

DMRB Stage 3 Environmental Statement
Volume 1: Main Report

December 2017



Contents

Volume 1: Main Report

Glossary

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Volume 2: Technical Appendices

Please see the Volume 2 document for the list of Technical Appendices

Volume 3: Environmental Drawings

Please see the Volume 3 document for the list of Environmental Drawings

1 Introduction

1.1 Background

- 1.1.1 The A9 trunk road provides a strategic link between the Scottish Highlands and the Central Belt. The Scottish Government’s ‘*Strategic Transport Projects Review*’ (STPR), published in 2008, recommended a range of improvements for the A9, including upgrading to dual carriageway standard between Perth and Inverness, a distance of some 177 km.
- 1.1.2 In December 2011, the Cabinet Secretary for Infrastructure and Capital Investment announced the Scottish Government’s commitment to dual the A9 between Perth and Inverness by 2025; as part of the 2011 Infrastructure and Investment Plan (IIP). This commitment was reinforced in the 2015 IIP.
- 1.1.3 The A9 Dualling Programme now includes three design ‘Sections’; North, Central and South. The Central Section (from Glen Garry to Dalraddy) consists of four design ‘Projects’:
- Project 7 – Glen Garry to Dalwhinnie
 - Project 8 – Dalwhinnie to Crubenmore
 - Project 9 – Crubenmore to Kincaig
 - Project 10 – Kincaig to Dalraddy
- 1.1.4 This Environmental Statement (ES) has been prepared in relation to the Central Section Project 7, Glen Garry to Dalwhinnie (referred to as ‘the Proposed Scheme’ in this ES). This project has been progressed to a ‘Stage 3’ level of design in accordance with the Design Manual for Roads and Bridges (DMRB) (Highways Agency (*et al*), 2009).
- 1.1.5 In Scotland, DMRB Stage 3 requires the development of a design to a sufficient level of detail to inform the production of Road Orders under the Roads (Scotland) Act 1984. Where the project is of a sufficient scale, the DMRB Stage 3 design is subject to an Environmental Impact Assessment (EIA). A summary explanation of DMRB Stages 1 to 3 is provided in **Table 1-1**.

Table 1-1: DMRB Staged Development Process

DMRB Stage	Objectives
Stage 1	Identification of route corridor options and principal environmental constraints and opportunities Selection of a preferred route corridor within which the road project will be designed and constructed
Stage 2	Development and assessment of mainline and junction options within the preferred route corridor Engineering, Economic and Environmental assessment of options to a level sufficient to inform selection of a preferred mainline route and junction location(s)
Stage 3	Further design development of selected mainline and junctions to include drainage, structures, accesses to a level sufficient to inform and support Road Orders Assessment of the Proposed Scheme undertaken in accordance with Environmental Impact Assessment (Scotland) Regulations 2011 which implements EC Directive 85/337, with publication of an Environmental Statement (ES) (if required)

1.2 Introduction to Project 7, Glen Garry to Dalwhinnie

1.2.1 The Proposed Scheme is approximately 10 km, including tie-ins, with the mainline dualling being approximately 9.5 km long. The Proposed Scheme commences at the northern end of the existing Glen Garry dual carriageway section, and terminates approximately 1.3 km to the south of the existing A9/ A889 Dalwhinnie Junction, where it ties into the southern end of Project 8 (Dalwhinnie to Crubenmore). The Proposed Scheme extents are shown on **Figure 1-1**. The local area contains a range of environmental designations and existing infrastructure constraints, as shown in **Figure 1-2**.

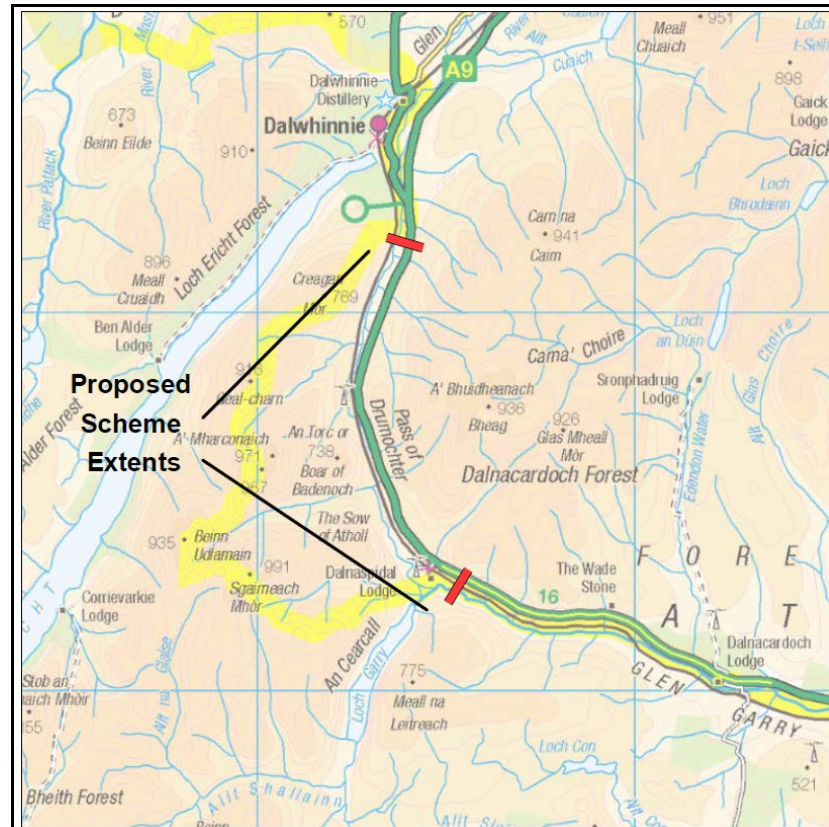


Figure 1-1: Project 7 – Glen Garry to Dalwhinnie – regional context

1.2.2 This section of the A9 reaches its highest point as the road climbs to 432m through the Pass of Drumochter, which is the high point of the A9 through the Cairngorms National Park.

1.2.3 As shown in **Figure 1-2**, much of the surrounding area is environmentally sensitive and key designations in proximity to the Proposed Scheme include:

- Cairngorms National Park
- Drumochter Hills Special Area of Conservation (SAC)
- River Spey SAC (including the River Truim, designated as part of the River Spey SAC)
- Drumochter Hills Special Protection Area (SPA)
- Drumochter Hills Site of Special Scientific Interest (SSSI)
- Allt Dubhaig Geological Conservation Review (GCR) area (qualifying geodiversity feature of the Drumochter Hills SSSI)

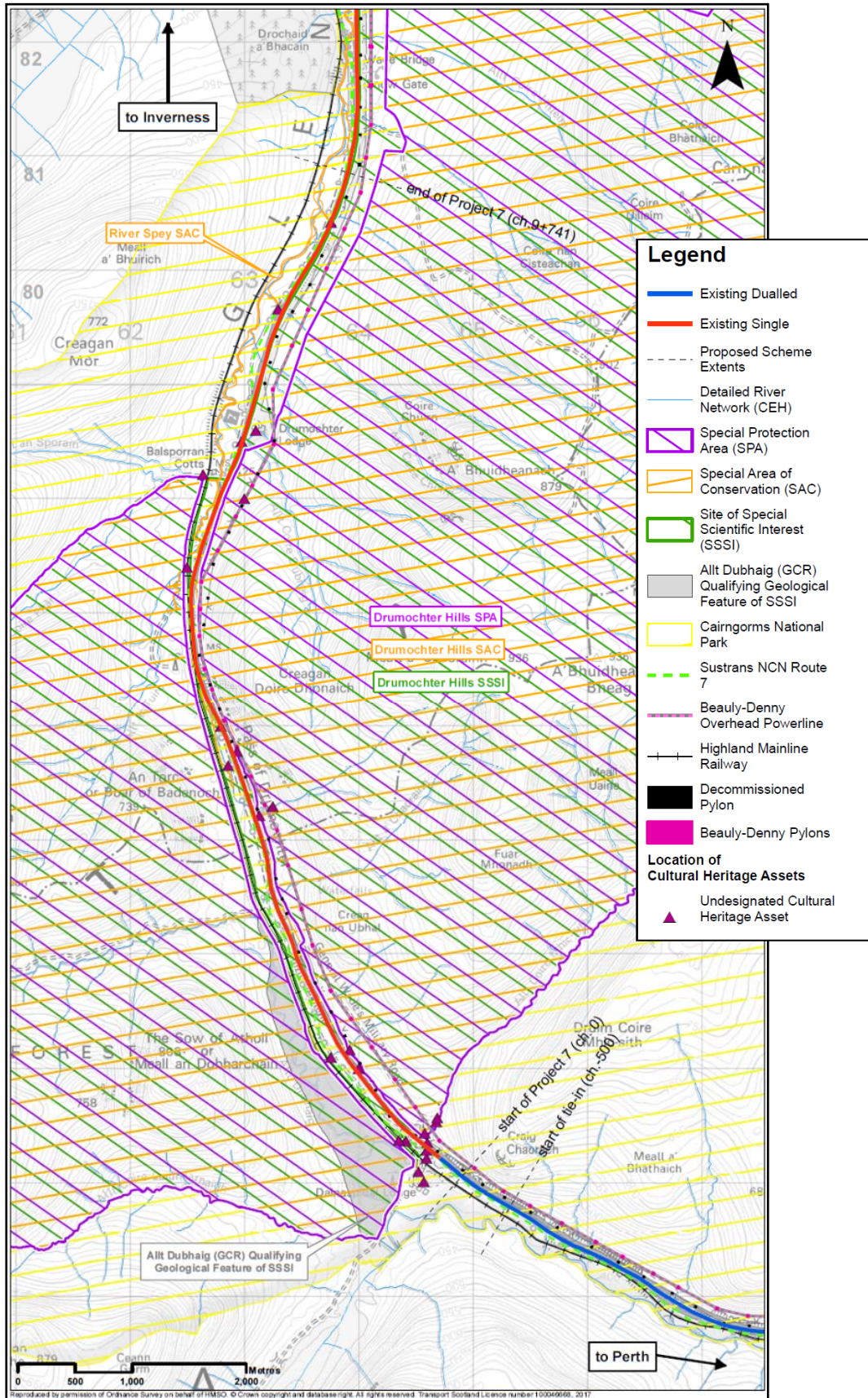


Figure 1-2: Project 7 – Glen Garry to Dalwhinnie – location and local constraints

- 1.2.4 **Figure 1-2** also highlights significant engineering constraints within proximity, including:
- The existing A9 trunk road, which will require continued operation during construction
 - Local access to Dalnaspidal properties on the west side of the existing A9
 - Highland Main Line (HML) railway, running to the west of the A9
 - Beauly-Denny Power Line (BDL), running to the east of the A9
 - National Cycle Network Route 7 (NCN7), which runs to the west of, and in close proximity to, the A9 throughout the Proposed Scheme extents
- 1.2.5 The A9 crosses numerous watercourses within the project extents, and the topography includes steep slopes and a confined corridor through the Pass of Drumochter. In this area, the River Truim (and its associated floodplain) meanders between the A9 and the HML, and there is restricted space between the River, the HML, the NCN7, the A9 and the BDL powerline all running generally parallel to each other through the narrow corridor.
- ### 1.3 Statutory Context for EIA
- 1.3.1 The requirement for EIA originates from EIA Directive (85/33/EEC). The original Directive and subsequent amendments were codified by Directive 2011/92/EU, which was further amended in 2014 by Directive 2014/52/EU. This Directive was adopted on 15 May 2014, and transposed into UK Legislation on 16 May 2017.
- 1.3.2 As such, EIA regulations relevant to trunk road projects in Scotland are The Roads (Scotland) Act 1984 (EIA) Regulations 2017. However, transitional arrangements provided by the 2014/52/EU Directive, confirm that EIA for projects subject to Scoping prior to 16 May 2017 can be undertaken in accordance with the previous EIA Regulations. Given that the Scoping procedure for A9 Dualling projects was undertaken prior to May 2017, this EIA is therefore undertaken in accordance with The Roads (Scotland) Act 1984 as amended by the EIA (Scotland) Regulations 1999 (as amended), hereafter referred to as ‘the EIA Regulations’.
- 1.3.3 In terms of what constitutes an EIA development, Schedule 1 of the EIA Regulations sets out categories of large-scale development that definitively require EIA. In addition, the ‘Roads (Scotland) Act 1984’ (as amended) requires an EIA to be undertaken for certain road projects greater than 10km in length. Road projects of less than 10km in length fall under Schedule 2 of the EIA Regulations, which specifies that EIA is required if the project has the potential to result in significant environmental effects.
- 1.3.4 The proposed A9 Dualling Glen Garry to Dalwhinnie project includes approximately 9.5km of road widening, including tie-ins. The overall project extents are approximately 10km in length; however, as the actual road widening from two lanes to four lanes in less than 10km it falls within the definitions of a Schedule 2 project. Given the nature and sensitivities of the surrounding environment, and the potential for significant environmental effects, EIA is required for this project. DMRB Stage 2 options assessments were subject to non-statutory consultation via the A9 Dualling Environmental Steering Group (ESG), including feedback on issues that the Consultation Authorities required further information on through DMRB Stage 3 development.
- 1.3.5 Following DMRB Stage 2, a route-wide Scoping Report was produced covering A9 Dualling Projects across the South, Central and Northern sections. The Scoping Report confirmed that baseline information presented at DMRB Stage 2 would be further developed, as well as outlining the DMRB Stage 3 assessment approaches for each topic. The Scoping Report was issued to the ESG for Consultation on 21 August 2016.

1.3.6 Consideration of the need for EIA was recorded in a ‘*Record of Determination*’ (RoD) submitted to Transport Scotland on 21 November 2016. The RoD records the basic details of the Proposed Scheme and the surrounding environment, and that it is a qualifying Schedule 2 project. The RoD provides an administrative mechanism to support Transport Scotland’s decision to proceed to EIA.

1.3.7 Schedule 4, Part 1 of the EIA Regulations outlines the particular information to be included in an ES and **Table 1-2** provides a simple overview on where the required information is contained in this document:

Table 1-2: *Schedule 4 EIA Requirements*

Specified Information		Location within ES
1.	Description of the development, including in particular –	
(a)	a description of the physical characteristics of the whole development and the land-use requirements during the construction and operational phases	Chapter 5
(b)	a description of the main characteristics of the production processes, for instance, nature and quantity of the materials used	Chapter 18
(c)	an estimate, by type and quantity, of expected residues and emissions (water, air and soil pollution, noise, vibration and light) resulting from the operation of the proposed development	Chapters 10 to 18
2.	An outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for the choice made, taking into account the environmental effects	Chapter 3
3.	A description of the aspects of the environment likely to be significantly affected by the development, including, in particular: population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between the above factors	Chapters 8 – 18, see Baseline Conditions and Potential Impacts sub-sections.
4.	A description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long-term, permanent and temporary, positive and negative effects of the development, resulting from –	Chapters 8 – 18, see Potential Impacts sub-sections.
(a)	the existence of the development	
(b)	the use of natural resources	
(c)	the emission of pollutants, the creation of nuisances and the elimination of waste, and the description by the applicant or appellant of the forecasting methods used to assess the effects on the environment	
5.	A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment	Chapters 8 – 18, see Mitigation sub-sections plus Chapter 21 (Schedule of Environmental Commitments)
6.	A non-technical summary of the information provided under paragraphs 1 to 5 of this Part	Non-Technical Summary
7.	An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant or appellant in compiling the required information	Chapters 8 – 18, see Limitations to Assessment sub-sections.

1.4 Purpose and Content of the Environmental Statement

- 1.4.1 Annex E of Circular 8/2007 'The Environmental Impact Assessment (EIA) (Scotland) Regulations 1999' (Scottish Government, 2007) provides guidance on the EIA of trunk road schemes in Scotland. Following updates through the 2011 EIA Regulations, Parts III and IV remain extant. Guidance contained in Circular 8/2007 in Annex E therefore continues to apply. The Design Manual for Roads and Bridges (DMRB) also provides Government guidance on the design, development and assessment of trunk road schemes.
- 1.4.2 The purpose of this ES is to report the assessment findings and mitigation recommendations of the EIA undertaken in accordance with the above guidance. Each assessment topic chapter provides details of any further topic-specific guidance applied for each relevant subject, and the full range of ES Chapters are listed in below in **Table 1-3**. A description of the structure of these chapters is provided in **Section 6.2**.

Table 1-3: Contents of the Environmental Statement

Chapter No.	Chapter Heading
1	Introduction (this chapter)
2	Need for the Scheme
3	Alternatives Considered
4	Design Development
5	The Proposed Scheme
6	Overview of Assessment Process
7	Consultation
8	People and Communities: Community and Private Assets
9	People and Communities: Effects on All Travellers
10	Geology, Soils and Groundwater
11	Road Drainage and the Water Environment
12	Ecology and Nature Conservation
13	Landscape
14	Visual
15	Cultural Heritage
16	Air Quality
17	Noise and Vibration
18	Materials
19	Policies and Plans
20	Cumulative Effects
21	Schedule of Environmental Commitments
22	Summary of Significant Residual Impacts

- 1.4.3 It should be noted that A9 Dualling Project 7 design development has been informed by a series of environmentally-led workshops and reviews, which have themselves been informed by earlier work undertaken through previous DMRB design and assessment stages. In effect, the early involvement of environmental specialists has aimed to use EIA as a design tool to identify the potential impacts of the Proposed Scheme and recommend appropriate changes to the

developing design, which have inherently reduced the environmental impact (discussed further under **Chapter 4, Design Development**).

- 1.4.4 This process identified opportunities to refine the details of the scheme; for example, by including mammal ledges in a number of culvert designs, or refining the route alignment and earthworks extents to avoid certain habitats or the 1:200 year flood zone, to prevent or reduce potential adverse environmental effects. Such measures, embedded into the DMRB Stage 3 design, are referred to as ‘embedded mitigation’ throughout the topic chapters in this ES.
- 1.4.5 Further mitigation requirements, identified to address any potentially significant adverse impacts, are referred to as proposed ‘standard’ or ‘specific’ mitigation in each assessment chapter. All mitigation (embedded and proposed) is collated and detailed in **Chapter 21, Schedule of Environmental Commitments**.

1.5 Review and Comment

- 1.5.1 Copies of this Environmental Statement (ES) are available for inspection at:

Transport Scotland	Badenoch Library	The Highland Council Service Point
Major Transport Projects Infrastructure Projects (MTRIPS) Buchanan House 58 Port Dundas Street Glasgow G4 0HF Telephone 0141 272 7100 Monday to Thursday 8.30am-5pm, Friday 8.30am-4.30pm	Badenoch Centre Spey Street Kingussie PH21 1EH Telephone: 01540 661596 Mon 12-5pm, 6-8pm Tues CLOSED Wed 10am-1pm, 2-5pm Thurs 10am-1pm, 2-5pm Fri 10am-1pm, 2-5pm	The Courthouse High Street Kingussie PH21 1HR Telephone: 01540 664529 Monday to Friday 9am–12.30pm and 1.30–3pm

Please note that all locations are closed at weekends and bank holidays.

- 1.5.2 The ES is also available online from Transport Scotland’s A9 Dualling, Glen Garry to Dalwhinnie website at: <https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-glen-garry-to-dalwhinnie>
- 1.5.3 A hard copy of the ES may be purchased at a cost of £150, and the ES is also available in DVD format, at a cost of £10, by writing to Transport Scotland at the address shown above, or by email to: info@transport.gov.scot
- 1.5.4 Any person wishing to express an opinion on this ES should write to Transport Scotland at the address above. Formal representations are invited until eight weeks after the advertised date of publication.

1.6 References

- 1.6.1 Relevant references for introductory Chapters 1 to 7 of this ES are compiled and provided at the end of Chapter 7.

