(Site 4b)	Site of possible prehistoric barrow at St Murray	Not known assumed local/negligible	950m	650m	Negligible
NS21SE.11 (Site 5)	St Anthony's Well	Not known assumed local/negligible	490m	70m	Negligible
NS287 093 (Site 2)	Milestone South of Maybole	Not known assumed local/negligible	90m	295m	Negligible
NS326 133 (Site 3)	Milestone 3 miles North of Maybole-JctB7045	Not known assumed local/negligible	40m	620m	Negligible
WoSAS SMR (Site 6)	Smithston Castle	Not known assumed local/negligible	170m	150m	Negligible

Table 5.7 Sensitivity of Historic Buildings and distance

SM /SMR /NMRS/Site Number	Site Name and Description	Importance	Distance from Existing A77	Distance from Proposed Route	Sensitivity
90212 (Site 7)	Maybole Collegiate Church: NS 3010 0980-. - The monument comprises the remains of the collegiate Church of St Mary, founded with a pre-existing chapel in 1382.	National	135m	900m	High
NS21SE.32 (Site 8)	Cargilston Farmstead	Not known assumed local/negligible	1.1km	277m	Negligible
NS 29901063WoS AS 54055 (Site 9a)	Kirklandhill Cottage	Not known assumed local/negligible	500m	20m	Negligible
NS21SE.18 (Site 9b)	Kirklandhill Farm	Not known assumed local/negligible	690m	127m	Negligible
NS31SW.74 (Site 10)	Nether Culzean, Farmstead and Farmhouse	Regional	120m	300m	Medium
NS20NE.75 (Site 12)	Carrick Academy: Kirkoswald Road.	Not known assumed local/negligible	37m	388m	Negligible
14291 (Site 11)	East Enoch HouseLate 18th century. A long low facade probably marking an earlier structure.	Regional	913m	298m	Medium

5.14. Impact Assessment

During Construction

Archaeological Remains

- 5.14.1. The presence of unknown buried archaeological remains occurs at many sites proposed for development. Indeed the potential for later pre-historic burial and settlement remains is evident with the presence of a possible enclosure and barrow at St Murray (Sites 4a, b) and also the possible medieval settlement Smithston Castle (Site 3). Furthermore there has not been a large amount of archaeological work undertaken within Maybole and the wider area and little is known of its archaeological potential therefore the possibility of buried archaeological remains is an issue.
- 5.14.2. There is potential for unrecorded features to be present within the vicinity of the existing road. These may be disturbed and/or damaged by the improvement scheme, with possible long-term adverse effects. New sites may be uncovered, which may be potentially beneficial in the long-term. Given that the value of any prospective features cannot be anticipated at this stage the magnitude and significance of any impacts cannot be determined. Taking into account the local and or negligible significance of those sites and or features identified close to the A77 such as Smithston Castle and St Anthony's Well, the impacts are not anticipated to be significantly adverse.
- 5.14.3. Smithston Castle (Site 3) raises the issue of buried remains. No surface remains are evident within the study area but there could be the potential for some sub-surface remains although these are believed to be close to the railway line and outside of the study area. As a result, the assessment concludes negligible impact magnitude and neutral impact significance.
- 5.14.4. St Murray Plantation (Site 4a, b) is sufficiently far from the scheme to not be affected. Furthermore, as these are the sites of only potential remains it is classed as negligible impact magnitude and neutral impact significance.
- 5.14.5. Lyonston Standing Stone (Site 1) is sufficiently far from the proposed route and is not visible from the A77 Maybole Bypass resulting in an assessment of negligible impact magnitude and neutral impact significance.
- 5.14.6. St Anthony's Well (Site 5) is within the area of proposed construction and while it is classed as un-located it does not rule out the potential for subsurface remains. Being un-located with no upstanding remains however, it is assessed as negligible impact magnitude with slight impact significance.
- 5.14.7. Milestone NS 287 093 (Site 2) (Figure 5.2) is within the study area a short distance beyond the scheme extents. Given the proximity, it may encounter some effect due to the construction of the bypass but as it will not need to be removed, it is assessed as a minor impact magnitude and impact significance. Milestone NS 326 133 (Site 3) (Figure 5.3) is three miles to the north of Maybole. Being at a greater distance from Maybole Bypass scheme, it will not be directly affected by the bypass and therefore is assessed as an impact magnitude and significance of no change.

