



Case Information

Reference/Case ID	300018619		
Scheduled Monument	Caledonian Canal, Banavie to Moy Bridge		
Index no	SM6492	Grid ref	NN 11500 77200
Date application validated	27 October 2016		
Summary of proposed works	Caledonian Canal - Installation of New Pontoon at Banavie		

1. Summary recommendation

It is recommended that consent be granted without conditions.

2. Background

The monument is of national importance as it is part of the much larger Caledonian Canal, which runs from Corpach, by Fort William, to Clachnaharry, Inverness. It links the east and west coasts of the Highlands using both natural lochs and purpose-built stretches of canal. It was designed by famous Scots engineer Thomas Telford and built between 1803 and 1822. It remains the largest single construction in the Highlands.

The fabric of the canal and its associated features such as embankments, coping stones, locks, bollards, and weirs are integral to its significance. In terms of setting, views along the canal (both from the towpath and from the water) are important as they give an appreciation of its function, character, and scale. Views which clearly link the canal to associated structures such as bridges or lock-keepers' cottages are also significant as they aid in understanding and appreciating the function of the canal and its wider context.

No pre-application discussions took place. Heritage and Environmental Impact Assessments were provided as part of the application.



3. Proposals

It is proposed to install a new 54.6m-long pontoon suitable for berthing four vessels on the north bank of the Canal at Banavie, just east of the existing pontoons. The pontoon will be anchored to the canal bank with three concrete blocks. Services for the moorings will also be installed in ducting set in a service trench.

The works will comprise:

- Digging pits measuring c 2m x 1.5m x 1m.
- Lining the pits with shuttering and pouring of concrete to create moorings.
- Excavating a service trench within the embankment measuring 33m by .4m by .65m
- Installation of pontoon and mooring arms.

Excavation will be undertaken using a small mechanical excavator with some hand digging where necessary.

4. Representations received

No representations were received.

5. Report

a) Policy considerations

The application should be considered with the following legislative and policy considerations in mind:

Ancient Monuments and Archaeological Areas Act 1979

Part 1 Section 2: Control of works affecting scheduled monuments

Historic Environment Scotland Policy Statement June 2016

3.14. A monument is included in the schedule to secure the long-term legal protection of the monument in the national interest, in situ and as far as possible in the state it has come down to us. Scheduled monuments have an intrinsic value as monuments, not related to any concept of active use. It is the value of the monument to the nation's heritage, in terms set out in the section on Scheduling in Chapter 2 of this policy statement that is the primary consideration in determining applications for scheduled monument consent.



3.16. Works on scheduled monuments should therefore normally be the minimum level of intervention that is consistent with conserving what is culturally significant in a monument.

3.17. As each monument will require treatment specific to its individual nature, characteristics, significance and needs, any proposed change to it must be fully and explicitly justified.

3.18. Scheduled monument consent applications must be considered in terms of the cultural significance of the monument and the impact that the proposals would have upon this cultural significance. The more important particular features of the monument are to its cultural significance, the greater will be the case against interventions which modify these features.

3.20. Where change is proposed, it should be carefully considered, based on good authority, sensitively designed, properly planned and executed, and where appropriate in the context of an individual monument, reversible.

b) Assessment

The Caledonian Canal is an industrial, working monument. It is subject to change and its continued use is of one of the best ways of helping to safeguard it. The proposed new pontoon would increase capacity in an area which is already popular with canal users - there is a five year waiting list for a mooring at this location.

The proposal will have relatively little impact on the fabric of the canal and should not disturb any historic features. The OS 1st Ed Map (1876) suggests the embankment was of simple earthen construction in the area with no walls or canal-side furniture. To the north, on the far side of the tow-path, the ground is boggy and a series of pools are depicted on historic mapping - this is likely to preclude the existence of historic buildings in this area.

The addition of the pontoon will have a minimal impact on the canal's setting. The new pontoon will be located adjacent to existing pontoons/jetties and it will not hinder the understanding and appreciation of the canal bank. Due to its low profile and linear form it is not likely to adversely affect key views along, and from, the canal.

c) Other material considerations, including impact of the works on Protected Species and Places

An Environmental Impact Assessment was provided by the applicant and this states that although otters are present in the wider area, the specific character of the affected stretch of canal makes it unlikely that otters are present in the area. The work will be limited to daylight hours and all open excavations will be covered to



protect nocturnal animals. The proposed work should therefore have no impact on otters or any other European Protected Species.

d) Conclusion

The proposed service trench and concrete moorings will directly impact on the fabric of the canal but given the scale of the monument and the low probability of historic features being disturbed this impact is not considered to be significant. The new pontoon is not likely to have any significant affect on the character or visual amenity of the canal. The works proposed are in keeping with the character of the canal as a working industrial monument and will encourage greater use of the canal which is an important way of safeguarding it for the future.

As the proposals are not likely to have a negative impact on the fabric of the canal and are likely to allow more people to use and enjoy the canal they will not conflict with the paragraph 3.18 of the Policy Statement. Furthermore, the changes have been fully justified, in line with paragraph 3.17, and sufficiently well thought through that any impacts have been anticipated and mitigated, in line with paragraph 3.20.

6. Recommended decision

The works proposed are considered acceptable in meeting the terms of national policy for scheduled monuments, and also accounting for other material considerations.

I recommend consent is **granted without conditions**.

7. Conditions

No conditions have been attached to this decision.

8. Approval

Case officer	Kevin Grant	Date	09 November 2016
Approved by	John Raven	Date	10 November 2016

Annex A – list of supporting documents

- Location Map
- Document giving technical details of proposed methodology, Heritage Impact Assessment, and Environmental Impact Assessment.