15 Cultural Heritage

15.1 Introduction

- 15.1.1 This chapter presents a 'Design Manual for Roads and Bridges' (DMRB HA208/07) Stage 3 Environmental Impact Assessment (EIA) for Cultural Heritage. It considers the potential construction and operational impacts of Project 7 - Glen Garry to Dalwhinnie of the A9 Dualling Programme. The Proposed Scheme under assessment is described in **Chapter 5**.
- 15.1.2 This EIA has been prepared in accordance with guidance provided by the DMRB, Volume 11, Section 3 Part 2 'Cultural Heritage' (HA208/07).
- 15.1.3 Cultural heritage has been considered under the following three sub-topics as outlined in DMRB:
- Archaeological Remains - the material remains of human activity from the earliest periods of human evolution to the present. These may be buried traces of human activities, sites visible above ground or moveable artefacts. Archaeological Remains can encompass the remains of buildings, structures, earthworks and landscapes, human, animal or plant remains or other organic material produced by or affected by human activities or their settings
 - Historic Buildings - standing historical structures that are usually formally designed or have some architectural presence. These may include structures that have no aesthetic appeal or structures not usually thought of as 'buildings', such as milestones or bridges
 - Historic Landscape - landscape is an area, as perceived by people, whose character is the result of the action and interaction of natural and/ or human factors
- 15.1.4 A cultural heritage asset is an individual archaeological site or building, a monument or group of monuments, a historic building or group of buildings or an historic landscape which together with its setting (where relevant), can be considered as a unit for assessment.

15.2 Legislation

- 15.2.1 Relevant legislation to cultural heritage within this assessment includes:
- Historic Environment Scotland Act 2014
This Act established Historic Environment Scotland which took over the functions of Historic Scotland and the Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS). The Act also changed processes for the designation of sites and buildings (by scheduling and listing) and for Scheduled Monuments, Listed Buildings and Conservation Areas Consent.
 - Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997
Listed Buildings and Conservation Areas are protected under this Act and are recognised to be buildings or areas of special architectural or historic interest, the character or appearance of which is desirable to preserve or enhance. Planning authorities are required to have special regard to the desirability of preserving a Listed Building, its setting and to designate areas of special architectural or historic interest as Conservation Areas.
 - Ancient Monuments and Archaeological Areas Act 1979
This act defines sites that warrant protection due to their being of national importance as 'ancient monuments'. These can be either Scheduled Ancient Monuments or "any other

monument which in the opinion of the Secretary of State is of public interest by reason of the historic, architectural, traditional, artistic or archaeological interest attaching to it. Scheduled Monuments are by definition of National Importance and are protected by law under this act. It is a criminal offence to damage a Scheduled Monument, and Scheduled Monument Consent must be obtained from the Secretary of State before any works affecting a Scheduled Monument may take place. This Act also requires Scottish Ministers to compile and maintain an inventory of gardens and designed landscapes and an inventory of battlefields.

15.3 Approach and Methods

Scope and guidance

- 15.3.2 At the earlier design and assessment stage (DMRB Stage 2), the assessment of potential cultural heritage impacts of the Proposed Scheme determined that a Detailed Assessment, as defined in Volume 11, Section 3, Part 2, Annex 5 of HA208/07, was justified at DMRB Stage 3 for the archaeological remains and historic buildings subtopics. A Simple Assessment was found to be justified for the historic landscape sub-topic, and has been undertaken in accordance with HA208/07, Annex 6 and Annex 7.
- 15.3.3 The assessments have been undertaken in accordance with guidance provided by the DMRB, the Chartered Institute for Archaeologists (CifAs) *'Standard and guidance for historic environment desk-based assessment'* (CifA, 2014a) and The Highland Council's (THC's) *'Standards for Archaeological Work'* (2012). Settings assessments were undertaken in accordance with Historic Environment Scotland's *'Managing Change in the Environment: Setting'* (2016).

Study area

- 15.3.4 The study area is defined as the Proposed Scheme footprint plus a 200m area in all directions from it, as defined in HA208/07 (5.4.1) and as shown in **Drawing 15.1**, in **Volume 3**. The 200m study area was considered appropriate for archaeological remains, historic buildings and historic landscapes in this assessment.
- 15.3.5 Designated assets situated within a 1 km radius of the Proposed Scheme are considered and assessed for potential impacts on their setting.

Baseline Data Sources

- 15.3.6 Data was gathered from the following sources:
- The Highland Council (THC) - Historic Environment Record (HER)
 - Perth and Kinross Heritage Trust Historic (PKHT) Environment Record
 - Perth and Kinross Council (P&KC) Archive
 - The Highland Archive Centre in Inverness
 - The National Library of Scotland – historical maps
 - Historic Environment Scotland (HES) – information on designated heritage assets
 - Cultural heritage assets recorded on Canmore
 - Walkover surveys undertaken by AB Heritage in August 2015
 - HLAmap (Scotland's Historic Land-use Assessment)

- 15.3.7 The numbering of cultural heritage assets in this chapter is prefixed with the A9 Dualling project number (7) for archaeological remains and historic buildings; and with HLT for historic landscapes.

Assessment Methodology

Assigning Sensitivity

- 15.3.8 Based on DMRB guidance, each cultural heritage asset was assigned a sensitivity (value) against a six-point scale based on professional judgement, guided by the criteria provided in DMRB and presented in **Table 15-1** below.
- 15.3.9 Reference has been made to **Chapter 13** to ensure that there has been consistency in the assessment of historic landscape value, where relevant.

Table 15-1: The value of cultural heritage assets

Value	Criteria
Very High	<ul style="list-style-type: none"> World Heritage Sites (including Nominated Sites) Structures inscribed as of universal importance as World Heritage Sites World Heritage Sites inscribed for their historic landscape qualities Assets of acknowledged international importance Assets that can contribute significantly to acknowledged international research objectives Other buildings of recognised international importance 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	<ul style="list-style-type: none"> Scheduled Monuments (including proposed sites) and those with standing remains Undesignated assets of schedulable quality and importance Category A Listed Buildings Other Listed Buildings that feature exceptional quality of their fabric or historical associations not adequately reflected in the category Conservation Areas containing very important buildings Undesignated structures of clear national importance Archaeological assets that can contribute significantly to acknowledged national research objectives Designated historic landscapes of outstanding interest Undesignated landscapes of outstanding interest Undesignated landscapes of high quality and importance, and of demonstrable national value Well-preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factor(s)
Medium	<ul style="list-style-type: none"> Category B Listed Buildings Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical associations Conservation Areas containing buildings which contribute significantly to their historic character Designated or undesignated assets that contribute to regional research objectives Historic Townscape or built-up areas with important historic integrity in their buildings, or built settings (e.g. including street furniture and other structures) Designated special historic landscapes Undesignated historic landscapes that would justify special historic landscape designation, landscapes of regional value Averagely well-preserved historic landscapes with reasonable coherence, time-depth or other critical factor(s)
Low	<ul style="list-style-type: none"> Category C Listed Buildings Designated and undesignated assets of local importance Assets compromised by poor preservation and/ or poor survival of contextual associations Assets of limited value, but with potential to contribute to local research objectives Historic (unlisted) buildings of modest quality in their fabric or historical association Historic Townscape or built-up areas of limited historic integrity in their buildings or built settings (e.g. including street furniture and other structures) Robust undesignated historic landscapes Historic landscapes with importance to local interest groups Historic landscapes whose value is limited by poor preservation and/ or poor survival of contextual associations
Negligible	<ul style="list-style-type: none"> Assets with very little or no surviving archaeological interest Buildings of no architectural or historic note or buildings of an intrusive character Landscapes with little or no significant historical interest
Unknown	<ul style="list-style-type: none"> The importance of the site has not been ascertained Buildings with some hidden (i.e. inaccessible) potential for historic significance

Assigning Magnitude of Impact

- 15.3.10 Magnitude of impact is the degree of change that would be experienced by an asset as a result of the Proposed Scheme, as compared with a 'do nothing' situation. Magnitude of impact is assessed without reference to the value of the receptor, and may include physical impacts upon the asset, or potential impacts upon its setting or amenity value.
- 15.3.11 Assessment of magnitude with, and without mitigation, has been based on professional judgement informed by DMRB methodology and criteria for archaeological remains, historic buildings and the historic landscape, as set out in **Table 15-2**. Unless otherwise stated, all potential impacts are adverse.

Table 15-2: Magnitude of impact on cultural heritage assets

Magnitude	Factors in the Assessment of Magnitude of Impact
Major	<ul style="list-style-type: none"> Change to most or all key archaeological materials, such that the resource is totally altered Change to key historic building elements, such that the resource is totally altered Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit Comprehensive changes to setting
Moderate	<ul style="list-style-type: none"> Changes to many key archaeological materials, such that the resource is clearly modified Change to many key historic building elements, such that the resource is significantly modified Changes to many key historic landscape elements, parcels or components, visual change to many key aspects of the historic landscape, noticeable differences in noise or sound quality, considerable changes to use or access; resulting in moderate changes to historic landscape character Considerable changes to setting that affect the character of the asset
Minor	<ul style="list-style-type: none"> Changes to key archaeological materials, such that the asset is slightly altered Change to key historic building elements, such that the asset is slightly different Changes to few key historic landscape elements, parcels or components, slight visual changes to few key aspects of historic landscape, limited changes to noise levels or sound quality; slight changes to use or access; resulting in limited changes to historic landscape character Slight changes to setting
Negligible	<ul style="list-style-type: none"> Very minor changes to archaeological materials, or setting Slight changes to historic buildings elements or setting that hardly affect it Very minor changes to key historic landscape elements, parcels or components, 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	<ul style="list-style-type: none"> No change to elements, parcels or components; no visual or audible changes; no changes arising from in amenity or community factors

Assigning Significance of Impacts

- 15.3.12 For all three sub-topics, the significance of impact with and without mitigation has been determined by considering the value/ sensitivity of the asset and the magnitude of impact. This has been achieved using professional judgement informed by the matrix illustrated below in **Table 15-3**. Levels of significance are defined, which could apply equally to adverse and beneficial impacts. This is as per Table 5.4 of DMRB Volume II Section 3 Part 2 HA208/07 Annex 5.

Table 15-3: Significance of Impacts

Magnitude of Impact	Significance of Impact				
	Value/ Sensitivity				
	Very High	High	Medium	Low	Negligible
Major	Very Large	Large/ Very Large	Moderate/ Large	Slight/ Moderate	Slight
Moderate	Large/ Very Large	Moderate/ Large	Moderate	Slight	Neutral/ Slight
Minor	Moderate/ Large	Moderate/ Slight	Slight	Neutral/ Slight	Neutral/ Slight
Negligible	Slight	Slight	Neutral/ Slight	Neutral/ Slight	Neutral
No Change	Neutral	Neutral	Neutral	Neutral	Neutral

15.3.13 For the purpose of this assessment, effects on cultural heritage assets of moderate adverse significance are taken to be significant.

15.3.14 Impacts have been assessed to be temporary or permanent. Temporary impacts would be short-term and normally not last beyond the construction period; permanent impacts would be irreversible. Permanent impacts on cultural heritage assets can occur during construction and operation and are regarded as requiring mitigation as cultural heritage is a non-renewable source and requires “*preservation by record*” (THC 2012: 27) if impacts are irreversible, appropriate to the value of the asset.

Limitations to Assessment

15.3.15 This assessment has been prepared based on the results of desk-based research and walkover surveys only. No intrusive archaeological investigation has been undertaken.

15.4 Baseline Conditions

15.4.1 A total of 30 non-designated cultural heritage assets have been identified within the 200m study area consisting of 16 archaeological remains, ten historic buildings and four historic landscape types (HLT) (**Drawings 15.1-15.5**, contained in **Volume 3**). Full details of all cultural heritage assets are presented in **Appendix 15.1**, in **Volume 2**. There is one designated asset within the 1km study area – Wade Bridge (Asset 7.27; LB7665), a Category B Listed Building.

15.4.2 There are no designated cultural heritage assets within the 200m study area. An assessment of the value of the 31 cultural heritage assets identified, as shown in **Drawings 15.1-15.5 (Volume 3)**, is presented in **Table 15-4** below.

Table 15-4: Non-designated cultural heritage assets within the study area

Asset No	Chainage	Asset Name	Designation	Value
7.1	250	Conjectured Military Camp	None	Unknown
7.2	320	Dalnaspidal Farmsteading	None	Low
7.3	360	Dalnaspidal School	None	Low
7.4	380	Dalnaspidal Bridge	None	Low
7.5	440	Oxbridge/ Allt Coire Mhic-Sith Bridge	None	Low
7.6	460	Allt Coire Mhic-Sith Shieling	None	Low
7.7	580	Dalnaspidal Station	None	Low

Asset No	Chainage	Asset Name	Designation	Value
7.8	620	Dalnaspidal Station Signal Box	None	Low
7.9	1040	General Wade's Military Road	None	Low
7.10	1560	Ruidh Bridge	None	Negligible
7.11	1310	Conjectured location of Cromwellian encampment	None	Unknown
7.12	3760	Shieling settlement, Allt an Creagach	None	Low
7.13	4580	General Wade's Military Road	None	Low
7.14	6020	Building, River Trium	None	Negligible
7.15	6780	Coin Hoard, Drumochter	None	Negligible
7.16	6820	Shepherd's house and fanks, Balsporran	None	Low
7.17	7200	Dubhaig Bridge	None	Low
7.18	7320	Drumochter Lodge	None	Medium
7.19	8390	Chuirn Bridge	None	Low
7.20	420	Structure, Dalnaspidal Lodge	None	Negligible
7.21	480	Shieling hut	None	Low
7.22	1480	Dwellings/ shieling huts	None	Low
7.23	3710	Turf bank	None	Low
7.24	4240	Possible bank (earthwork)	None	Low
7.25	4320	Possible shieling hut	None	Low
7.26	9280	Bhotie Bridge	None	Negligible
7.27	21,200	Wade Bridge	Category B Listed Building	Medium
HLT1	Scheme wide	Rough grazing	None	Low
HLT3	1400	Plantation	None	Negligible
HLT5	7300	Designed landscape	None	Low
HLT6	Scheme wide	Motorway	None	Negligible

Archaeological remains of very high, high and medium value

- 15.4.3 No archaeological remains of very high, high or medium value were identified within the study area.

Archaeological remains of low value

- 15.4.4 A total of 11 archaeological remains of low value were identified within the study area.
- 15.4.5 Dalnaspidal Lodge is a traditional Highlands sporting lodge, set within an undesignated designed landscape. Within the grounds lay a farmsteading (Asset 7.2) which was depicted on 19th century historical mapping as two buildings, described as a kennel. Due to its contribution to local research on country houses and their estates, this asset has been assessed to be of **low value**.
- 15.4.6 Shielings are roughly constructed huts, used seasonally (**Photograph 15.1** identifies remains). They are evidence of transhumance agriculture within the study area, where they were represented by a group of huts constructed of varying combinations of wood, stone and turf (Assets 7.6, 7.12, 7.16, 7.21, 7.22 and 7.25). The use of shielings seems to vary locally and seasonal exploitation of land can change with improved forms of land exploitation (Dalglish and

Tarlow 2012). Due to their ability to aid our understanding of the varying seasonal exploitations of land locally, these assets have been assessed as having a **low value**.



Photograph 15-1: Remains of dwelling/ shieling hut (7.22) looking south-east

- 15.4.7 General Wade's Military Road (Assets 7.9 and 7.13) follows a parallel course to, and at points underlies the A9 south of Dalnaspidal. At Dalnaspidal Lodge it runs east towards Oxbridge (ch. 600 – ch. 1,050), it then follows a parallel course to the A9 at a higher elevation. North of Oxbridge, General Wade's Military Road passes through the Drumochter Pass and then descends to the level of the A9 between the Sow of Atholl and the Boar of Badenoch, after which it follows the line of the A9. These assets aid our understanding of the post-Jacobite militarisation and opening up of the Highlands, and the limited archaeological information likely gained from the surviving remains. The assets have been assessed to be of **low value**.
- 15.4.8 Two possible enclosure features (Assets 7.23 and 7.24), constructed of turf were identified within the study area during the walkover survey. Asset 7.23 is an L-shaped turf bank with a possible internal division. Asset 7.24 is a possible curvilinear turf bank located in the wetland floodplain of the River Truim and it encloses an area of standing water. These assets contribute information on local agricultural practices and land division, and have been assessed to be of **low value**.
- Archaeological remains of negligible value**
- 15.4.9 A total of three archaeological remains of negligible value were identified within the study area. An unroofed building (Asset 7.14) is depicted on 19th century historical mapping but is not shown on the 1985 Ordnance Survey (OS) mapping. It is located within the line of the Highland Main Line railway (HML railway) and is likely to have been removed during construction of the railway. Due to the lack of surviving remains, this asset has been assessed to be of **negligible value**.
- 15.4.10 A coin hoard of eight silver medieval coins (Asset 7.15) was found by a gamekeeper at Drumochter, near the railway line in approximately 1878. Due to the limited information given by a chance isolated findspot, this asset has been assessed to be of **negligible value**.

- 15.4.11 A rectangular building (Asset 7.20) was identified in the grounds of Dalnaspidal Lodge during the archaeological walkover survey. The structure is constructed of railway sleepers with a corrugated iron roof. Due to the limited historical interest and information contributed by this asset, it has been assessed to be of **negligible value**.

Archaeological remains of unknown value

- 15.4.12 A total of two archaeological remains of unknown value were identified within the study area.
- 15.4.13 A Cromwellian military camp is identified as being located within the study area near Dalnaspidal in the 19th century but investigations in the 1960s failed to identify the precise location and the extent of the site is not known. Although surviving remains would likely be of medium value, as the location and extent of the assets are unknown, the conjectured military camp locations (Assets 7.1 and 7.11) have therefore been assessed to be of **unknown value**.

Potential for Unknown Archaeological Remains

- 15.4.14 The area around the A9 between Glen Garry and Kincaig has considerable evidence for small-scale agricultural settlements (shielings) and enclosures, boundary markers and 18th century and later roads and bridges.
- 15.4.15 The area between Glen Garry and Dalwhinnie was generally less favourable for agriculture (and today is classified as suitable for rough grazing), however there are a number of shielings recorded at Allt na Creagach, Allt Coire Mhic-Sith and likely at Balsporran, which indicates evidence of human activity from at least the 17th century, possibly earlier.
- 15.4.16 In addition, the conjectured site of the Cromwellian military camp is recorded close to the A9, and should this site be present, there could be buried archaeological remains associated with it surviving within the study area.
- 15.4.17 The line of General Wade's Military Road also runs through the study area, and the potential exists for as yet unrecorded archaeological remains associated with it to survive where there has been little or no previous development.

Historic buildings of very high or high value

- 15.4.18 No historic buildings of very high, high or medium value were identified within the study area.

Historic buildings of medium value

- 15.4.19 One historic building of medium value (Asset 7.18) was identified within the 200m study area and one historic building of medium value (Asset 7.27) was identified within the 1km study area. Drumochter Lodge (Asset 7.18) is a late 19th century hunting lodge built in approximately 1873 to a vernacular style with subtle baronial-architectural influences, and was designed by Alexander Ross (**Photograph 15.2**). The lodge is situated in a slightly elevated position overlooking the River Truim, but is set back from the existing A9. Users of the current A9 have glimpsed views of the lodge through existing screening, mainly when traveling from south-to-north. Due to the location of existing forestry and landscaping, the lodge is hidden from the A9 when traveling north-to-south. The building is surrounded by an undesignated landscape designed to facilitate Drumochter grouse shooting and is dominated by planting schemes of coniferous trees and rough grazing. Although the designed landscape has some constructed elements, such as the ha-ha to the west of the house, the majority of the planting is naturalistic and was designed to visually emphasize the contrast between the white-harled lodge and the Scottish landscape. In

this manner, the designed landscape was deliberately used to provide a dramatic backdrop to the estate by creating a feeling of romanticised wildness, associated with Victorian-era shooting parties and outdoor leisure pursuits. Drumochter Lodge is a good example of a Victorian Scottish hunting lodge in keeping with regional building traditions and local vernacular, which is surrounded by a surviving and near complete designed landscape. In consideration of this, this asset has been assessed to be of **medium value**.



Photograph 15-2: Drumochter Lodge (Asset 7.18) looking north-east

- 15.4.20 Wade Bridge (Asset 7.27) is a Category B Listed Building located south of Dalwhinnie. The restored single span pinned rubble bridge over the River Truim formed part of the infrastructure created by General Wade in the 1730s, as part of the military formalisation of the Highlands following the Jacobite rebellion of 1715.
- 15.4.21 The bridge was formerly designated as a Scheduled Monument, but was de-scheduled on 4th May 2016 due to the double designation as a Scheduled Monument and a Listed Building being in error. The bridge is situated in a low-lying position over the River Truim and predominantly screened from the existing A9 by the road embankment. The bridge sits between confirmed locations of General Wade's Military Road to the south and the section of the road north of the bridge to Dalwhinnie. In consideration of its historic importance as a good example of an 18th Century military road bridge, and due to its designation as a Category B Listed Building, this asset has been assessed to be of **medium value**.