Historic Buildings

- 5.14.8. The A77 Maybole Bypass is located close to KirklandHill Farm (Site 9b) and there is a potential moderate negative change on the setting of the locally important farmhouse during construction, impacts such as the use of machinery, and earthworks and stockpiling of material will be visually intrusive on the once quiet rural location, resulting in minor adverse magnitude impact and moderate impact significance.
- 5.14.9. Kirklandhill Cottage (Site 9a) will encounter a substantial negative impact as the site will be demolished. Although it is not listed on WoSAS Sites and Monuments Record (SMR) it could be regarded as locally important as the remains provide an insight into the history of Maybole's agricultural past. The resulting assessment is therefore major impact magnitude and significance.
- 5.14.10. There could be a small-scale negative change on the setting of the regionally important East Enoch House (Site 11) resulting in a minor effect. This results in an assessment of minor impact magnitude with moderate/slight impact significance. There is the possibility of increased noise resulting in a short term negative impact with visual and setting intrusion.
- 5.14.11. Maybole Collegiate Church (Site 7) is sufficiently far from the proposed route to justify an assessment of minor impact magnitude and slight impact significance, as the majority of the construction traffic will be concentrated along the route of the proposed scheme.
- 5.14.12. Cargilston Farmstead (Site 8) is just outside the study area and therefore still has to be considered and justifies the assessment of a minor magnitude of impact and neutral impact significance as it is sufficiently remote from the bypass to warrant a minor magnitude of impact. The quiet rural setting of the farmstead may experience some visual and noise intrusion during the construction however this will be a short term issue.
- 5.14.13. Nether Culzean farmstead (Site 10) is sufficiently remote from Maybole Bypass to be assessed as negligible impact magnitude and impact significance. In its current setting the site has the A77 running close to it, therefore any traffic taken away will help to improve the setting. Initially there will be the issue of increased noise during construction and visual intrusion; however this will be a short term issue and as previously stated this site will be sufficiently remote from the construction works to have a significant impact.
- 5.14.14. Carrick Academy (Site 12) has been assessed as negligible impact magnitude and significance as there will be a short term effect of increased noise and visual intrusion.

Historic Landscape

- 5.14.15. Much of the landscape consists of open fields in the surrounding countryside of Maybole, probably due to the intensified agricultural activity of the post medieval period.
- 5.14.16. Although the surrounding countryside of Maybole through which the bypass will proceed is assessed as a low scale value, the construction of Maybole Bypass through the previously untouched landscape will still have some impact on the landscape resulting in a minor impact magnitude and significance.

- 5.14.17. The use of machinery, queuing traffic and traffic management associated with the construction will have an impact visually on the area and disrupt the peaceful rural character of the landscape.
- 5.14.18. There is some land-take required for the scheme and although this is through mainly cultivated land this will result in a direct visual effect due to the disturbance of land along the bypass and earthworks and stockpiling of material.
- 5.14.19. There would be no adverse effects on Conservation Areas or Historic Gardens and Designated Landscapes. The historic townscape and conservation area of Maybole High Street has been assessed as having a minor impact magnitude and slight impact significance during construction as there will be additional construction traffic on the existing A77. It will be post construction that the effects will be evident with heavy traffic being drawn away from the centre to the new bypass; this is examined further in the post construction assessment.

Post Construction

- 5.14.20. In accordance with DMRB Volume 11, Section 3, Part 2, HA 208/07 Cultural Heritage 'Impacts on the cultural heritage resource...are defined as changes to the cultural heritage resource caused by the mitigated scheme'.
- 5.14.21. The predicted impacts on cultural heritage assets are displayed in Table 5.9.

Archaeological Remains

- 5.14.22. There is a potentially beneficial effect on the setting of Lyonston Standing Stone (Site 1) in that Maybole Bypass would reduce the volume of passing traffic resulting in a slight beneficial impact magnitude and slight beneficial impact significance.