Historic buildings of low value

- 15.4.22 A total of eight historic buildings of low value were identified within the study area.
- 15.4.23 Four bridges of local interest are located within the study area (Assets 7.4 (**Photograph 15.3**), 7.5, 7.17 and 7.19). These bridges could provide information to local infrastructure and construction method research and therefore have been assessed to be of **low value**.



Photograph 15-3: Dalnaspidal Bridge (Asset 7.4) looking south-east

- 15.4.24 Dalnaspidal School (Asset 7.3) lies within the Dalnaspidal estate located west of the current A9. The school is a good example of Victorian local architecture with later extensions and therefore has been assessed to be of **low value**.
- 15.4.25 Dalnaspidal Station (Asset 7.7) was built for the Inverness and Perth Junction Railway. It opened in 1863 and closed to regular passenger traffic in 1965. The station includes semi-detached cottages and a wooden single-storey building. There is also a signal box (Asset 7.8). The station building was moved to Aviemore in the 1970s and was in the care of Strathspey Steam railway (<http://www.bbc.co.uk/news/uk-scotland-highlands-islands-23904751>) and was then moved to the Inshriach Estate. The station has historical interest as part of the HML railway but has been moved and altered since and therefore this asset has been assessed to be of **low value**.

Historic buildings of negligible value

- 15.4.26 Two historic buildings of negligible value were identified within the study area. Bhotie Bridge (Asset 7.26) has no description from the HER. The walkover survey identified two modern concrete culverts under the present route of the A9 and two recent timber bridges, constructed as part of the cycle track. Ruidh Bridge (Asset 7.10) has no description from the HER and project information has described it as a modern concrete culvert. Due to the lack of historical and architectural interest in the modern concrete culverts and timber bridges, these assets have been assessed to be of **negligible value**.

Historic buildings of unknown value

- 15.4.27 No historic buildings of unknown value were identified within the study area.

Historic landscapes of very high, high and medium value

- 15.4.28 No historic landscapes of very high, high or medium value were identified within the study area.

Historic landscapes of low value

- 15.4.29 A total of two historic landscapes of low value were identified within the study area.
- 15.4.30 Moorland rough grazing (HLT1) is the most extensive historic landscape type within the study area and within the Cairngorms National Park (CNP). Most of Scotland's moorlands are used as areas of rough grazing with some areas managed for stalking and grouse shooting. The heather moorlands have evolved as a result of woodland clearance, grazing and farming and some may have been drained in the past. These landscapes contain pre-19th century agriculture and settlement, and archaeological landscapes are likely to survive in this landscape type. In consideration of limited potential for buried archaeological remains, due to lack of development or large scale improvements, and a robust historic landscape with importance to local interest groups, but lack of rarity within the region, this asset has been assessed to be of **low value**.
- 15.4.31 Designed landscapes (HLT5) around country houses and castles were developed since the 17th century for pleasure and/ or productive purposes. This historic landscape type was identified within the study area as part of the formal gardens around Drumochter Lodge (Asset 7.18). This historic landscape type could aid our understanding of the formalising and redevelopment of estate gardens and grounds since the mid-19th century locally, and therefore this asset has been assessed to be of **low value**.

Historic landscapes of negligible value

- 15.4.32 A total of two historic landscapes of negligible value were identified within the study area.
- 15.4.33 Forestry plantation (HLT3) has been a feature of Scotland's landscapes since the establishment of the Forestry Commission in 1919. Modern plantation is well-understood with limited time depth and therefore this asset has been assessed to be of **negligible value**.
- 15.4.34 Motorway (HLT6) is part of the late 20th century and early 21st century transport broad type and the modern A9 is shown along the study area. Due to the limited historical significance of this historic landscape type, this asset has been assessed to be of **negligible value**.

Historic landscapes of unknown value

- 15.4.35 No historic landscapes of unknown value were identified within the study area.

15.5 Potential Impacts

- 15.5.1 The potential impacts during the construction phase of the Proposed Scheme can be physical, such as removal or partial removal of an asset, or severance of an asset; or non-physical, such as noise or visual intrusion and other changes to the setting of an asset.
- 15.5.2 The impacts during the operational phase of the Proposed Scheme can be non-physical, such as noise or visual intrusion and other changes to the setting of an asset. All impacts are adverse unless otherwise stated.
- 15.5.3 Throughout the DMRB Stage 3 design process, a number of environmentally led workshops considered each aspect of the developing design and made recommendations for certain features to be included in the next design iteration. These aspects have been defined as 'embedded mitigation' and, where they are included in the Proposed Scheme design, they are considered within the context of the impact assessment as providing mitigation to avoid or reduce environmental impacts, and in some cases, provide environmental benefits.

- 15.5.4 With respect to the topics under consideration in this chapter, the relevant aspects of embedded mitigation include:
- Sensitive design of embankments and sensitive landscape and planting design at Drumochter Lodge (Asset 7.18) and its designed landscape (HLT5)
 - Sensitive design of embankment and Dalnaspidal Junction at Dalnaspidal School (Asset 7.3)
 - Alignment informed by consideration of proximity to, and setting of, local heritage features

15.5.5 While the impact assessment is undertaken in cognisance of the embedded mitigation features noted above, in order to ensure that all project mitigation requirements (including embedded, specific and generic mitigation) are captured, they have been included within the summary of mitigation section of this chapter, and the Schedule of Environmental Commitments contained in **Chapter 21**.

Archaeological Remains

Construction Impact Assessment

- 15.5.6 Construction of the Proposed Scheme could disturb or remove remains of the Cromwellian military camp (Assets 7.1 and 7.11), although its precise location is unknown any remains found would be of medium value. If remains are disturbed or removed, in consideration of the small portion of the archaeological remains that would be likely be affected or removed by the Proposed Scheme, the magnitude of the permanent impact has been assessed to be **Moderate** and the significance of impact would also be **Moderate**.
- 15.5.7 Construction of the Proposed Scheme will disturb/ remove surviving remains of General Wade's Military Road (Assets 7.9 and 7.13) that lie within the Proposed Scheme extents. Remains of this road have been recorded as intersecting with the current A9 and Proposed Scheme in discrete areas. The precise location of some sections of the road are currently unknown and therefore could also lie within the Proposed Scheme. In consideration of the small portion of the surviving archaeological remains that will be removed by the Proposed Scheme, the magnitude of impact is considered to be of **Moderate** magnitude and the significance of impact is assessed to be **Slight**.
- 15.5.8 Construction of the Proposed Scheme will potentially partially remove surviving remains of a shieling hut (Asset 7.21), through the creation of embankments or during topsoil stripping as part of the temporary works. In consideration of the partial removal of the hut, the magnitude of the permanent impact has been assessed to be **Moderate** and the significance of impact has been assessed to be **Slight**.
- 15.5.9 Construction of the Proposed Scheme will partially remove surviving remains of shieling huts (Asset 7.22), through the construction of embankments or during topsoil stripping as part of the temporary works. The remains of one hut would likely be removed, the remains of a second hut would be partially removed and the remains of the third hut would remain. In consideration of the permanent removal of two of the three huts, the magnitude of the permanent impact has been assessed to be **Moderate** and the significance of impact has been assessed to be **Slight**.
- 15.5.10 A turf bank (Asset 7.23) lies within the temporary working area and potential topsoil stripping within the area would remove the asset. In consideration of the total removal of the asset, the magnitude of the permanent impact has been assessed to be **Major**. In consideration of the limited archaeological potential of low complexity of the asset and the local significance of the asset, the significance of impact has been assessed to be **Slight**.

- 15.5.11 A bank (earthwork) (Asset 7.24) will be partially removed during the construction of SuDS (Sustainable Drainage System) basin 042, (**Drawing 15.3, Volume 3**) and any associated topsoil stripping around it. In consideration of the large portion of the asset that will be removed, the magnitude of the permanent impact has been assessed to be **Moderate** and the significance of impact has been assessed to be **Slight**.
- 15.5.12 No impacts are predicted on the remaining eight archaeological remains (Assets 7.2, 7.6, 7.12, 7.14, 7.15, 7.16, 7.20 and 7.25) during construction.

Operational Impact Assessment

- 15.5.13 No potential impacts are predicted for archaeological remains during the operation of the Proposed Scheme.

Historic Buildings

Construction Impact Assessment

- 15.5.14 During the construction of the Proposed Scheme, there will be visual intrusion to the setting of Dalnaspidal School (Asset 7.3) through construction machinery and activities. Although construction machinery will increase noise levels at the asset, with standard construction mitigation measures there are no significant impacts predicted. In consideration of the location of the school near the current A9, and the temporary nature of the construction works, the magnitude of the temporary impact has been assessed to be **Minor** and the significance of impact has been assessed to be **Neutral**.
- 15.5.15 Construction of the Proposed Scheme will result in the removal of Dalnaspidal Bridge (Asset 7.4) and Dubhaig Bridge (Asset 7.17). In consideration of the total removal of these assets, the magnitude of the permanent impacts have been assessed to be **Major**. In consideration of the local significance of the asset and limited information about bridge construction methods that would be gained from the asset, the significance of impact has been assessed to be **Moderate**.
- 15.5.16 Construction will occur at the front entrance to Drumochter Lodge (Asset 7.18). Although the fabric of the building would not be physically altered by the Proposed Scheme, the relationship between the principle elevation of the lodge and the wider landscape overlooking the River Truim valley will be permanently altered and this area of the historical grouse shooting ground will be severed from the lodge building. The proposed screening bund in front of the lodge will cut off views from the ground level of the lodge out of the estate. Views across the landscape from the first floor level will be retained, although the proposed screening bund and raised level of the widened A9 will be a modern addition. The raising of embankments, creation of an access road and underpass and the removal of the existing entrance would create an adverse visual impact. There will also be construction noise from the operation of construction plant resulting in the entrance to the lodge being compromised. Although there will be increased noise from construction machinery, with standard construction mitigation measures there are no significant impacts predicted due to increased noise levels. The temporary works would be highly visible during construction. The lodge is set back from the road amongst forestry which currently limits the views out and therefore the main views affected are those viewing the property from the surrounding area and A9. The Proposed Scheme will also remove a section of the ha-ha. Despite considerable alteration to the wider landscape surrounding the lodge and reduction in size of the designed landscape; the spatial relationship between the lodge building, kennels and core of the designed landscape will be retained and remained intact. In consideration of these factors, the

magnitude of the temporary impact has been assessed to be **Major** and the significance of impact has been assessed to be **Moderate**.

- 15.5.17 Construction of the Proposed Scheme will result in the removal of Chuirn Bridge (Asset 7.19). In consideration of the total removal of the asset, the magnitude of the permanent impact has been assessed to be **Major**. In consideration of the limited information gained from the asset, the significance of impact has been assessed to be **Moderate**.
- 15.5.18 Construction of the Proposed Scheme would remove the modern culverts at Bhotie Bridge (Asset 7.26). In consideration of the total removal of the asset, the magnitude of the permanent impact has been assessed to be **Major** and the significance of impact has been assessed to be **Slight**.
- 15.5.19 No impacts are predicted on the remaining four historic buildings (Assets 7.5, 7.7, 7.8 and 7.10) during construction

Operational Impact Assessment

- 15.5.20 The Proposed Scheme will result in adverse visual impacts on the setting of Drumochter Lodge (Asset 7.18) from outside viewers due to the new road embankments to the west and the introduced elements of the access road and underbridge structure to the north. The change of entrance to the lodge will modify the assets current setting and view and curtail views to the west. Although some of the existing vegetation will be removed, new tree and vegetation planting will establish by years 15-25. In consideration of this, the magnitude of the permanent impact has been assessed to be **Major** and the significance of impact has been assessed to be **Moderate**.

Historic Landscapes

Construction Impact Assessment

- 15.5.21 The Proposed Scheme will remove parts of rough grazing (HLT1) and plantation (HLT3). However, the Proposed Scheme will not reduce the legibility of these landscapes or cause severance of these landscapes. The magnitude of the permanent impact has been assessed to be **No change** and the significance of impact has been assessed to be **Neutral**. Note that impacts on the operation of these areas of land are considered in **Chapter 13**.
- 15.5.22 The Proposed Scheme will remove parts of Designed Landscape (HLT 5). The grounds of Drumochter Lodge were designed to be separate from the surrounding landscape and to give the lodge a feeling of separation and isolation. Although the footprint of the designed landscape will be reduced, it will not sever the landscape from the lodge and the lodge will keep its sense of wildness and isolation. In consideration of the small area of the asset that will be removed, the magnitude of the permanent impact has been assessed to be **Moderate** and the significance of impact has been assessed to be **Slight**.
- 15.5.23 No impact has been predicted for the one remaining historic landscape (HLT6) during construction.

Operational Impact Assessment

- 15.5.24 No potential impacts are predicted for historic landscapes during the operation of the Proposed Scheme.

15.6 Mitigation

- 15.6.1 This assessment has established that the construction of the Proposed Scheme is likely to have:
- adverse Moderate impact on five cultural heritage assets
 - adverse Slight impact on eight cultural heritage assets
 - Neutral impact on three cultural heritage assets

15.6.2 This assessment has established that the operation of the Proposed Scheme is likely to have an adverse **Moderate** impact on one cultural heritage asset.

15.6.3 Mitigation proposals to be implemented for individual cultural heritage assets are outlined in **Table 15-5** and detailed in **Table 15-6** and **Table 15-7**. Discussion of these proposals is provided in the following paragraphs.

Archaeological Remains

15.6.4 A watching brief shall be undertaken in the vicinity of archaeological remains which may partially lie within the Proposed Scheme in order to identify and record them, and this shall be in accordance with ClfA's Standard and Guidance for an archaeological watching brief (ClfA, 2014b). A watching brief shall be carried out on the following assets:

- Conjectured Military Camp (Assets 7.1 and 7.11)
- General Wade's Military Road (Assets 7.9 and 7.13)

15.6.5 If avoidance of shieling hut (Asset 7.21), shieling huts (Asset 7.22), turf bank (Asset 7.23) and bank (Asset 7.24) are not possible, a record of their form prior to construction of the Proposed Scheme shall be undertaken. This will involve analytical earthwork surveys to Historic England (HE) Level 3 for the assets (Historic England (HE), 2016). A date should be retrieved from the bank material of Assets 7.23 and 7.24. This would allow a detailed record to be made of their form before construction and date the bank. HE guidance is cited as they provide recognised standards for the recording of earthworks, which is applicable UK-wide. Targeted excavation should be carried out on Assets 7.21 and 7.22.

Historic Buildings

15.6.6 As the following bridges will be removed as part of the Proposed Scheme, Historic Building Recording (Enhanced) shall be undertaken in line with '*Historic Building Recording Guidance*' (ALGAO: Scotland 2013) and in accordance with '*Understanding Historic Buildings: a guide to good recording practice*' (HE, 2016) in order to preserve the asset by record. HE guidance is cited as they provide recognised standards for the recording of historic buildings, which is applicable UK-wide.

- Dalnaspidal Bridge (Asset 7.4)
- Dubhaig Bridge (Asset 7.17)
- Chuirn Bridge (Asset 7.19)
- Bhotie Bridge (Asset 7.26)

- 15.6.7 Consideration shall be given to retain the stone from Dalnaspidal Bridge (Asset 7.4) and use the material as cladding on the replacement structure.
- 15.6.8 To mitigate potential impacts on the setting of Drumochter Lodge (Asset 7.18), landscaping and appropriate planting shall reduce the impact of the Proposed Scheme on the asset in line with proposals detailed in **Chapter 13**. To mitigate potential impacts on the entrance, frontage and ha-ha, Historic Building Recording (Basic) shall be carried out in line with '*Historic Building Recording Guidance*' (ALGAO: Scotland 2013) and in accordance with '*Understanding Historic Buildings: a guide to good recording practice*' (HE, 2016) in order to record the existing asset, including its setting. Consideration shall be given to retaining stonework from the ha-ha to re-use in the embankment.

Historic Landscape

- 15.6.9 To mitigate the potential impacts on HLT1 Rough grazing, planting shall be carried out along the Proposed Scheme of any areas damaged by the construction activities to aid its integration into the surrounding landscape and reduce its visual impact. The sensitive planting will mature during the operation of the scheme and, in addition to the natural re-growth along the scheme, will reduce the significance of impact on the historic landscape as outlined in **Chapter 13**.
- 15.6.10 To mitigate potential impacts on HLT5 Designed landscape, landscaping and planting shall reduce the impact of the Proposed Scheme on the asset in line with proposals detailed in **Chapter 13**.

Monitoring Requirements

- 15.6.11 No monitoring is required.

Table 15-5: Cultural Heritage Mitigation Requirements

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
Standard A9 Mitigation					
SMC – CH1	Throughout the Proposed Scheme	Construction	The Contractor will consult with the relevant local authority and Transport Scotland's historic environment advisor should any archaeological or cultural heritage finds or sites be discovered or revealed during construction to enable appropriate measures to be implemented to mitigate potential impacts.	To enable appropriate mitigation measures to be implemented to mitigate impacts on assets found during construction.	Transport Scotland's cultural heritage advisor. HES if affecting Scheduled Monument, Category A Listed Building, Historic Battlefield or Garden & Designed Landscape
Embedded Mitigation					
P07 – CH1	Asset 7.13	Design Construction/ Operation Phase	Sensitive slope design with input from a Landscape Architect is proposed at Drumochter Lodge (Asset 7.13) and its designed landscape and Balsporran access underbridge as outlined in P07-LV1 and P07-LV10 in Chapters 13 and 14 .	To reduce and mitigate visual impacts on Drumochter Lodge	
Project Specific Mitigation					
P07 – CH3	Throughout scheme	Pre-construction and construction	The preferred mitigation for archaeological remains is preservation <i>in situ</i> . The preferred mitigation for historic buildings is non-destructive. Where this is not feasible, a programme of preservation by record must be undertaken.	To ensure heritage assets are mitigated appropriately.	
P07 – CH4	Throughout scheme	Pre-construction	To mitigate potential impacts on previously unknown archaeological remains, archaeological works and recording shall be implemented in consultation with THC's Historic Environment Team, the PKHT and HES.	To ensure unknown archaeological assets are mitigated appropriately.	THC Historic Environment Team and PKHT
P07 – CH5	Assets 7.1, 7.9, 7.11 and 7.13	Construction	The areas defined as requiring an archaeological watching brief shall be determined in consultation with THC Historic Environment Team and PKHT.	Preserve assets by record.	THC Historic Environment Team and PKHT
P07 – CH6	Assets 7.4, 7.17, 7.19 and 7.26.	Pre-construction	To mitigate the impacts on Dalnaspidal Bridge (Asset 7.4), Dubhaig Bridge (Asset 7.17), Chuirn Bridge (Asset 7.19) and Bhotie Bridge (Asset 7.26), Historic Building Recording (Enhanced) will be carried out in line with <i>Historic Building Recording Guidance</i> (ALGAO: Scotland 2013) and in accordance with <i>Understanding Historic Buildings: a guide to good recording practice</i> (Historic England, 2016) in order to preserve the existing structure by record.	Preserve the assets by record.	

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P07 – CH7	Asset 7.4	Construction	To create continuity with Dalnaspidal Bridge (Asset 7.4) due to its removal as part of the Proposed Scheme, stone cladding to the western façade of the new underbridge, that may have been salvaged from Dalnaspidal Bridge (viewpoint 4 in Chapter 14, NN 64655 73527) may be recycled for inclusion within the elevation/ façade of the new underbridge superstructure, supplemented by a natural stone finish as necessary as outlined in Mitigation Item P07-LV29 in Chapters 13 and 14 .	To create historic continuity with heritage asset.	Transport Scotland
P07 – CH8	Assets 7.21 and 7.22	Pre-construction and construction	To mitigate the impacts on shieling huts Assets 7.21 and 7.22, earthwork surveys will be undertaken in accordance with the guidance provided in <i>Understanding the Archaeology of Landscapes: A Guide to Good Recording Practice</i> (Historic England, 2017) and targeted excavation shall be carried out.	Preserve the assets by record.	
P07 – CH9	Asset 7.23 and 7.24	Pre-construction	To mitigate the impacts on turf bank (Asset 7.23) and possible bank (Asset 7.24), earthwork surveys will be undertaken in accordance with the guidance provided in <i>Understanding the Archaeology of Landscapes: A Guide to Good Recording Practice</i> (Historic England, 2017) with a date retrieved from the bank.	Preserve the assets by record.	
P07 – CH10	Asset 7.18	Construction and Operation Phase	To mitigate the impacts on Drumochter Lodge (Asset 7.18) and its garden, replacement of woodland/ woodland edge planting lost through construction of the Proposed Scheme shall be carried out as outlined in P07-LV11 and P07-LV13 and as specified on the Environmental Mitigation Plan Drawings 6.1 to 6.7 (Volume 3) . The berm construction shall be integrated with existing landform and vegetation as outlined in Mitigation Item P07-LV12 in Chapters 13 and 14 . During the Operational Phase, planting of natural vegetation during maintenance and management as specified shall mimic the visual appearance of growth patterns in adjacent areas where appropriate. Historic Building Recording (Basic) will be carried out in line with <i>Historic Building Recording Guidance</i> (ALGAO: Scotland 2013) and in accordance with <i>Understanding Historic Buildings: a guide to good recording practice</i> (Historic England, 2016) in order to preserve the existing structure by record, including the ha-ha. Consideration will be given to retaining the stonework from the ha-ha to re-use on the embankment.	To reduce the potential visual and physical changes to the asset and to preserve the assets current setting by record	THC Historic Environment Team
P07 – CH11	Throughout scheme	Construction and Operation Phase	To mitigate the impacts on HLT1 rough grazing, sensitive slope design with input from a Landscape Architect is proposed as outlined in Mitigation Item P07-LV1 in Chapters 13 and 14 . Appropriate native species planting to integrate the Proposed Scheme with the landscape shall be carried out as outlined in Mitigation Items LV21-LV25 in Chapters 13 and 14 and as specified on Environmental Mitigation Drawings 6.1 to 6.7 (Volume 3) .	To reduce the potential impacts on the historic landscape.	THC Historic Environment Team

15.7 Residual Impacts

- 15.7.1 The residual impacts of the Proposed Scheme on cultural heritage assets, after mitigation, are set out in **Table 15-6** and **Table 15-7** below. Assets where no impact is predicted have been omitted for clarity. Mitigation requirements are provided in **Table 15-5**.
- 15.7.2 The significance of residual impacts during the construction of the Proposed Scheme is predicted to be **Slight** on four cultural heritage assets and **Neutral** on 13 cultural heritage assets, with no residual impacts predicted for the remaining cultural heritage assets. The significance of residual impact during operation of the Proposed Scheme is predicted to be **Slight** on one cultural heritage asset with no residual impact predicted for the remaining cultural heritage assets.
- 15.7.3 After mitigation, no significant impacts on cultural heritage assets are predicted.

Table 15-6: Predicted residual construction impacts on cultural heritage assets

Asset Number	Asset Name	Value	Significance of Impact	Mitigation	Magnitude of Residual Impact	Significance of Residual Impact
7.1	Conjectured Military Camp	Unknown	Moderate	Watching brief	Minor	Slight
7.3	Dalnaspidal School	Low	Neutral	None proposed	Minor	Neutral
7.4	Dalnaspidal Bridge	Low	Moderate	Historic Building Recording (Enhanced)	Minor	Slight
7.11	Conjectured location of Cromwellian encampment	Unknown	Moderate	Watching brief	Minor	Slight
7.9	General Wade's Military Road	Low	Slight	Watching brief	Minor	Neutral
7.13	General Wade's Military Road	Low	Slight	Watching brief	Minor	Neutral
7.17	Dubhaig Bridge	Low	Moderate	Historic Building Recording (Enhanced)	Minor	Slight
7.18	Drumochter Lodge	Medium	Moderate	Landscaping and Planting and Historic Building Recording (Basic)	Minor	Slight
7.19	Chuirn Bridge	Low	Moderate	Historic Building Recording (Enhanced)	Minor	Slight
7.21	Shieling hut	Low	Slight	Earthwork survey and targeted excavation	Minor	Neutral
7.22	Dwellings/ shieling huts	Low	Slight	Earthwork survey and targeted excavation	Minor	Neutral
7.23	Turf bank	Low	Slight	Avoidance or earthwork survey and dating	Minor	Neutral
7.24	Possible bank (earthwork)	Low	Slight	Avoidance or earthwork survey and dating	Minor	Neutral
7.26	Bhotie Bridge	Negligible	Slight	Historic Building Recording (Enhanced)	Minor	Neutral
HLT1	Rough Grazing	Low	Neutral	Planting and sensitive embankment design	No change	Neutral
HLT3	Plantation	Negligible	Neutral	None proposed	No change	Neutral
HLT5	Designed Landscape	Low	Slight	Landscaping and planting	Negligible	Neutral

Table 15-7: Predicted residual operational impacts on cultural heritage assets

Asset Number	Asset Name	Value	Significance of Impact	Mitigation	Magnitude of Residual Impact	Significance of Residual Impact
7.18	Drumochter Lodge	Medium	Moderate	Sensitive design of embankments and landscaping and planting	Minor	Slight

15.8 References

- Association of Local Government Archaeological Officers UK (ALGAO: Scotland), 2013, *Historic Building Recording Guidance for Curators, Consultants and Contractors*
- Chartered Institute for Archaeologists, 2014a, *Standard and guidance for historic environment desk-based assessment*
- Chartered Institute for Archaeologists, 2014b, *Standard and Guidance for archaeological field evaluation*
- Chartered Institute for Archaeologists, 2014c, *Standard and Guidance for archaeological excavation*
- Chartered Institute for Archaeologists, 2014d, *Standard and Guidance for an archaeological watching brief*
- DalGLISH and Tarlow (Eds.), 2012, 'Modern Scotland: Archaeology, the Modern past and the Modern present'. Scottish Archaeological Research Framework (ScARF)
- Department of Communities and Local Government, (2012), National Planning Policy Framework. The Stationary Office
- Historic England, 2017, *Understanding the Archaeology of Landscapes: A Guide to Good Recording Practice*
- Historic England, 2016, *Understanding Historic Buildings: a guide to good recording practice*
- Historic Environment Scotland, 2016, *Managing Change in the Environment: Setting*
- The Highland Council, 2012, *Standards for Archaeological Work*

Table 22-1: Summary of Significant Adverse Residual Impacts

Receptor	Summary of Adverse Residual Impact	Significance
People and Communities – Community and Private Assets		
Balsporran Cottage Business Viability	Potential adverse impact to the business as a result of construction works, although access will need to be maintained by the contractor at all times. The temporary business impact is therefore likely to be adverse; mitigation measures will be employed (SMC-S3, SMC-CP1, SMC-CP2, SMC-CP3 and P07-CP5); however, this is not considered to reduce the impact to neutral.	Adverse (during construction stage)
Visual		
Viewpoint 2 Level Crossing at Dalnaspidal	Although mixed native woodland to the north will become established sufficiently to replace woodland lost in construction of the new access road embankment and SuDS basins 003 and 004, the extent of the dualling earthworks will be clear, but the effect will continue to reduce over time	Moderate
Viewpoint 11 from the NCN7 at Drumochter Pass	Significant change in vicinity due to series of split levels between HML railway, NCN7, A9 carriageways and BDL Hard infrastructure unlikely to soften much (visually) with time, but will eventually become an accepted part of the local landscape	Moderate
Viewpoint 16 at Drumochter Lodge	Significant change in vicinity due to new access underpass layout, local woodland removal and raised A9 carriageways in front of Lodge Visual screen berm significant in itself, suitable replacement planting will soften over longer timeframe, but will still be a noticeable element of the Lodge's outlook	Moderate
Viewpoint 18 from the NCN7 north of Drumochter Lodge	Significant change in vicinity due to new access underpass layout, raised A9 carriageways, new SuDS and lay-by, local woodland removal and NCN7 realignment in vicinity Woodland and slope planting treatment will soften over time, but tree growth will be relatively slow	Moderate
Viewpoint F: Lay-by northbound ch. 5,800	Significant change as the parapet and retaining wall will be visible; the northbound carriageway will be visible; rock face/ retaining wall or steeply graded earth embankments will be clearly visible; cut rock face work might possibly have been undertaken; steep gradients and possibly retaining walls will be in place on the south side of the carriageway. Mitigation will soften impacts over time: on the east side, the realigned NMU and retaining wall will be partially clad with stone or rockwork; some sections will be planted or concealed by low trees and tall shrub.	Moderate

22.1.5 It is important to recognise where the Proposed Scheme is considered to result in any significant residual beneficial effects, as summarised in **Table 22-2** below.

Table 22-2: Summary of Significant Beneficial Residual Impacts

Receptor	Summary of Beneficial Residual Impact	Significance
Road Drainage and Water Environment		
Road (A9) (ch. 3,800 to 3,900) (ch. 7,200 to 7,700)	Upsizing of culverts crossing the A9 to increase conveyance capacity - the design of the Proposed Scheme provides a beneficial impact to the water environment in terms of flood risk at these locations as it results in a decrease (removal) in water levels at critical infrastructure	Very Large Beneficial
Allt Dubhaig (MW7.2)	The watercourse will benefit from improved continuity of sediment through the catchment, improved sediment dynamics and more natural flows from tributaries as a result of Proposed Scheme works at upstream crossings.	Moderate Beneficial

22.1.6 The table above identifies significant beneficial effects; however, it should also be noted that there will be an overall reduction in driver stress (reported in **Chapter 9** as a **slight beneficial** effect), which is one of the key A9 Dualling Programme Objectives. As set out in Chapter 9, the dualled road will improve the opportunities for overtaking, which will reduce journey times and frustration. Removal of right turn manoeuvres across the carriageway and inclusion of type A

lay-bys is anticipated to provide an improvement to safety, further reducing fear and frustration which both contribute to driver stress.

22.1.7 A number of **slight beneficial** impacts are also predicted in terms of:

- improvements to community severance and socio-economic impacts at Dalnaspidal, as reported in **Chapter 8**
- improvements in access provided by the Dalnaspidal Junction, Type A lay-bys and NMU link at NMU2, NMU3 and NMU4; improvements at NMU6 with lay-bys offering improved stopping facilities for NMUs and an NMU link and underpass providing access to NMU6 from the southbound carriageway, as reported in **Chapter 9**
- reductions in flood risk at various watercourses and points along the A9, as reported in **Chapter 11**
- improvements in noise levels at Dalnaspidal Farm and Balsporran Cottages (**slight benefit**); and 1 and 2 Station Cottages, School House, School Cottage and Station House in Dalnaspidal (**slight/ moderate benefit**), as reported in **Chapter 17**

22.1.8 Overall, the Proposed Glen Garry to Dalwhinnie A9 Dualling Scheme is predicted to result in safety benefits for vehicle travellers on the A9, and for non-motorised users needing to cross the A9. The scheme will result in the loss of some soils and habitats to hard standings and excavations associated with the road; however, with adoption of the mitigation developed for the scheme there will be benefits for locally degraded peat habitats, an increase in native woodland cover and benefits for mammals and aquatic species. There will be short term landscape and visual impacts given the extent of the construction works; however, the scheme follows the route of the existing A9, and it is considered that these effects will reduce over time.

22.1.9 Most impact risks are related to the construction stage and this ES, including the Schedule of Mitigation Commitments, will become key contract documents for Contractor compliance. When considered in conjunction with legislative compliance, and the need for further consultations and working method agreements with statutory advisors and regulatory bodies, it is recognised that environmental impact risks and controls will continue to be addressed through future detailed design and construction stages.

Appendix 15.1

Desk Based Survey

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1 Introduction

1.1 Aims of the Report

1.1.1 This report presents the results of a cultural heritage desk based survey undertaken to inform **Chapter 15** of the Stage 3 Design Manual for Roads and Bridges (DMRB) Stage 3 Environmental Impact Assessment (EIA) for Project 7 – Glen Garry to Dalwhinnie. The aim of this report is to collate and assess existing information on the cultural heritage of the study area and set this information out in its context. This report has also been prepared to describe the value of the cultural heritage assets.

1.2 The Historic Environment

1.2.1 The historic environment is recognised as comprising all aspects of the environment which have resulted from the interaction between people and places through time. The elements of the historic environment that are considered to hold significance are called heritage assets.

1.2.2 Cultural heritage within the study area has been considered under the following three sub-topics as outlined in DMRB Volume 11, Section 4, Part 2, '*Cultural Heritage*' (HA208/07):

- Archaeological Remains - the material remains of human activity from the earliest periods of human evolution to the present. These may be buried traces of human activities, sites visible above ground or moveable artefacts. Archaeological Remains can encompass the remains of buildings, structures, earthworks and landscapes, human, animal or plant remains or other organic material produced by or affected by human activities or their settings (HA208/07, Annex 5, paragraph 5.1.1)
- Historic Buildings - standing historical structures that are usually formally designed or have some architectural presence. These may include structures that have no aesthetic appeal or structures not usually thought of as 'buildings', such as milestones or bridges (HA208/07, Annex 6, paragraph 6.1.2)
- Historic Landscape - landscape is an area, as perceived by people, whose character is the result of the action and interaction of natural and/ or human factors (HA208/07, Annex 7, paragraph 7.1.2)

1.2.3 A cultural heritage asset is an individual archaeological site or building, a monument or group of monuments, a historic building or group of buildings or a historic landscape which together, with its setting (where relevant), can be considered as a unit for assessment.

1.2.4 A full list of the cultural heritage assets within the study area is contained in Section 5 and illustrated on **Drawings 15.1-15.5**, in **Volume 3**.

1.3 Methodology

1.3.1 This assessment was undertaken in accordance with guidance provided by the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3 Part 2 '*Cultural Heritage*' (HA 208/07), the Chartered Institute for Archaeologists' (CIfA) '*Standard and guidance for historic environment desk-based assessment*' (CIfA 2014a) and The Highland Council's '*Standards for Archaeological Work*' (2012). Settings assessments were undertaken in accordance with Historic Environment Scotland's '*Managing Change in the Environment: Setting*' (2016).

Study Area

- 1.3.2 The study area is defined as the proposed scheme footprint plus a 200m area in all directions from it as defined in HA208/07 (5.4.1) and as shown in **Drawing 15.1**, in **Volume 3**. The 200m study area is considered appropriate for archaeological remains, historic buildings and historic landscapes in this assessment.
- 1.3.3 Designated assets within a 1km radius of the Proposed Scheme have also been considered and assessed for potential impacts on their setting.

Data Gathering

- 1.3.4 Data has been gathered from the following sources:
- The Highland Council (THC) – Historic Environment Record (HER)
 - Perth and Kinross Heritage Trust Historic (PKHT) Historic Environment Record (HER)
 - Perth and Kinross Council (P&KC) Archive
 - The Highland Archive Centre in Inverness
 - The National Library of Scotland – historical maps
 - Historic Environment Scotland (HES) – information on designated heritage assets
 - Cultural heritage assets recorded on Canmore
 - Walkover surveys undertaken by AB Heritage in August 2015
 - HLAmapping (Scotland's Historic Land-use Assessment)
- 1.3.5 The numbering of cultural heritage assets in this chapter is prefixed with the A9 Dualling project number (7) for archaeological remains and historic buildings, and with HLT for historic landscapes.

Assessment of Value

- 1.3.6 Based on guidance provided by DMRB, an assessment of the sensitivity (value) of each cultural heritage asset has been undertaken on a six-point scale of Very High, High, Medium, Low, Negligible and Unknown, based on professional judgement, guided by the criteria provided in DMRB and presented in **Table 15-1-1** below.
- 1.3.7 To inform the assessment of value of the cultural heritage assets (see **Table 15-1-1** below), the Scottish Archaeological Research Framework (ScARF) was used to identify relevant research objectives to which cultural heritage assets within the study area could potentially contribute information.

Table 15-1-1: The value of cultural heritage assets

Value	Criteria
Very High	<ul style="list-style-type: none"> World Heritage Sites (including Nominated Sites) Structures inscribed as of universal importance as World Heritage Sites World Heritage Sites inscribed for their historic landscape qualities Assets of acknowledged international importance Assets that can contribute significantly to acknowledged international research objectives Other buildings of recognised international importance 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	<ul style="list-style-type: none"> Scheduled Monuments (including proposed sites) and those with standing remains Undesignated assets of schedulable quality and importance Category A Listed Buildings Other Listed Buildings that feature exceptional quality of their fabric or historical associations not adequately reflected in the category Conservation Areas containing very important buildings Undesignated structures of clear national importance Archaeological assets that can contribute significantly to acknowledged national research objectives Designated historic landscapes of outstanding interest Undesignated landscapes of outstanding interest Undesignated landscapes of high quality and importance, and of demonstrable national value Well-preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factor(s)
Medium	<ul style="list-style-type: none"> Category B Listed Buildings Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical associations Conservation Areas containing buildings which contribute significantly to their historic character Designated or undesignated assets that contribute to regional research objectives Historic Townscape or built-up areas with important historic integrity in their buildings, or built settings (e.g. including street furniture and other structures) Designated special historic landscapes Undesignated historic landscapes that would justify special historic landscape designation, landscapes of regional value Averagely well-preserved historic landscapes with reasonable coherence, time-depth or other critical factor(s)
Low	<ul style="list-style-type: none"> Category C Listed Buildings Designated and undesignated assets of local importance Assets compromised by poor preservation and/ or poor survival of contextual associations Assets of limited value, but with potential to contribute to local research objectives Historic (unlisted) buildings of modest quality in their fabric or historical association Historic Townscape or built-up areas of limited historic integrity in their buildings or built settings (e.g. including street furniture and other structures) Robust undesignated historic landscapes Historic landscapes with importance to local interest groups Historic landscapes whose value is limited by poor preservation and/ or poor survival of contextual associations
Negligible	<ul style="list-style-type: none"> Assets with very little or no surviving archaeological interest Buildings of no architectural or historic note or buildings of an intrusive character Landscape with little or no significant historical interest
Unknown	<ul style="list-style-type: none"> The importance of the site has not been ascertained Buildings with some hidden (i.e. inaccessible) potential for historic significance

2 Archaeological and Historical Background

2.1 Early Prehistoric – Palaeolithic and Mesolithic

- 2.1.1 A distinguishing feature of the Palaeolithic and Mesolithic archaeology of Scotland, in contrast to that of all later periods, is its low visibility. There are very few sites known by anything other than surface scatters of lithic artefacts. Palaeolithic and Mesolithic habitation evidence, apart from being relatively ephemeral in the first place, is far more vulnerable than that of any subsequent period to the vicissitudes of time and chance; such factors as glaciation, permafrost, coastal erosion, changing sea level and consequent inundation, alluviation, peat growth, colluviation (the build-up of colluvium (rock debris) at the base of a hillslope) and talus formation have all contributed to its destruction or concealment.
- 2.1.2 About 10,000 years ago, the whole of Scotland lay under a massive sheet of ice. As the climate slowly warmed and the ice retreated, people were already living in the area; hunting, fishing and where possible gathering plants and fruits. The retreating ice left behind boulders and mud, which would soon be colonised by grasses and shrubs. Trees followed, hazel and birch at first, followed by oak and pine.
- 2.1.3 The retreat of the ice marked the end of the Palaeolithic period, whose primitive stone tools have been found in southern England. Evidence of people from this time is thought to have been lost through ice action in Scotland. There is evidence of Mesolithic activity in the Cairngorms, in particular at the Mar Lodge Estate, where recent archaeological excavations have recorded evidence of human activity from around 8,100BC.
- 2.1.4 The most detailed work relevant to Mesolithic human communities has been conducted on the eastern margin of the Cairngorms National Park, at Loch Davan and Braeroddach Loch near Aboyne. Using this work as an example, it can be envisaged that progressive deforestation occurred during the later prehistoric period. For the first millennium AD, we have little evidence to draw on, but cultivation, stock-raising, hunting and continuing exploitation of the forests may all safely be assumed to have continued in the study area, although the scale of these activities is unknown.
- 2.1.5 It would seem likely that the presence of rivers and lochs, and the altitudinal range at the local scale within the study area, would have made portions of central section of Scotland a considerable attraction for hunter-gatherers. Based on evidence elsewhere in Scotland, it is probable that such communities would have been established here at least 8,000 years ago.
- 2.1.6 There is no recorded evidence of human activity from these periods within the study area, however there are recorded findspots of lithic artefacts of likely Mesolithic date (Highland HER: MHG4450 and MHG3138) close to Loch Insh.
- 2.1.7 The potential therefore exists for as yet unrecorded archaeological remains from the Mesolithic to be present, particularly in areas surrounding open water bodies like Insh Marshes and around the Spey Bridge at Kingussie, which would have been attractive places for hunting and seasonal settlements at this time. Any remains will likely be ephemeral in nature, and comprise of scatters of lithic artefacts.