Historic Building

- 5.14.23. The setting of Kirklandhill Farm (Site 9b) will be affected post construction as it will be significantly closer to Maybole Bypass than the current A77. It has therefore been assessed as having a minor impact magnitude and moderate impact significance.
- 5.14.24. Kirklandhill Cottage (Site 9a) will encounter a moderate impact magnitude and moderate impact significance as the site will have been demolished.
- 5.14.25. East Enoch house (Site 11) will encounter an effect on the setting of the site as it will be affected visually with the new roundabout and it will be closer to Maybole Bypass than the current A77. It has therefore been assessed as minor magnitude and slight impact significance. However the scheme will have a moderate beneficial effect on a large number of listed buildings within Maybole as there will be a reduction in the volume of traffic through the centre; this is evident in Table 4.17 Chapter 4 Air Quality.

- 5.14.26. Maybole Collegiate Church (Site 7) is significantly closer to the current A77 than the proposed Maybole Bypass; indeed the scheme would have an evident beneficial effect as shown in Table 4.17 of Chapter 4 Air Quality which clearly shows a reduction in the volume of traffic. This results in an assessment of slight beneficial impact magnitude and significance. Furthermore Historic Scotland states the studies of the above and below remains provide and have the potential to provide further evidence to enhance understanding of medieval ecclesiastical architecture and practices³.
- 5.14.27. Cargliston Farmstead (Site 8) although not within the study area still has to be considered, in that it would be closer to Maybole Bypass and may encounter some effect therefore justifies the assessment of a neutral impact magnitude and impact significance.
- 5.14.28. Nether Culzean farmstead (Site 10) is sufficiently remote from the proposed route to be assessed as negligible impact magnitude and impact significance as it is well screened from the surrounding areas and is unlikely to be impacted.
- 5.14.29. Carrick Academy (Site 12) has been assessed as having a negligible impact magnitude and significance on its settings in that the volume of passing traffic would be reduced but it will still have a view of the new bypass.

Historic Landscape

- 5.14.30. The A77 Maybole Bypass will have a significant beneficial effect on the conservation area of Maybole town centre (High Street) (Site 13). The reduced traffic flow will result in an improvement to the local air quality within the town centre therefore contributing to a change in the setting of the numerous historic listed buildings and resulting in a moderate beneficial impact magnitude and significance. This reduction is evident in Table 4.17 of Chapter 4 Air Quality.
- 5.14.31. There is also the potential for visually negative effects on the setting of the previously untouched landscape of the surrounding countryside in which Maybole Bypass will proceed resulting in an assessment of moderate impact magnitude and significance. The overall assessment of historic landscape is summarised in Table 5.10

³ <http://data.historic-scotland.gov.uk/pls/htmldb/>

Table 5.8 Predicted Impacts on Cultural Heritage Assets					
Cultural Heritage Asset	Sensitivity	Impact Magnitude		Impact Significance	
		During Construction	Post Construction	During Construction	Post Construction
Lyonston Standing Stone (Site 1)	High	Negligible	Slight beneficial	Neutral	Slight beneficial
St Murray Plantation (Site 4a,b)	Low	Negligible	Negligible	Neutral	Neutral
St Anthony's Well (Site 5)	Negligible	Negligible	Negligible	Slight	Slight
Milestone south (Site 2)	Low	Minor	Minor	Slight	Slight
Milestone North (Site 3)	Low	Negligible	Negligible	Negligible	Negligible
Smithston Castle (Site 6)	Negligible	Negligible	Negligible	Neutral	Neutral
Kirklandhill Cottage (Site 9a)	Low	Major	Moderate	Major	Moderate
Kirklandhill Farm (Site 9b)	Low	Moderate	Minor	Moderate	Moderate
East Enoch House (Site 11)	Medium	Minor	Minor	Slight	Slight
Maybole Collegiate Church (Site 7)	High	Minor	Minor beneficial	Slight beneficial	Slight beneficial
Cargilston Farmstead (Site 8)	Low	Minor	Negligible	Neutral	Neutral
Nether Culzean (Site 10)	Medium	Negligible	Negligible	Negligible	Negligible