2.2 Later Prehistoric

Neolithic

- 2.2.2 In general, the major change which marked the Neolithic period in terms of the visibility of its archaeological record in Scotland, is the appearance of a series of funerary and ritual monuments, many of which continued into the Early Bronze Age – including chambered tombs, ring cairns, stone circles and round cairns. The later Neolithic period and Early Bronze Age are characterised by monumental ritual and funerary architecture.
- 2.2.3 None of these monuments have been recorded within the study area, however there are examples of several of these monument types in the wider environs including chambered cairns at Avielochan (THC HER: MHG24846), Deishar Wood near Carrbridge (Canmore ID: 15460) and Tullochgorm near Aviemore (Canmore ID: 15443); stone circles at Grainish (Canmore ID: 15398) and within Aviemore (Canmore ID: 14927); and examples of cup and ring marked stones at Laggan Hill near Dulnain Bridge (Canmore ID: 15421) , and Upper Tullochgrue near Inverdrue (Canmore ID: 104464).
- 2.2.4 This indicates the presence of human activity within the environs of the A9 during the Neolithic period, and suggests the possibility for as yet unrecorded archaeological remains to be present within the study area.

Bronze Age – Iron Age

- 2.2.5 As noted above, using the research on the Mesolithic communities on the eastern margin of the Cairngorms National Park as an example, it can be envisaged that progressive deforestation occurred during the later prehistoric period. For the first millennium AD, we have little evidence to draw on, but cultivation, stock-raising, hunting and continuing exploitation of the forests may all safely be assumed to have continued within the study area, although the scale of these activities is unknown.
- 2.2.6 This period is marked by changes in the nature of the surviving archaeological remains. The burial and ritual monuments remain in the visible archaeological record into the Early Bronze Age but a variety of settlement site types have also been recorded from the Bronze Age. The environs of the northern end of the Central section are particularly rich in the remains of Bronze Age farmsteads consisting of groups of hut circles with associated field systems, such as those recorded at the Highland Wildlife Park (Canmore ID: 273581), Avielochan (Canmore ID: 15388) and Balvattan near Inverdrue (Canmore ID: 15378).
- 2.2.7 Dating from around the later Bronze Age/ Early Iron Age, hut circles, and in some cases their associated field systems, still survive within modern farmland, but they are more characteristic of moorland areas which have not been cultivated since the prehistoric period. Their widespread distribution gives some indication both of the extent to which prehistoric settlement spread across the area, and the likely major impact of early agriculture on forest cover.
- 2.2.8 In contrast with the open settlements represented by the hut circles, there were also enclosed loch dwellings known as crannogs, of which there are three examples from the environs of the Central section at Insh Marshes (Canmore ID: 76759), Loch Gynack (Canmore ID: 14084) and Loch Gamhna (Canmore ID: 104415). There are also a number of palisaded (enclosed) sites at Sidhean Mor Dail A'Chaorainn to the north of Newtonmore (Canmore ID: 13072), Dell to the south of Aviemore (Canmore ID: 15415) and East Croftmore (Canmore ID: 15382).

- 2.2.9 Another site type associated with the Iron Age is the souterrain, a good example of which is within the study area of Project 9 at Lynchat – known locally as Raitts Cave. Souterrains are curved underground tunnels built of stone slabs. Their exact function is open to debate, but they seem to have been used for storage or as refuge during times of unrest. The entrances to souterrains often seem to lead from the inside of houses, as is the case at Raitts Cave (Highland HER: MHG4405).
- 2.2.10 From the 4th century AD, the people of northern Scotland were being referred to by Roman writers as Picti (Picts) – painted people. These people produced characteristic symbols which are found carved on stone and also on finds of jewellery from the period. Pictish stones are found all over the Highlands, with a fine example recorded at Dunachton (Canmore ID: 14913).

2.3 Medieval

- 2.3.1 Throughout the medieval period, the environs of the study area remained predominantly rural, and its inhabitants depended on the exploitation of crops, livestock and forestry. Access to the area from the south was always restricted by the scarcity of hill passes through the uplands, and it is therefore unsurprising that many of the principal structures associated with the consolidation of medieval kingship in Scotland are relatively infrequent.
- 2.3.2 Relative isolation from the central powers to the south contributed to the power of the local aristocracies. Thus the mottes, characteristic of the establishment of a Norman aristocracy are infrequent, with the exception of Doune Motte and Ruthven Barracks (which was the site of an earlier medieval fortification), which are confined to the principal valleys.
- 2.3.3 Apart from castles and the remains of a few churches, there is little medieval archaeology that can be seen today. Most houses seem to have been built using wood, peat and thatch and most household items were also made of organic materials. It does seem highly likely that many remains of deserted villages dating to the 18th and 19th centuries, such as those outlined below, are sitting on top of earlier houses and fields.

2.4 Post Medieval to Modern

The 17th and 18th Centuries

- 2.4.2 Significant landscape change occurred throughout this period, as the forests were exploited for timber on a large scale, and as agriculture expanded into the higher ground as the population increased. Communications were improved, largely due to the construction of military roads, and planned settlements were instigated by landowners interested in promoting new industry to the area.
- 2.4.3 Due to the exposed upland nature of the area through which Project 7 is located, its use for arable agriculture, and more especially cereals, has always been restricted.
- 2.4.4 Traditional agricultural systems in the uplands were based around communal farming townships comprising several families; evidence of these are within the study area at Crubenmore (Canmore ID: 24640), Phoines (Canmore ID: 25213), Invernahavon (Canmore ID: 24632), Biallid (Canmore ID: 24635), Knappach (Canmore ID: 78161) Presmuchrach (Canmore ID: 24615), Lynchat (Canmore ID: 14072) and Dunachtonmore (Canmore ID: 77229).
- 2.4.5 The practice of transhumance (the seasonal movement of people with their livestock between fixed summer and winter pastures) was carried out within the area of Project 7, with the Allt na Creagach and Allt Coire Mhic-Sith shielings (PKHT HER: MPK55073 and MPK15170) represented

by a group of huts constructed of varying combinations of wood, stone and turf. These would have been in use between May and September for the inhabitants of the townships, in order to protect arable ground from the trampling and grazing of livestock.

General Wade's Military Road

- 2.4.6 During the 18th century, the threat and reality of Jacobite rebellion in Scotland led to a significant militarisation of the country by government forces. Several medieval and Cromwellian forts were repaired and redeveloped, such as Ruthven Barracks (Canmore ID: 25196), and wholly new garrisons were planned and constructed. In addition, over 250 miles of military roads and over 40 new bridges were built to link the network of new forts.
- 2.4.7 The road between Dunkeld and Inverness, the line of which is followed in the majority by the A9, took two years to build between 1728 and 1730.

19th Century to Present Day

- 2.4.8 From the middle of the 18th century, landowners began to invest in agricultural improvements and their estates, effecting a complete transformation of the rural landscape and creating the landscape we see today. This included the layout of new farms, the drainage of wet ground, rectilinear enclosures and other improvements, and led to the clearance of many townships and the associated abandonment of transhumance.
- 2.4.9 By the mid-19th century picturesque landscapes had been created, with large swathes of managed forestry planted to provide a naturalised setting for country houses, such as that seen at Dalnaspidal Lodge (Canmore ID: 163831), Ralia Lodge (Canmore ID: 282784), and Mains of Balavil (Canmore ID: 111860).
- 2.4.10 From the 19th century onwards there has been little change to the overall character of the landscape, with the notable exceptions of the construction of the Dalwhinnie Distillery, the expansion of Newtonmore and Kingussie, the construction of the Inverness to Perth railway line in the mid-19th century and the construction and subsequent rebuilding and improving of the A9 in the 1970s.

3 Baseline Conditions

- 3.1.1 From the sources identified in Section 1.3.4, a total of 16 archaeological remains, 11 historic buildings and four historic landscape types have been identified. These comprise:
- Two heritage assets of Medium value
 - 20 heritage assets of Low value
 - Seven heritage assets of Negligible value
 - Two heritage assets of Unknown value
- 3.1.2 There are one designated assets within 1km wider study area, Wade Bridge (Asset 7.27; Category B Listed Building).
- 3.1.3 The study area is characterised by cultural heritage assets which date from the post medieval period to the modern period. These are shown on **Drawings 15.1-15.5**, in **Volume 3**, and are described in full in the gazetteer (Section 5). Those cultural heritage assets which have been identified on historical mapping are illustrated in Section 6 (**Figure 6.1.1 to 6.1.3**).

3.2 Archaeological remains

Medieval

- 3.2.2 There is one medieval asset in the A9 corridor, a coin hoard found near the rail line at Drumochter (Asset 7.15). The hoard consisted of eight silver coins; one penny dated to the reign of David II and was struck at Edinburgh. As the hoard was uncovered in 1878 and is without contextual information, the asset has little research potential and therefore this asset has been assessed to be of Negligible value.

Post Medieval to Present Day

- 3.2.3 The archaeological remains found within the A9 corridor primarily date from the post medieval period to the present day. The character of the area reflects the changes in farming, settlement and infrastructure from the 17th century onward.
- 3.2.4 General Wade's Military Road (Assets 7.9 and 7.13) is the most prominent archaeological feature in the area. The current A9 follows the same route and runs parallel and at times on the same site of the original road. Significant portions of the road are still observable where it runs to the east of Dalnaspidal Lodge and to a lesser extent at the Drumochter Pass. The road was constructed following the Jacobite rebellion of 1715 under the command of General Wade, who believed that the Highland and Island Clans were ready to wage another campaign. The Dunkeld to Inverness section of the road was built between 1728 and 1730, with the view of aiding the movement of troops and supplies in the event of such a Scottish Rebellion. The road forms part of a network consisting of roads, barracks and forts that created a military footprint able to repel any uprisings, and that is still apparent in the current landscape. The remains of the road provide a greater insight into the network that enabled the internal pacification of Scotland following the Jacobite rebellion. Despite its ability to aid our understanding of the post-Jacobite militarisation and opening up of the Highlands, due to the limited archaeological information likely gained from the surviving remains, this asset has been assessed to be of Low value.
- 3.2.5 Further potential military remains are recorded in the HERs. The potential site of a fort (Asset 7.1) is recorded by the Ordnance Survey Recorder (initials DJC) in September 1966 at Dalnaspidal, but no current traces survive. Traces of a Cromwellian Fort (Asset 7.11) are located nearby and potentially the OS recorder attributed its location to the wrong area at Dalnaspidal. The Cromwellian Fort was probably constructed during the English Civil War in 1650 (a war that in fact took place in Scotland and Ireland, not just England); the final phase of the war was where Cromwell invaded Scotland in an attempt to remove Royalist support. These assets would provide an insight into an attempt to pacify Scotland during the post-medieval period, an attempt to form a Scottish state unable to rebel against the rule of Cromwell and his Parliamentarians, and would provide further information to allow for conflict archaeologists to investigate Scotland's participation in the national conflict of the English Civil War. The state of the sites at the current time are uncertain. Asset 7.1, may not exist and no upstanding trace of the possible Cromwellian fort survives; any surviving remains of these assets are likely to provide minimal information as much have already been removed. Due to the uncertainty of their exact location or lack of knowledge of surviving remains, these assets have been assessed to be of Unknown value.
- 3.2.6 There are several shielings in the A9 corridor (Assets 7.6, 7.12, 7.21, 7.22 and 7.25). The structures vary in form; some are simply the remains of the footings (Assets 7.6 and 7.25), while others are more complete, having retained much of their turf and stone structures (Assets 7.22, 7.21 and 7.12). The study of such shielings allows greater understanding of the interaction

between those who lived in this landscape and how they interacted with the land for their livelihood. However, this site type is common throughout the Highlands of Scotland and these assets do not have extensive extant above ground remains; these assets have therefore been assessed to be of Low value.

- 3.2.7 A Shepard's House and fanks (a type of sheep enclosure) at Balsporran (Asset 7.16) is noted as being a sheiling on a 1776 map of the area. The site had transitioned into a sheep walk containing substantial fanks, with an associated Shepard's House, by the 19th century. The site is only partially extant. The site can provide a greater understanding of pastoral farming methods in this area, especially in relation to sheep. The site is only partially extant and of a type common throughout Scotland, therefore it is only of Low value.
- 3.2.8 Another farming settlement existed in the area and has been noted on historic Ordnance Survey (OS) maps. Dalnaspidal Farmstead (Asset 7.2) was noted on the 1st edition of the OS six-inch map (Perthshire, 1867, sheet 10) as two buildings, described as a kennel. As this site no longer exists and any surviving remains would not contribute to local research, this asset has been assessed to be of Low value.
- 3.2.9 An unroofed building (Asset 7.14) is depicted on the 1st edition of the OS six-inch map (Inverness-shire 1872, sheet cxlv), but it is not shown on the current edition of the OS. The site likely no longer exists and has therefore been assessed to be of Negligible value.

Unknown

- 3.2.10 There are two earthworks of unknown date in the study area. The first, a turf bank (Asset 7.23) forms an enclosure with a possible internal division. The other is a possible curvilinear bank surrounding west side of natural knoll, located in boggy river floodplain of the River Truim (Asset 7.24). The possible bank surrounds an area of standing water adjacent to the knoll and may be formed from upcast from this area. Considering the primarily post medieval date of the majority of assets in this area, both assets likely date to this period, however further investigation would be required to determine the nature of these assets. Earthwork banks are a common archaeological feature in the area and therefore these assets have been assessed to be of Low value.

3.3 Historic Buildings

Post Medieval to Present Day

- 3.3.2 The most common extant building type in the study area are bridges. There are five in total (Assets 7.4, 7.10, 7.17, 7.19 and 7.26). Three of these (Assets 7.4, 7.17 and 7.19) could provide information to local infrastructure and construction method research; these assets have been assessed to be of Low value. Bhotie Bridge (Asset 7.26) is a modern bridge which is part of a parallel cycling/ walking route in the area, and Ruaidh Bridge (Asset 7.10) is a modern concrete culvert, therefore these assets have been assessed to be of Negligible value.
- 3.3.3 The earliest recorded bridge within the study area is the 18th century Wade Bridge (Asset 7.27; Category B Listed Building) which was built c.1730. General Wade used craftsmen with skills in masonry to ensure bridges were built to a high standard. Asset 7.27 is a single span double arched pinned rubble bridge with a turf roadway surface. In consideration of its historic importance as a good example of an 18th military road bridge, and due to its designation as a Category B Listed Building, this asset has been assessed to be of Medium value.

- 3.3.4 The remains of the Oxbridge (Asset 7.5), which crosses the Allt Coire Mhic-Sith, can still be seen east of Dalnaspidal and formed part of General Wade’s road network. As part of General Wade’s road network this asset has been assessed to be of Low value.
- 3.3.5 Dalnaspidal School (Asset 7.3) lies within the Dalnaspidal estate located west of the current A9. The school is a good example of Victorian local architecture with later extensions and therefore has been assessed to be of low value.
- 3.3.6 Drumochter Lodge (Asset 7.18) is a late 19th century hunting lodge built c.1873, and was designed by Alexander Ross. The house is set back from the existing A9 and is surrounded by an undesignated designed landscape including coniferous trees, which isolate the estate and create a feeling of wildness. The house is set back from the existing A9 among trees which limit the views out. From within the grounds, there are glimpsed views of Cregan Mor to the west, the existing A9 in the foreground and vistas of the rough grazing which would contain the shooting lands for the lodge. Users of the current A9 have glimpsed views of the lodge through existing screening, mainly when traveling from south-to-north. Due to the location of existing forestry and landscaping, the lodge is hidden from the A9 when traveling north-to-south. The building is surrounded by an undesignated landscape designed to facilitate Drumochter grouse shooting and is dominated by planting schemes of coniferous trees and rough grazing. Although the designed landscape has some constructed elements, such as the ha-ha to the west of the house, the majority of the planting is naturalistic and was designed to visually emphasise the contrast between the white-harled lodge and the Scottish landscape. In this manner, the designed landscape was deliberately used to provide a dramatic backdrop to the estate by creating a feeling of romanticised wildness, associated with Victorian-era shooting parties and outdoor leisure pursuits. It is a good example of a Victorian Scottish hunting lodge surrounded by a designed landscape and in consideration of this, this asset has been assessed to be of Medium value.
- 3.3.7 Two historic buildings at Dalnaspidal are linked to the Perth-Inverness railway through the area. The former Dalnaspidal station (Asset 7.7) consisted of two semi-detached cottages and formed part of the 1863 Dalnaspidal Station. The site was a 2-platform through station, with a wooden single-storey building on the up platform. The station closed to regular passenger traffic in May 1965, however the line remains in use. The signal box (Asset 7.8) used for the station is still intact. The assets, in conjunction with similar assets on the Scottish railway network, could provide a greater understanding of how the railway infrastructure of Scotland developed during the advent of the railways, as well as their eventual decline in the face of widely available alternative transport. However, as common building types, these assets have been assessed to be of Low value.
- 3.3.8 A structure (Asset 7.20) is recorded at Dalnaspidal lodge area, constructed of railway sleepers with a pitched corrugated iron roof. It is built in a platform created by cutting into the natural southeast facing slope adjacent to the Allt Coire Mhic-Sith, and may be associated with the management of the water supply for Dalnaspidal Lodge. Due to its limited time depth and heritage interest, this asset has been assessed to be of Negligible value.

3.4 Historic Landscapes

Post Medieval to Present Day

- 3.4.2 There are four Historic Landscape Types (HLT) in the study area, three of which belong to the post-medieval period.

- 3.4.3 The Designed Landscape Type (HLT5) is limited to two areas in the corridor; the gardens at Drumochter Lodge and Dalnaspidal Lodge. This landscape type originates from the the 17th century, when it was fashionable for country landowners to develop their grounds or 'policies' associated with an important house or castle for pleasure and/ or productive purposes. The lands incorporated into such schemes can cover a considerable area, being laid out consciously for artistic effect over quite a distance. This Historic Landscape Type could aid our understanding of the formalising and redevelopment of estate gardens and grounds since the 17th century across the region, and therefore this asset has been assessed to be of Low value.
- 3.4.4 The Plantation (HLT3) Historic Landscape Type is more prevalent in the area and runs intermittently along the east side of the A9. Modern plantations have been a feature of Scotland's landscapes since the establishment of the nation's Forestry Commission in 1919. Some have their origins in private estate plantings of the 18th and 19th centuries, such as those of the Dukes of Atholl who concentrated on the creation of extensive plantations of larch. The modern plantation within the study area likely arose as part of the landscaping for the A9. Modern plantation is well-understood with limited time depth, and therefore this asset has been assessed to be of Negligible value.
- 3.4.5 The Motorway (HLT6) Historic Landscape Type is the most prevalent of the post-medieval landscape types. Modern transport systems have focussed on the construction and extension of multi-laned motorways, and their associated service stations. Providing links between major cities, they cover considerable areas of land. Motorways are often based on historic routes, in this instance General Wade's Military Road, however they often remove the historic remains under them. As HLT6 is a modern road and lacks any significant time-depth, this asset has been assessed to be of Negligible value.

Undated

- 3.4.6 The most prevalent Historic Landscape Type is Rough Grazing (HLT1). This landscape type has evolved as a result of woodland clearance, grazing and episodes of farming over some 6,000 years. These marginal areas bear witness to pre-19th century agriculture and settlement, and can contain other remains that can date back to the prehistoric period. Considering limited potential for buried archaeological remains due to lack of development or large scale improvements, and a robust historic landscape with importance to local interest groups, but lack of rarity within the region, this asset has been therefore been assessed to be of Low value.

4 References

Chartered Institute for Archaeologists, 2014a, *Standard and guidance for historic environment desk-based assessment*

Dalglisch and Tarlow (Eds.), 2012, *Modern Scotland: Archaeology, the Modern past and the Modern present*. Scottish Archaeological Research Framework (ScARF)

Historic Environment Scotland. 2017. *Canmore*. [ONLINE] Available at: <https://canmore.org.uk/>. [Accessed 22 June 2017]

Historic Environment Scotland, 2016, *Managing Change in the Environment: Setting*

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The Highland Council, 2012, *Standards for Archaeological Work*

5 Gazetteer

Asset Number	7.1
Asset Name	Conjectured Military Camp
NGR	NN6456673010
Chainage	250
Type	Military camp
Designation	None
HES Reference	
HER Reference	MPK5191
Canmore ID	
Value	Unknown
Period	Post medieval
Description	Information from OS Recorder (DJC) 15 September 1966. Local enquiries failed to find any information, and no traces of any earthwork was seen at Dalnaspidal. Traces of a Cromwellian encampment still exist at Dalnaspidal. Nothing visible on available Aerial Photographs Visited by OS (WDJ) 16 June 1969. Centred NN 65 73 (1000m by 1000m) [1]
References	[1] Perth and Kinross Heritage Trust Historic Environment Record

Asset Number	7.2
Asset Name	Dalnaspidal Farmsteading
NGR	NN6451873100
Chainage	320
Type	Building
Designation	None
HES Reference	
HER Reference	MPK11260
Canmore ID	163834
Value	Low
Period	Post medieval
Description	Depicted in the 1st edition of the O.S. six-inch map (Perthshire, 1867, sheet 10) as two buildings, described as a kennel. Information from RCAHMS (AR) 20th May 2000). [1] [2]
References	[1] Perth and Kinross Heritage Trust Historic Environment Record [2] Canmore

Asset Number	7.3
Asset Name	Dalnaspidal School
NGR	NN6459173217
Chainage	360

Asset Number	7.3
Type	Building
Designation	None
HES Reference	
HER Reference	MPK12033
Canmore ID	
Value	Low
Period	Post medieval
Description	Precise location unknown at time of upgrade, 30.01.2001 [1]
References	[1] Perth and Kinross Heritage Trust Historic Environment Record

Asset Number	7.4
Asset Name	Dalnaspidal Bridge
NGR	NN6458873287
Chainage	380
Type	Road bridge
Designation	None
HES Reference	
HER Reference	MPK10790
Canmore ID	161391
Value	Low
Period	Post medieval
Description	No description [1] [2] Single span masonry bridge with modern concrete pointing over Allt Coire Mhic-Sith. It has a parapet 0.5 m high and 0.5 m thick. It is in use as an access to Dalnaspidal Lodge and is abutted on its north side by the concrete tunnel and bridge over the present A9. [3]
References	[1] Perth and Kinross Heritage Trust Historic Environment Record [2] Canmore [3] AB Heritage walkover survey August 2015

Asset Number	7.5
Asset Name	Oxbridge / Allt Coire Mhic-Sith Bridge
NGR	NN6467173535
Chainage	440
Type	Road bridge
Designation	None
HES Reference	
HER Reference	MPK9315
Canmore ID	
Value	Low
Period	Post medieval

Asset Number	7.5
Description	This bridge, now ruined, spanning the Allt Coire Mhic-Sith, was called the Oxbridge, after Wade's feast at the spot on 2 October 1729. It commands a view right down over Dalnaspidal to Loch Garry. The original bridge was a few yards higher than the current one. [1]
References	[1] Perth and Kinross Heritage Trust Historic Environment Record

Asset Number	7.6
Asset Name	Allt Coire Mhic-Sith
NGR	NN6468173573
Chainage	460
Type	Building
Designation	None
HES Reference	
HER Reference	MPK15170
Canmore ID	
Value	Low
Period	Post medieval
Description	The footings of three buldings, probably shielings, one with an internal division. [1]
References	[1] Perth and Kinross Heritage Trust Historic Environment Record

Asset Number	7.7
Asset Name	Dalnaspidal Station
NGR	NN6441073369
Chainage	580
Type	Railway station
Designation	None
HES Reference	
HER Reference	MPK5765
Canmore ID	
Value	Low
Period	Post medieval
Description	<p>Semi-detached cottages, part of the 1863 Dalnaspidal Station on the Perth-Inverness main line built for the Inverness and Perth Junction Railway.</p> <p>Dalnaspidal Station. Opened 1863 by the Inverness and Perth Junction Rly. A 2-platform through station, with a wooden single-storey building on the up platform. There is also a signal box of standard Highland Rly. pattern. J R Hume 1977.</p> <p>This intermediate station on the Perth-Inverness (main) line of the Highland Rly. was opened in 1865, grouped into the London and North-Eastern Rly. in 1923, and closed to regular passenger traffic on 3 May 1965. The (double-tracked) line remains in use. R V J Butt 1995. [1]</p>
References	[1] Perth and Kinross Heritage Trust Historic Environment Record

Asset Number	7.8
Asset Name	Dalnaspidal Station Signal Box
NGR	NN6434873374
Chainage	620
Type	Signal box
Designation	None
HES Reference	
HER Reference	MPK18432
Canmore ID	
Value	Low
Period	Post medieval
Description	No description. [1]
References	[1] Perth and Kinross Heritage Trust Historic Environment Record

Asset Number	7.9
Asset Name	General Wade's Military Road
NGR	NN6447473645
Chainage	1040
Type	Military road
Designation	None
HES Reference	
HER Reference	MPK9314
Canmore ID	138802
Value	Low
Period	Post medieval
Description	<p>The military road and the modern road follow separate courses for about one and a half miles in the neighbourhood of Dalnaspidal Lodge, Wade's road being approximately a quarter of a mile away to the east. It traversed the Allt Coire Mhic-Sith, just S of Dalnaspidal, by the Oxbridge, now ruined. The original bridge at NN 6467 7353 (NN67SW 7.01) was a few yards higher than the present one. On each side of the burn the line of the Wade road is very evident. It climbs uphill and turns left to follow a course parallel to and above the A9, being readily traceable through the heather and maintaining this level for approximately one mile more. [1]</p> <p>[NN 63275 75534 to NN 63257 75732 to NN 63234 75781] Track forming part of Wade's Road between the Allt a Chaorain watercourse and the present A9. The south part is 37 m long, aligned NNW/SSE and comprises a flat surface 4 m wide cut into the natural west facing slope. To the north of point NN 63253 75587 a turf bank with a rounded profile which is 2 m wide and up to 0.5 m high is located on the west side of the track. This bank becomes less pronounced 10 m to the north and is not noticeable beyond this. The track changes alignment to northwest/southeast at NN 63257 75732 and continues to the northwest until it is truncated by the present A9. It is covered in grass and heather vegetation.</p> <p>[NN 63353 75340 to NN 63496 75140] Track forming part of Wade's Road. It is a flat area with some small stones evident on the surface in places with a width of c. 4 m cut into the natural west facing slope. This section has a low turf bank to the west which is rounded in profile with a width of 2 m and a height of 0.4 m. It is up to 5.5 m wide at NN 63394 75301 where the bank to the west is less pronounced. It has been truncated at the south extent by the access road for the new pylon construction. [2]</p>
References	<p>[1] Canmore</p> <p>[2] AB Heritage walkover survey August 2015</p>

Asset Number	7.10
Asset Name	Ruidh Bridge
NGR	NN6375074101
Chainage	1560
Type	Road bridge
Designation	None
HES Reference	
HER Reference	MPK10789
Canmore ID	
Value	Negligible
Period	Post medieval
Description	No description. [1]
References	[1] Perth and Kinross Heritage Trust Historic Environment Record

Asset Number	7.11
Asset Name	Conjectured location of Cromwellian encampment
NGR	NN6399874002
Chainage	1310
Type	Military camp
Designation	None
HES Reference	
HER Reference	
Canmore ID	24608
Value	Unknown
Period	Post medieval
Description	Traces of a Cromwellian encampment still exist at Dalnaspidal. G Anderson and P Anderson 1842 Nothing visible on available aerial photographs. Information from OS Recorder (DJC) 15 September 1966. Local enquiries failed to find any information, and no traces of any earthwork was seen at Dalnaspidal. Visited by OS (WDJ) 16 June 1969. [1]
References	[1] Canmore

Asset Number	7.12
Asset Name	Shieling settlement, Allt an Creagach
NGR	NN6324176299
Chainage	3760
Type	Shieling
Designation	None
HES Reference	
HER Reference	MHG55073
Canmore ID	
Value	Low

Asset Number	7.12
Period	Post medieval
Description	<p>This site, named Rea Chraggan on the 1773 plan, contains a dozen or so structures, mainly on the south side of the burn. It was a shieling of Pressmuchroch township (see note on Delachurn shielings). Delachurn and Alt an Creagach are about 4km apart and this was the range of land shieled by the Pressmuchroch tenants from the Truim right up to the summits. These two groups of shielings were situated at either end of the territory. Alt an Creagach was the last shieling site on the east side of Drumochter before the march with Atholl. Breakachy (the tacksman of Pressmuchroch, and forester) grazed his cattle here 'the first part of the summer season'. There was also a grass-keeper stationed here during the early summer.</p> <p>Structures</p> <p>There are several small shieling bothies of 3-5 metre length; one possible animal enclosure; and one house of 8 metre length, possibly a cruck-framed creel house, judging by size and the double stone wall foundation. This house, like other Badenoch shielings has an L-shaped compartment at the south end. There is also possibly an outbuilding / byre attached to the north end, which would bring it up near the 12 metre length seen in some of the other Drumochter shielings. [1]</p>
References	[1] The Highland Council Historic Environment Record

Asset Number	7.13
Asset Name	General Wade's Military Road
NGR	NN6279077000
Chainage	4580
Type	Military road
Designation	None
HES Reference	
HER Reference	MHG34259
Canmore ID	138879
Value	Low
Period	Post medieval
Description	<p>The military road at this stage is going through the Drumochter Pass, peaks either side rising to over 2,000 feet. It descends to the level of the modern road between the Sow of Atholl and the Boar of Badenoch. It then more or less follows the line of the modern road.</p> <p>The line of the military road is still considered to be closely following the present A9. To the east of Balsporran Cottage (NN 6264 7920) there is a very brief section of overgrown track which is considered to be the original military road. [1] [2]</p> <p>[NN NN 62882 76841 to NN 62934 76766 to NN 62939 76703] Trackway which has a flat surface and measures 4.5 m in width. The south part is aligned north/south and the north part NNW/SSE. On the west side is a turf bank which is c. 2 m wide and 0.5 m high and has a fairly flat top which enhances the natural slope to the west. At its south extent there is a possible quarry scoop to the east of the track. This is sub-circular shape in plan and 3.5 m in diameter. It is cut into the natural slope with a scarp of 2.5 m height to the east. At the north extent a turf bank is also present on the east side of the track. Modern drains have been cut across this feature. It is truncated by the course of the modern A9 at the north end and a becomes indistinguishable from a farmers access track at the south end.</p> <p>Possible quarry scoop cut into natural slope on the east side of possible trackway at NN 62917 76792. It is oval shape in plan and measures 3.5 m north/south by 2.5 m east/west with an uneven base.[3]</p>
References	<p>[1] The Highland Council Historic Environment Record</p> <p>[2] Canmore</p> <p>[3] AB Heritage walkover survey August 2015</p>

Asset Number	7.14
Asset Name	Building, River Trium
NGR	NN6249678399
Chainage	6020
Type	Building
Designation	None
HES Reference	
HER Reference	MHG27184
Canmore ID	117374
Value	Negligible
Period	Post medieval
Description	An unroofed building is depicted on the 1st edition of the OS 6-inch map (Inverness-shire 1872, sheet cxlv), but it is not shown on the current edition of the OS 1:10000 map (1984). Information from RCAHMS (SAH) 27 September 1996. [1] [2]
References	[1] The Highland Council Historic Environment Record [2] Canmore

Asset Number	7.15
Asset Name	Coin Hoard, Drumochter
NGR	NN6299579001
Chainage	6780
Type	Find spot
Designation	None
HES Reference	
HER Reference	MHG4487
Canmore ID	24605
Value	Negligible
Period	Medieval
Description	Eight silver coins were 'picked up by a gamekeeper' in a moss at Drumochter, near the railway line c.1878. One was a penny of David II, struck at Edinburgh. ISSFC 1880.[1] [2]
References	[1] The Highland Council Historic Environment Record [2] Canmore

Asset Number	7.16
Asset Name	Shepherd's house and fanks, Balsporran
NGR	NN6263079212
Chainage	6820
Type	Fank; house
Designation	None
HES Reference	

Asset Number	7.16
HER Reference	MHG55072
Canmore ID	
Value	Low
Period	Post medieval
Description	Just across the railway line at Balsporran Cottage are the remains of a shepherd's house (possibly two houses of different periods, one of them a well built stone dwelling) and substantial fanks. This site had been marked as a shieling complex on the 1773 estate plan, but it would appear that it had been turned into a sheep walk in the early 19th century. [1]
References	[1] The Highland Council Historic Environment Record

Asset Number	7.17
Asset Name	Dubhaig Bridge
NGR	NN6296979501
Chainage	7200
Type	Bridge
Designation	None
HES Reference	
HER Reference	MHG4488
Canmore ID	24606
Value	Low
Period	Undated
Description	No description. [1] [2]
References	[1] The Highland Council Historic Environment Record [2] Canmore

Asset Number	7.18
Asset Name	Drumochter Lodge
NGR	NN6309479598
Chainage	7320
Type	Lodge
Designation	None
HES Reference	
HER Reference	MHG23418
Canmore ID	110475
Value	Medium
Period	Post medieval
Description	Architect: Alexander Ross (I.A. July 23, 1873) Additions and alterations. [1] [2] Drumochter Lodge was built c. 1873. In use as offices. Ha ha associated with Drumochter Lodge, located to the west of the house and depicted on both the first edition and modern OS. Northwest corner at NN 63038 79621 and southwest corner at NN 63052 79585. Coursed drystone wall with outer faces and rubble core - gently sloping forming ha-ha on the interior of the enclosure. It terminates at the northeast and southeast where the enclosure is

Asset Number	7.18
	marked with an iron fence. [3]
References	[1] The Highland Council Historic Environment Record [2] Canmore [3] AB Heritage walkover survey August 2015

Asset Number	7.19
Asset Name	Chuirn Bridge
NGR	NN6329580662
Chainage	8390
Type	Bridge
Designation	None
HES Reference	
HER Reference	MHG4496
Canmore ID	24626
Value	Low
Period	Undated
Description	No description [1] [2] Modern bridge. There are three bridges at this location. All are modern. There is stone revetment along the side of the river between the present and previous A9. [3]
References	[1] The Highland Council Historic Environment Record [2] Canmore [3] AB Heritage walkover survey August 2015

Asset Number	7.20
Asset Name	Structure, Dalnaspidal Lodge
NGR	NN6459873357
Chainage	420
Type	Building
Designation	None
HES Reference	
HER Reference	
Canmore ID	
Value	Negligible
Period	Post medieval
Description	A rectangular shaped structure constructed of railway sleepers. It measures 2.6 m northwest/southeast by 1.8 m northeast/southwest and has side walls 1.2 m high. The roof is of corrugated iron and is pitched with the apex of the roof on the southeast side at 2.2 m high. It is built in a platform created by cutting into the natural southeast facing slope adjacent to the Allt Coire Mhic-Sith and may be associated with the management of the water supply for Dalnaspidal Lodge which is located on the other side of the present A9 to the south. [3]
References	[1] AB Heritage walkover survey August 2015

Asset Number	7.21
Asset Name	Shieling hut
NGR	NN6457273437
Chainage	480
Type	Shieling
Designation	None
HES Reference	
HER Reference	
Canmore ID	
Value	Low
Period	Post medieval
Description	A sub-rectangular turf and stone shieling hut which measures 5 m northeast/southwest by 3.5 m northwest/southeast externally. The walls are rounded in profile and up to 1 m wide and 0.4 m high with a possible entrance in the northwest wall. It is located on a platform on a southeast facing slope adjacent to the Allt Coire Mhic-sith. [1]
References	[1] AB Heritage walkover survey August 2015

Asset Number	7.22
Asset Name	Dwellings / shieling huts
NGR	NN6391574168
Chainage	1480
Type	Building
Designation	None
HES Reference	
HER Reference	
Canmore ID	
Value	Low
Period	Undated
Description	<p>A group of three dwellings / shieling huts were identified during the walkover survey within 30 m of each other.</p> <p>Building 1: A sub-rectangular shaped dwelling/ shieling hut constructed of turf and stone which measured 8 m northwest/southeast by 3.5 m northeast/ southwest externally. The walls are rounded in profile with occasional sub-angular schist stones exposed. The southwest wall is 0.3 m high and has a possible entrance which is 1 m wide near the southeast end. The northeast wall is cut into the natural slope which has a vegetation cover of rough grass and heather.</p> <p>Building 2: A sub-rectangular shaped dwelling/ shieling hut constructed of turf and stone which measured 6 m northwest/ southeast by 3.2 m northeast/ southwest externally. The walls are rounded in profile, 1 m wide and up to 0.3 m high and there is no clear entrance. A gap in the southwest wall may indicate an entrance or may have been created by ploughing for forestry. The structure has been truncated by ploughing for forestry at the northwest end. It is located on a southeast facing slope adjacent to a small stream and the area has rough grass and heather vegetation. Dwelling 1 is located upslope c. 20 m to the northeast and Dwelling 3 is located downslope to the southwest.</p> <p>Building 3: A sub-rectangular shaped dwelling/ shieling hut constructed of turf and stone which measures 6 m northwest/ southeast by 3.7 m northeast/ southwest externally and is cut into the slope on the northeast side. The walls have a rounded profile and are 1 m thick and up to 0.3 m high and no entrance is evident. A possible annex is located on the southeast end. This is roughly square in shape and measures 2 m northwest/ southeast by 1.7 m northeast/ southwest internally. It has walls of similar morphology and size to the main structure. The vegetation in the area is rough grass and heather. It is located on a southwest facing slope near to a small stream and Dwellings</p>

Asset Number	7.22
	1 and 2 are located upslope close by. [1]
References	[1] AB Heritage walkover survey August 2015

Asset Number	7.23
Asset Name	Turf bank
NGR	NN6312576218
Chainage	3710
Type	Bank
Designation	None
HES Reference	
HER Reference	
Canmore ID	
Value	Low
Period	Undated
Description	L- shaped turf bank forming an enclosure with a possible internal division. The bank has a rounded profile and is c. 1.2 m wide and up to 0.4 m high. The north/ south part has a terminal at the north end where it is adjacent to a stream. It measures 4 m long and has a east/west return which is 7 m long and is truncated by ploughing for forestry to the west. To the north of the truncated part of the bank is a north/south aligned possible internal division formed by another turf bank. This is 5 m long, 0.5 m wide and 0.5 m high. There is a gap of 0.2 m between these banks. [1]
References	[1] AB Heritage walkover survey August 2015

Asset Number	7.24
Asset Name	Possible bank (earthwork)
NGR	NN6285076656
Chainage	4240
Type	Bank
Designation	None
HES Reference	
HER Reference	
Canmore ID	
Value	Low
Period	Undated
Description	Possible curvilinear bank surrounding west side of natural knoll located in boggy river floodplain of the River Truim. The possible bank surrounds an area of standing water adjacent to the knoll and may be formed from upcast from this area. It is constructed of turf and has steep sides and a slightly rounded top in profile with a width of 2.5 m and height of 1 m. The area has a vegetation cover of mature heather, bog myrtle and rushes. [1]
References	[1] AB Heritage walkover survey August 2015

Asset Number	7.25
Asset Name	Possible shieling hut
NGR	NN6293376782
Chainage	4320
Type	Shieling
Designation	None
HES Reference	
HER Reference	
Canmore ID	
Value	Low
Period	Undated
Description	Possible shieling hut or quarry scoop cut into the hillside adjacent to trackway (Asset 7.13). It is oriented northeast/southwest, sub-rectangular shape in plan and measures 9 m by 2.5 m. The possible walls are c. 1.5 m wide and 0.6 m high at the southwest and comprise turf with mature heather vegetation. The northeast side is scarped into the natural slope and has a height of c. 1.5 m. There is a possible entrance gap located centrally in the southwest side which is 1 m wide. [1]
References	[1] AB Heritage walkover survey August 2015

Asset Number	7.26
Asset Name	Bhotie Bridge
NGR	NN63758142
Chainage	9280
Type	Bridge
Designation	None
HES Reference	
HER Reference	MHG4495
Canmore ID	24625
Value	Negligible
Period	Modern
Description	No description [1] [2] At this location recently constructed two timber bridges have been constructed as part of the cycle track. Two modern concrete culverts pass under the present route of the A9. [3]
References	[1] The Highland Council Historic Environment Record [2] Canmore [3] AB Heritage walkover survey August 2015