Table 5.8 Predicted Impacts on Cultural Heritage Assets					
Cultural Heritage Asset	Sensitivity	Impact Magnitude		Impact Significance	
		During Construction	Post Construction	During Construction	Post Construction
Carrick Academy (Site 12)	Low	Negligible	Negligible	Slight	Slight beneficial

Table 5.9 Predicted impacts on historic landscape						
Landscape Receptor	Value	Sensitivity	Impact Magnitude		Impact Significance	
			During Construction	Post Construction	During Construction	Post Construction
Maybole Countryside along bypass route	Low	Low	Minor	Minor	Minor	Minor
Townscape-Maybole High Street (Site 13)	High	High	Minor	Moderate beneficial	Slight	Moderate beneficial

5.15. Mitigation

During Construction

Archaeological Remains

- 5.15.1. Due to the possibility for discovering archaeological remains, a watching brief should be carried out by an archaeologist during excavation work as a precaution to prevent damage to as yet unrecorded sites or finds of archaeological interest. The watching brief should observe, investigate and record archaeological remains where present during ground works within a specified area. Depending on what the watching brief uncovers, it may lead to other archaeological works which could potentially lead to full scale excavation. Any necessary mitigation measures arising from the watching brief will need to be agreed with Historic Scotland and WoSAS to determine the means of removal and time for archaeological investigation.

Historic Buildings

- 5.15.2. General mitigation measures implemented during construction to address the issues with air quality and noise will assist in the control of impact on the setting of Historic Buildings, These measures can be found in Chapters 4 Air Quality and 9 Noise and Vibration.

- 5.15.3. Site clearance activities such as tree and vegetation removal and road construction activities such as landscaping and earth mounding have visual and noise intrusion on the historic setting of historic buildings such as Nether Culzean (Site 10) and East Enoch House (Site 11). The existing setting of these buildings is rural in nature, particularly Enoch House (Site 11) which currently has uninterrupted views of the surrounding fields. Nether Culzean (Site 10) is also a rural setting however the current A77 is visible from the farmstead and the once uninterrupted views to the west of the farmstead will consist of construction traffic and works for the bypass. However, these are temporary adverse impacts during the construction period
- 5.15.4. Due to the alignment of the bypass and the location of Kirklandhill Cottage (Site 9a) it will be demolished during construction therefore it is advised that appropriate recording of the asset in advance of removal should be carried out.

Historic Landscape

- 5.15.5. Whilst mitigation measures cannot remove the adverse impacts during construction, measures can be taken to reduce the effects and ensure they do not lead to permanent impacts such as locating stockpiles remote from sensitive receptors. Further mitigation measures during construction on the effects on landscape are considered in Chapter 7 Landscape Effects.

Post Construction

Archaeological Remains and Historic Buildings

- 5.15.6. Proposals for impacts on as yet unknown buried archaeological remains cannot be presented as it will be dependent on the undertaking of the watching brief. The scope and nature of all works would then need to be agreed with the West of Scotland Archaeology Service and Historic Scotland.
- 5.15.7. There will be an in-direct impact on the setting of Kirklandhill Farm (Site 9b), as land will have been removed for the construction of the bypass. However the road will be in cutting in this area which will help to limit the impact.

Historic Landscape

- 5.15.8. The mitigation measures identified for the countryside/landscape along the route of the bypass such as planting in the local style of hedging for example or screening bunds is a positive impact in so far as reducing the visual intrusion of the bypass across the countryside. However it can also be negative in so far as it can disrupt important historic field systems or open field patterns that occupy much of this landscape. Further details of such mitigation can be found in Chapter 7 Landscape Effects.

5.16. Residual Impacts

During Construction

Archaeological Remains

- 5.16.1. The implementation of the mitigation identified is considered to reduce the impact to a slight residual impact as the watching brief will help reduce the damage to any unrecorded remains that may be discovered. Depending on the results of the watching brief during construction, it may incur further impacts as it may lead to full scale excavation. This could be beneficial in that it would lead to the discovery of information that would otherwise remain unknown and lead to an enhanced understanding of the area. However, the value of any prospective features cannot be anticipated and therefore the magnitude and significance of any impacts cannot be determined.