Asset Number	7.27
Asset Name	Wade Bridge
NGR	NN63888278
Chainage	21200
Type	Bridge
Designation	Category B Listed Building

HES Reference	LB7665
HER Reference	MHG4492
Canmore ID	24622
Value	Medium
Period	Post medieval
Description	<p>General Wade, circa 1730. Single span pinned rubble bridge with small flood arch at W bank; dressed rubble arch rings, the principal arch springing from natural rock abutments. No parapet survives; turf roadway surface. Approximate spans; main arch - 30' flood arch - 9'. Formerly a scheduled monument. Scheduled on 29/12/1958 and descheduled on 04/05/2016 [1]</p> <p>No description [2]</p> <p>This two-arch Wade bridge, which has been restored, is located about 100 yards short of the present bridge [3]</p>
References	<p>[1] Historic Environment Scotland</p> <p>[2] The Highland Council Historic Environment Record</p> <p>[3] Canmore</p>

Asset Number	HLT1
Asset Name	Rough grazing
NGR	NN6261276970
Chainage	0
Type	Historic landscape type
Designation	None
HES Reference	
HER Reference	
Canmore ID	
Value	Low
Period	Undated
Description	<p>Most of Scotland's hills, mountains and moorlands are used as areas of rough grazing and, in some instances, are managed for sporting activities such as stalking and grouse shooting. They may be heather moorlands or rough grasslands, and they may have been drained in the past. However, this land use type excludes those areas of hill ground that have recently been improved by fertilising, ploughing or direct drilling with clover or grass seed. [1]</p> <p>Rough grazing lands have evolved to their present extent as a result of woodland clearance, grazing and episodes of farming over some 6,000 years. These marginal areas bear witness to pre-19th century agriculture and settlement, and contain other remains that can date back to the prehistoric period. [1]</p>
References	[1] HLAmap

Asset Number	HLT3
Asset Name	Plantation
NGR	NN6314976278
Chainage	1400
Type	Historic landscape type
Designation	None
HES Reference	
HER Reference	

Canmore ID	
Value	Negligible
Period	Modern
Description	<p>Modern plantations have been a feature of Scotland's landscapes since the establishment of the nation's Forestry Commission in 1919. Some have their origins in private estate plantings of the 18th and 19th centuries, such as those of the Dukes of Atholl who concentrated on the creation of extensive plantations of larch.</p> <p>Densely planted, single age, coniferous species, within clearly defined straight boundaries, with regular, linear firebreaks, are characteristic of commercial forestry. However, some plantations are now being restructured, leaving larger clearings and encouraging the planting of native species. Since 1989 woodland plantings have become increasingly common, with sinuous edges and more open spaces. [1]</p>
References	[1] HLAmap

Asset Number	HLT5
Asset Name	Designed landscape
NGR	NN6313579681
Chainage	7300
Type	Historic landscape type
Designation	None
HES Reference	
HER Reference	
Canmore ID	
Value	Low
Period	Post medieval
Description	<p>Since the 17th century it has been fashionable for country landowners to develop the grounds or 'policies' associated with an important house or castle for pleasure and/or productive purposes. The lands incorporated into such a scheme can cover a considerable area, being laid out consciously for artistic effect over quite a distance. Designed landscapes may include parklands, walled gardens, water features, formal avenues and walkways, as well as pavilions, lodges and other buildings. [1]</p> <p>Redevelopment of parts of designed landscapes around old mansion houses is common, with some areas reverting to agricultural use while others are now built-up areas, Country Parks, or golf courses. [1]</p>
References	[1] HLAmap

Asset Number	HLT6
Asset Name	Motorway
NGR	NN6341375180
Chainage	0
Type	Historic landscape type
Designation	None
HES Reference	
HER Reference	
Canmore ID	
Value	Negligible
Period	Modern

Description	Modern transport systems have focussed on the construction and extension of multi-laned motorways, with their associated service stations. Providing links between major cities, they cover considerable areas of land. Dual carriageways, major junctions and associated park-and-rides are also recorded as HLA data but other roads are excluded because they are too small and narrow. [1]
References	[1] HLAmapping

6 Historical Map Analysis

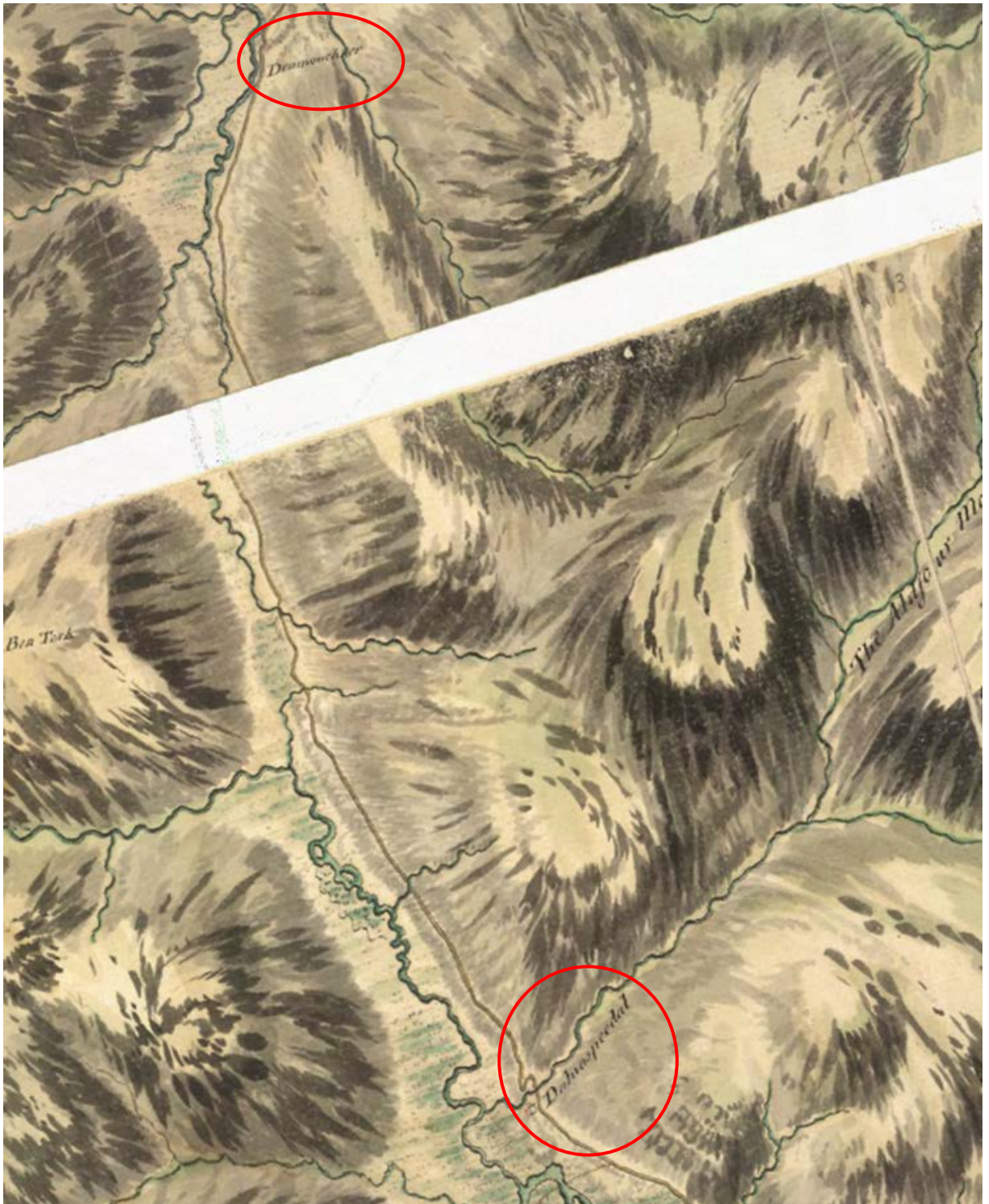


Figure 6.1.1: Roy Highlands 1747-52: Dalnaspidal and Drumochter
(National Library of Scotland. Available at: <http://maps.nls.uk/>)

- 6.1.1 Dalnaspidal (Dalnaspedal) can be seen to the south, and Drumochter to the north. There is nothing recorded in between the settlements with the exception of the Military Road.

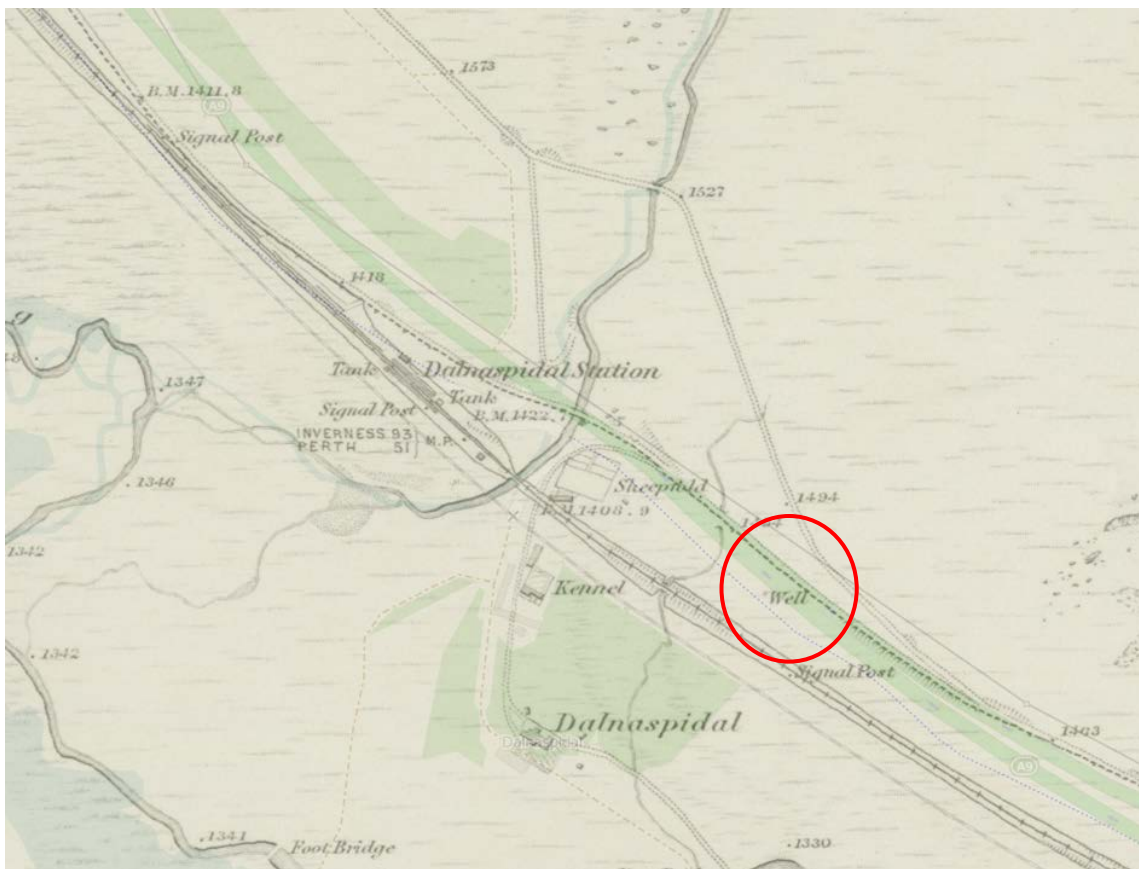


Figure 6.1.2: Roy Highlands 1747-52: Dalnaspidal and Drumochter
(National Library of Scotland. Available at: <http://maps.nls.uk/>)

- 6.1.2 Dalnaspidal Lodge, station and farmstead (with kennels) can be seen. A well, which is not recorded on the HER has been circled. It is likely that this well would have been removed by the construction of the A9. The Oxbridge can be seen to the north, but there is no evidence for the Dalnaspidal shielings.

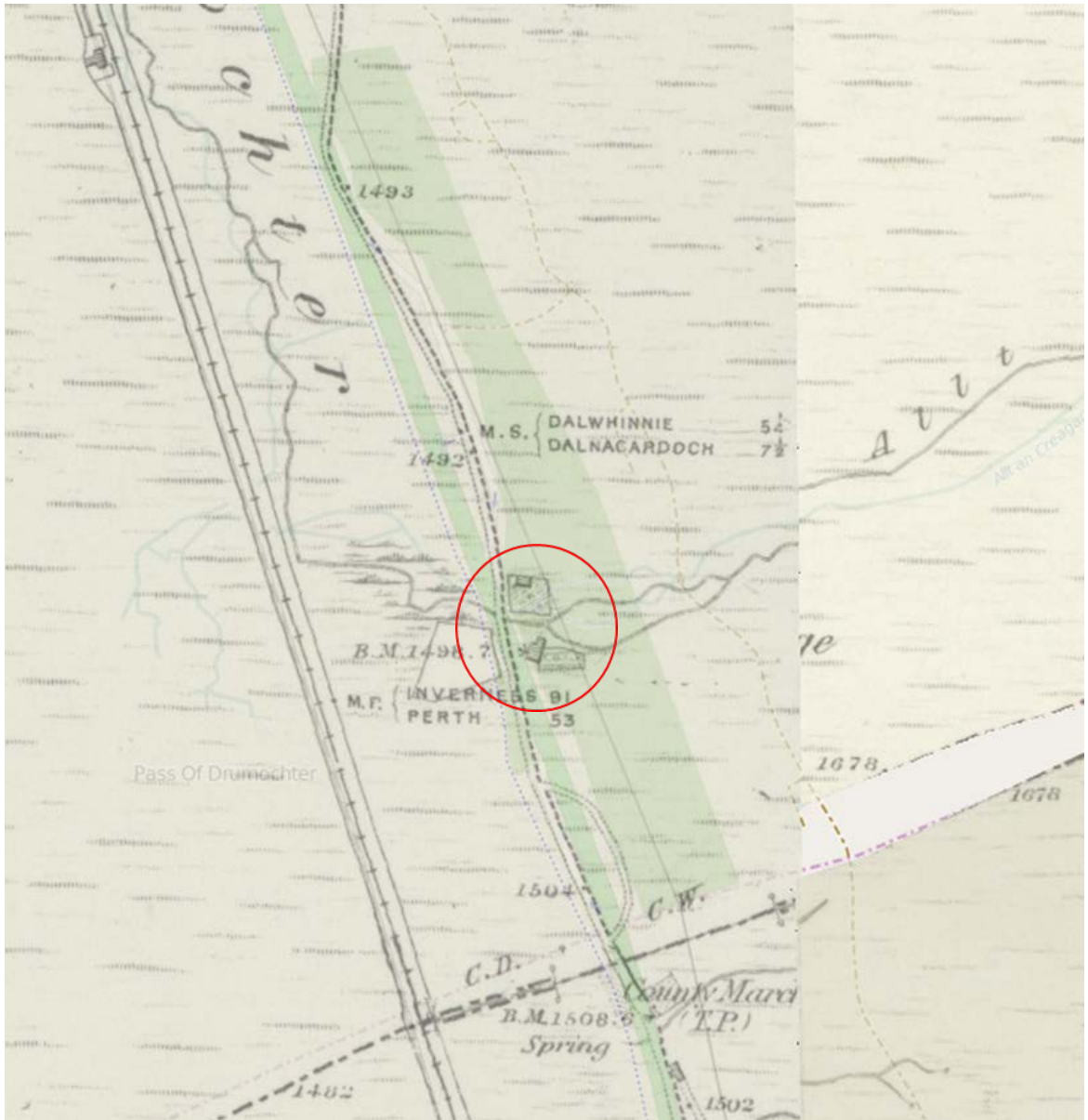
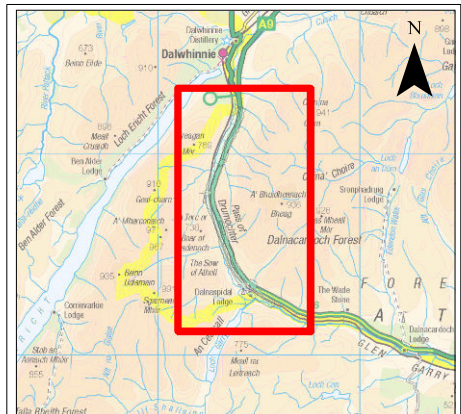
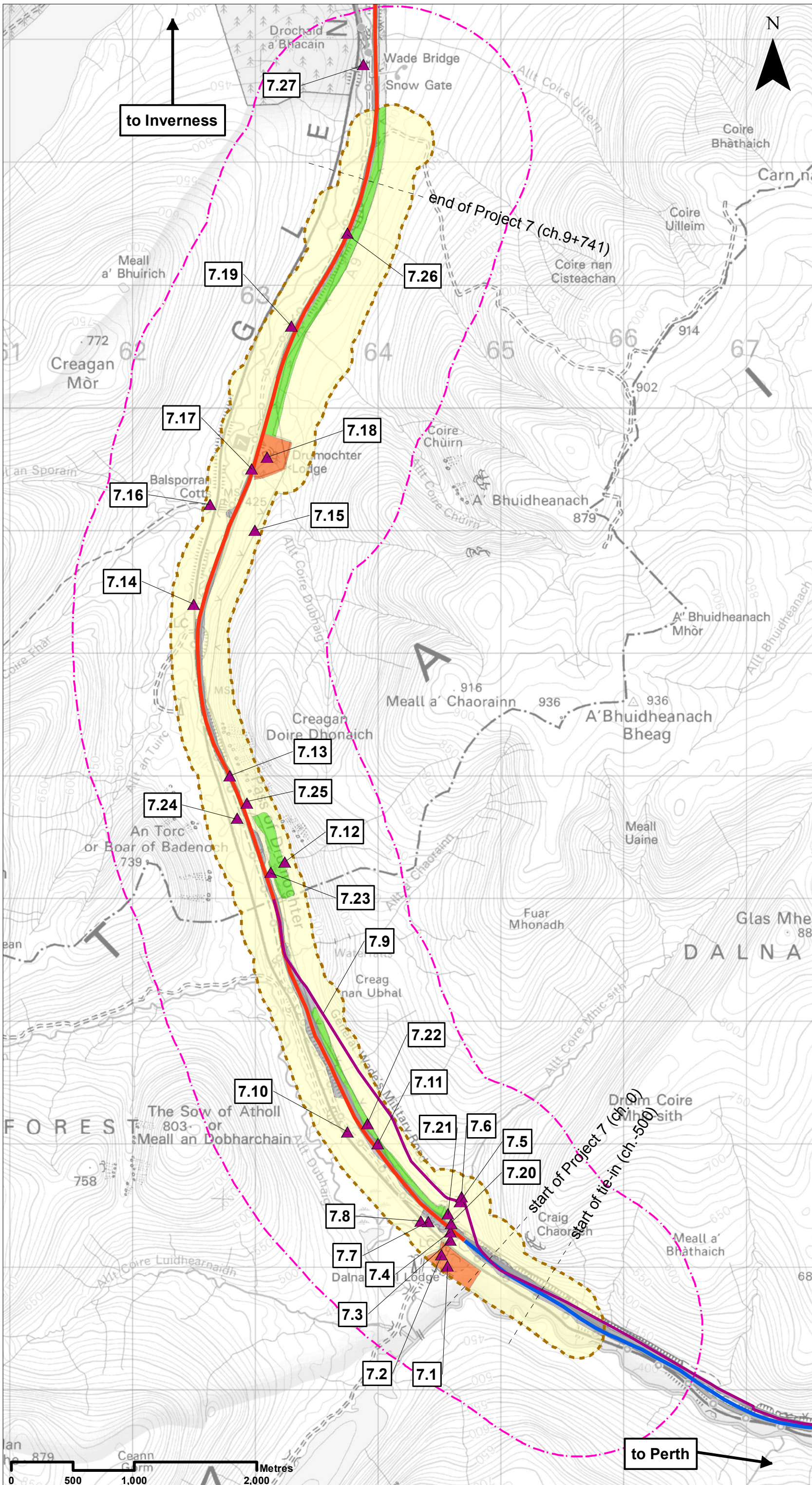


Figure 6.1.3: Roy Highlands 1747-52: Crubenmore
 (National Library of Scotland. Available at: <http://maps.nls.uk/>)