Historic Buildings

- 5.16.2. Kirklandhill Farm (Site 9b) has been assessed as having a slight residual impact as the setting will be affected during construction.
- 5.16.3. Kirklandhill Cottage will encounter a moderate residual impact as the remains will be removed during construction. However recording prior to removal will help to reduce the impact significance and prevent complete loss of information.

Historic Landscape

- 5.16.4. The re-establishment of the historic landscape pattern will have a moderate residual impact. The new fencing that will be erected along the road boundaries will be clearly visible along most of the route from adjacent properties. Planting will be immature when implemented and therefore provide little benefit from the screening initially. The landscape and residual impact of the scheme are considered in further detail in Chapter 7 Landscape Effects.
- 5.16.5. The townscape of Maybole High Street (Site 13) has been assessed as slight residual impact during construction, although the works are away from the High Street, there will still be the issue of construction traffic going through the centre.

Post Construction

Archaeological Remains

- 5.16.6. There will be a moderate beneficial residual impact on historic buildings as Maybole Bypass will be located further away from the listed buildings and scheduled monuments in the centre of Maybole drawing a large proportion of the heavy traffic away from the scheduled monuments and listed buildings.
- 5.16.7. There are potential implications associated with the disturbance of unrecorded sites and this will require further consideration in such an event which will depend upon the results of the watching brief.

Historic Buildings

- 5.16.8. Kirklandhill Farm (Site 9b) will have a slight residual impact as the screening options such as fencing and planting will help reduce the visual impact of Maybole bypass but will not completely eliminate the issue. Also planting will be immature initially.
- 5.16.9. Kirklandhill Cottage (Site 9a) will have a slight residual impact as the site will have been demolished however the mitigation of recording prior to removal will offset the loss of the site.

Historic Landscape

- 5.16.10. Maybole bypass will have a moderate beneficial residual impact on the historic townscape of Maybole, especially as The High Street (Site 13) is a designated conservation area. The reduced traffic flow will improve the local air quality therefore changing the setting of historic buildings as evident in Table 4.17 of Chapter 4 Air Quality.
- 5.16.11. There is also the potential for visually negative effects on the setting of the countryside in which Maybole bypass will occupy. The previously untouched countryside will be affected by the bypass with a large number of heavy goods vehicles that previously would have not been there. However the mitigation of planting to screen and enhance the countryside helps to improve the visual intrusion of the bypass. Over time the planting will continue to mature and reduce views further for those affected.

5.17. Conclusions

- 5.17.1. There will be an impact on cultural heritage assets; however this will be a slight impact. The only exception is the remains of Kirklandhill Cottage (Site 9a) which will have a moderate adverse impact as the site will be demolished. However the negative impact of demolishing the remains will be reduced by recording of the site prior to its removal.
- 5.17.2. Whilst the impact is negative on the cultural heritage asset of Kirklandhill Cottage, the impact on the conservation area of Maybole High Street will be of a moderate beneficial impact. The volume of traffic will be significantly reduced through the centre, as indicated in Table 4.17 of Chapter 4 Air Quality. Although there will still be traffic going through the centre, a majority of the heavy traffic will be drawn away which will significantly improve the setting of the historic buildings and conservation area and also for residents and visitors to Maybole.
- 5.17.3. Given there is the potential for unknown buried archaeological remains along the route of Maybole Bypass, the proposed mitigation of a watching brief will reduce the damage to any potential remains that may be uncovered during construction. Examples such as St Murray (Sites 4a and 4b) indicate that similar pre-historic remains could exist elsewhere in the area and therefore the potential for such remains is an important factor.

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- 5.17.4. The watching brief has the potential to have a significant effect on the scheme, as depending on what is uncovered, this may lead to other archaeological works. Any necessary mitigation measures arising from the watching brief will need to be agreed with Historic Scotland and West of Scotland Archaeology Service. If further archaeological remains are found, it could be beneficial to Maybole by providing valuable insight into the cultural heritage of Maybole's past that was previously unknown.