6.1.3 The Allt na Creagach shielings can be seen just to the north of the County March line.

Cultural Heritage

Drawing No.	Drawing Type	Drawing Title	Projectwise Drawing Reference	Software
15.1	BASELINE PLAN	CULTURAL HERITAGE ASSETS	A9P07-CFJ-EHR-L_MLZZZ_ZZ-DR-EN-0001	GIS
15.2	ASSESSMENT PLAN	CULTURAL HERITAGE ASSETS (chainage -500 to 1800)	A9P07-CFJ-EHR-L_ML000_ZZ-DR-EN-0001	GIS
15.3	ASSESSMENT PLAN	CULTURAL HERITAGE ASSETS (chainage 1800 to 5000)	A9P07-CFJ-EHR-L_ML018_ZZ-DR-EN-0001	GIS
15.4	ASSESSMENT PLAN	CULTURAL HERITAGE ASSETS (chainage 5000 to 8200)	A9P07-CFJ-EHR-L_ML050_ZZ-DR-EN-0001	GIS
15.5	ASSESSMENT PLAN	CULTURAL HERITAGE ASSETS (chainage 8200 to 9741)	A9P07-CFJ-EHR-L_ML082_ZZ-DR-EN-0001	GIS



Legend

- Proposed Scheme Extents
- Existing Dualled
- Existing Single
- Cultural Heritage Study Area 200m
- Cultural Heritage Study Area 1000m

Cultural Heritage Assets

- Undesignated Cultural Heritage Asset
- Undesignated Cultural Heritage Asset

Historic Landscape Type

- HLT1 - Rough Grazing
- HLT3 - Plantation
- HLT5 - Designed Landscape
- HLT6 - Motorway

7.0 Cultural Heritage Asset ID

SCALE 1:30000

P02	S3	NOV 17	FINAL REVISIONS	EV	JF
P01	S3	JUN 17	DRAFT FOR COMMENT	EV	JF
REV	SUIT	DATE	DESCRIPTION	BY	APP

ch2m FAIRHURST

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TRANSPORT SCOTLAND **A9** DUALLING PERTH TO INVERNESS

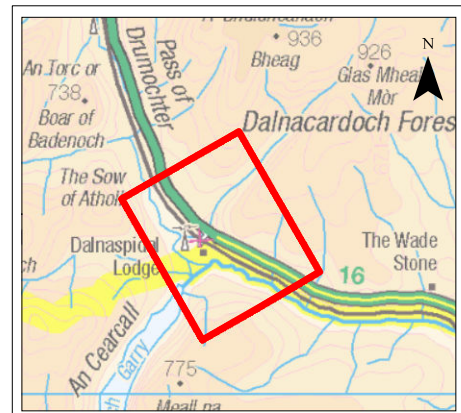
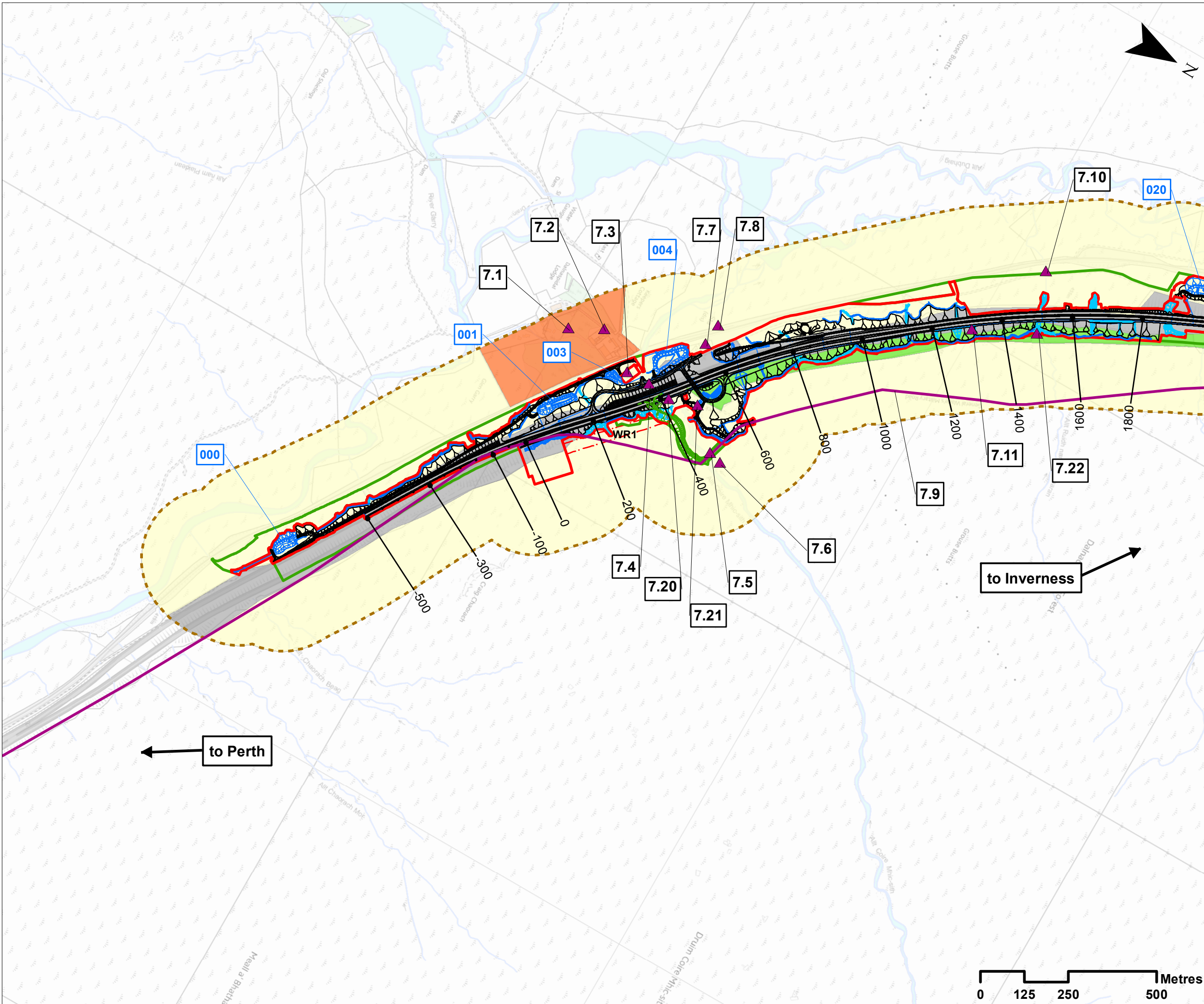
PROJECT 7 GLEN GARRY TO DALWHINNIE EIA BASELINE PLAN DRAWING 15.1 CULTURAL HERITAGE ASSETS

DESIGN: AM	DRAWN: EV	CHK: GG	APP: JF
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DATE: 21/11/2017

PROJ: 495298
DWG: A9P07-CF-EHR-L_MLZZZ_ZZ-DR-EN-0001

SHEET: 1 of 5	REVISION: C01	SUITABILITY: A3
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Legend

- Proposed Scheme Detail
- Dalnacardoch Temporary Construction Access
- Watercourse Diversions
- Drainage
- 000 SuDS ID
- Assessment Boundary - Permanent Works
- Assessment Boundary - Temporary Works
- WR 30m Winter Resilience Tree Belt (Indicative)
- Cultural Heritage Study Area

Cultural Heritage Assets

- ▲ Undesignated Cultural Heritage Asset
- Undesignated Cultural Heritage Asset

Historic Landscape Type

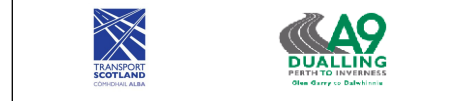
- HLT1 - Rough Grazing
- HLT3 - Plantation
- HLT5 - Designed Landscape
- HLT6 - Motorway

7.0 Cultural Heritage Asset ID

SCALE 1:10000

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P02	S3	SEPT 17	DESIGN UPDATE	EV	JF
P01	S3	JUN 17	DRAFT FOR COMMENT	EV	JF
REV	SUIT	DATE	DESCRIPTION	BY	APP

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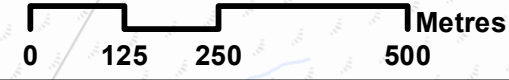
**PROJECT 7 GLEN GARRY TO DALWHINNIE EIA ASSESSMENT PLAN
 DRAWING 15.2
 CULTURAL HERITAGE ASSETS
 chainage -500 to 1800**

DESIGN: AM	DRAWN: EV	CHK: GG	APP: JF
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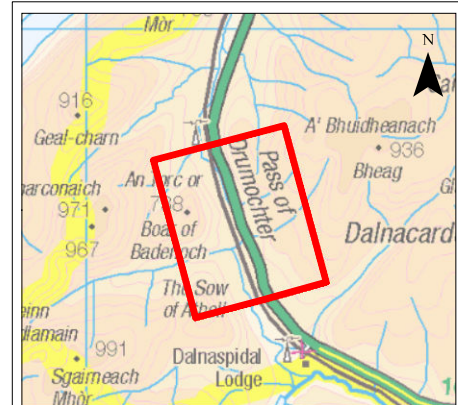
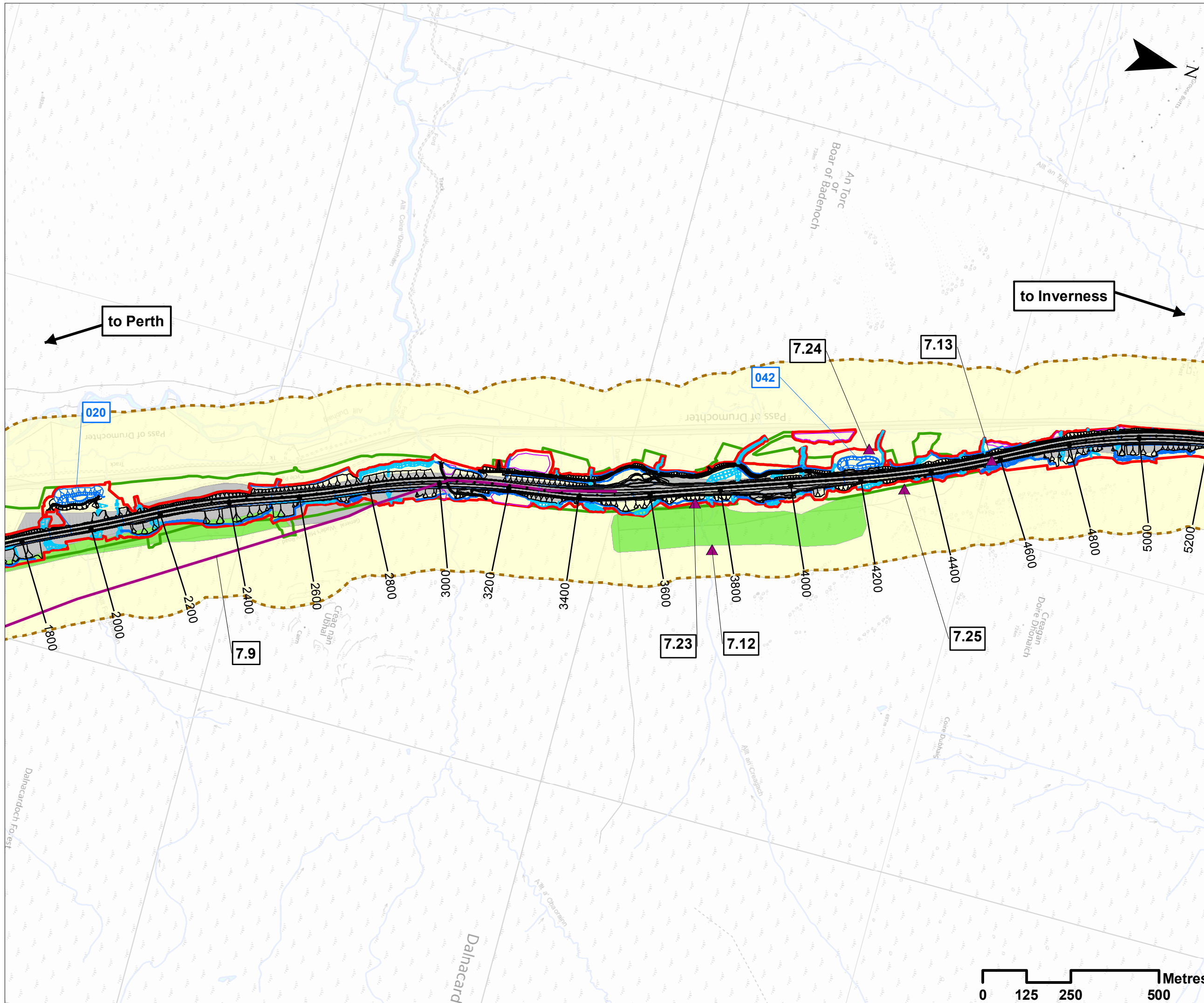
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 PROJ: 495298

DWG: A9P07-CFJ-EHR-L_ML000_ZZ-DR-EN-0001

SHEET: 2 of 5	REVISION: C01	SUITABILITY: A3
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Legend

- Proposed Scheme Detail
- Watercourse Diversions
- Drainage
- SuDS ID
- Compensatory Storage Area
- Assessment Boundary - Permanent Works
- Assessment Boundary - Temporary Works
- Cultural Heritage Study Area

Cultural Heritage Assets

- Undesignated Cultural Heritage Asset
- Undesignated Cultural Heritage Asset

Historic Landscape Type

- HLT1 - Rough Grazing
- HLT3 - Plantation
- HLT6 - Motorway

Cultural Heritage Asset ID

SCALE 1:10000

P03	S3	NOV 17	FINAL REVISIONS	EV	JF
P02	S3	SEPT 17	DESIGN UPDATE	EV	JF
P01	S3	JUN 17	DRAFT FOR COMMENT	EV	JF
REV	SUIT	DATE	DESCRIPTION	BY	APP

ch2m: FAIRHURST

CH2MHILL Fairhurst JV
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**PROJECT 7 GLEN GARRY TO DALWHINNIE EIA
ASSESSMENT PLAN
DRAWING 15.3
CULTURAL HERITAGE ASSETS
chainage 1800 to 5000**

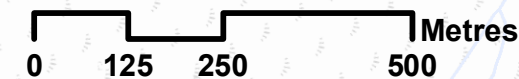
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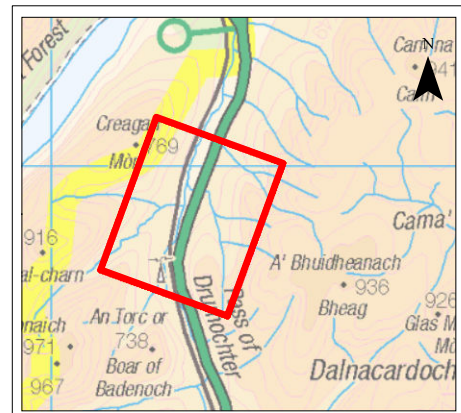
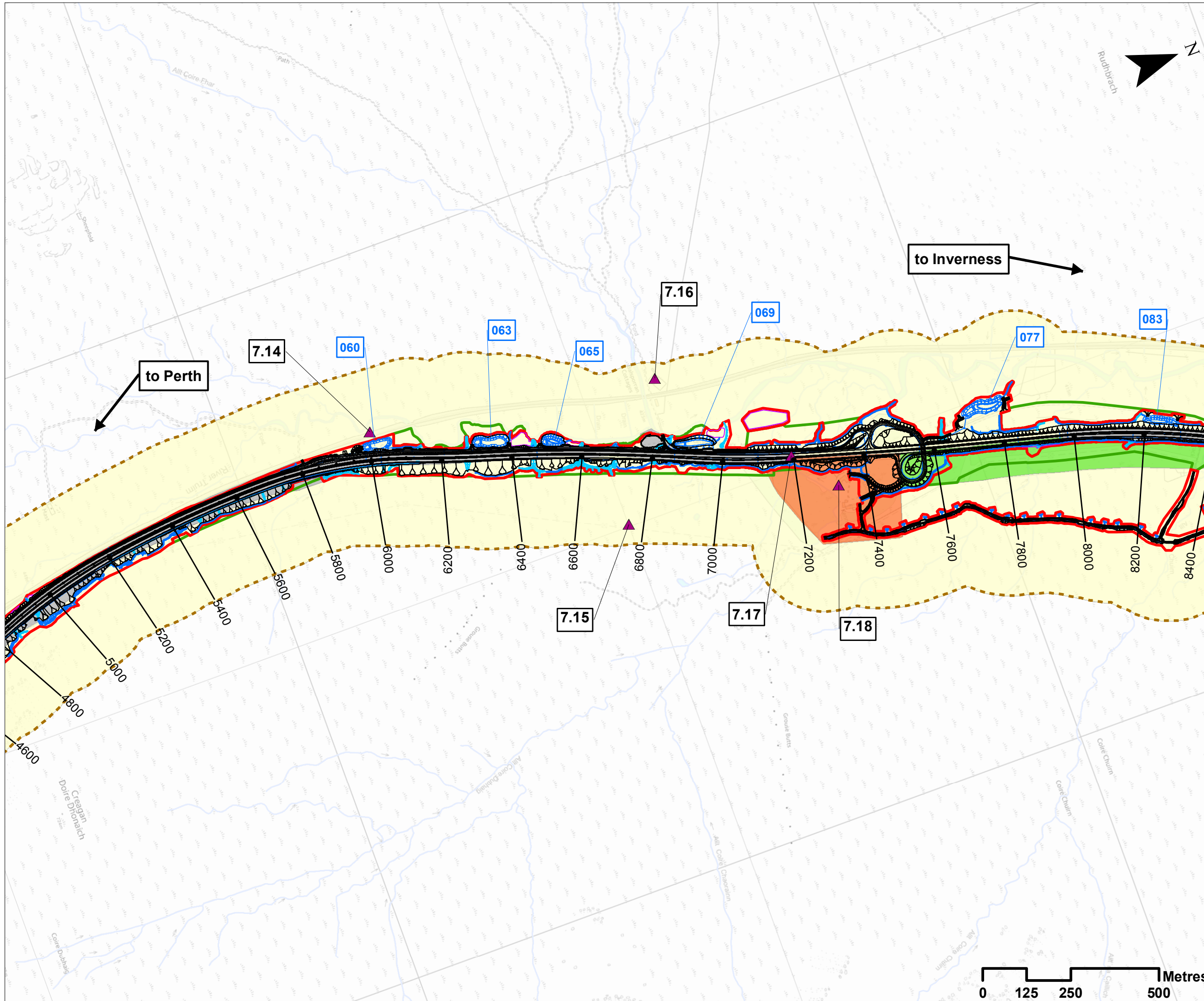
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PROJ: 495298

DWG: A9P07-CFJ-EHR-L_ML180_ZZ-DR-EN-0001

SHEET: 3 of 5	REVISION: C01	SUITABILITY: A3
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Legend

- Proposed Scheme Detail
- Watercourse Diversions
- Drainage
- SuDS ID
- Compensatory Storage Area
- Assessment Boundary - Permanent Works
- Assessment Boundary - Temporary Works
- Cultural Heritage Study Area

Cultural Heritage Assets

- Undesignated Cultural Heritage Asset

Historic Landscape Type

- HLT1 - Rough Grazing
- HLT3 - Plantation
- HLT5 - Designed Landscape
- HLT6 - Motorway

7.0 Cultural Heritage Asset ID

SCALE 1:10000

REV	SUIT	DATE	DESCRIPTION	BY	APP
P03	S3	NOV 17	FINAL REVISIONS	EV	JF
P02	S3	SEPT 17	DESIGN UPDATE	EV	JF
P01	S3	JUN 17	DRAFT FOR COMMENT	EV	JF

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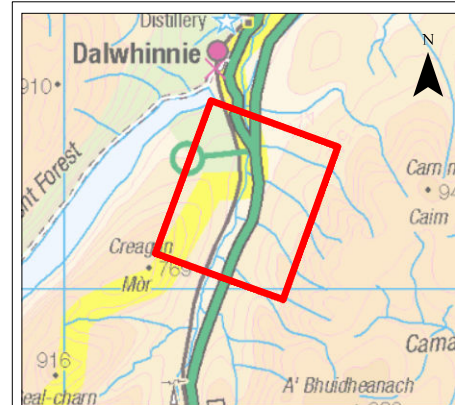
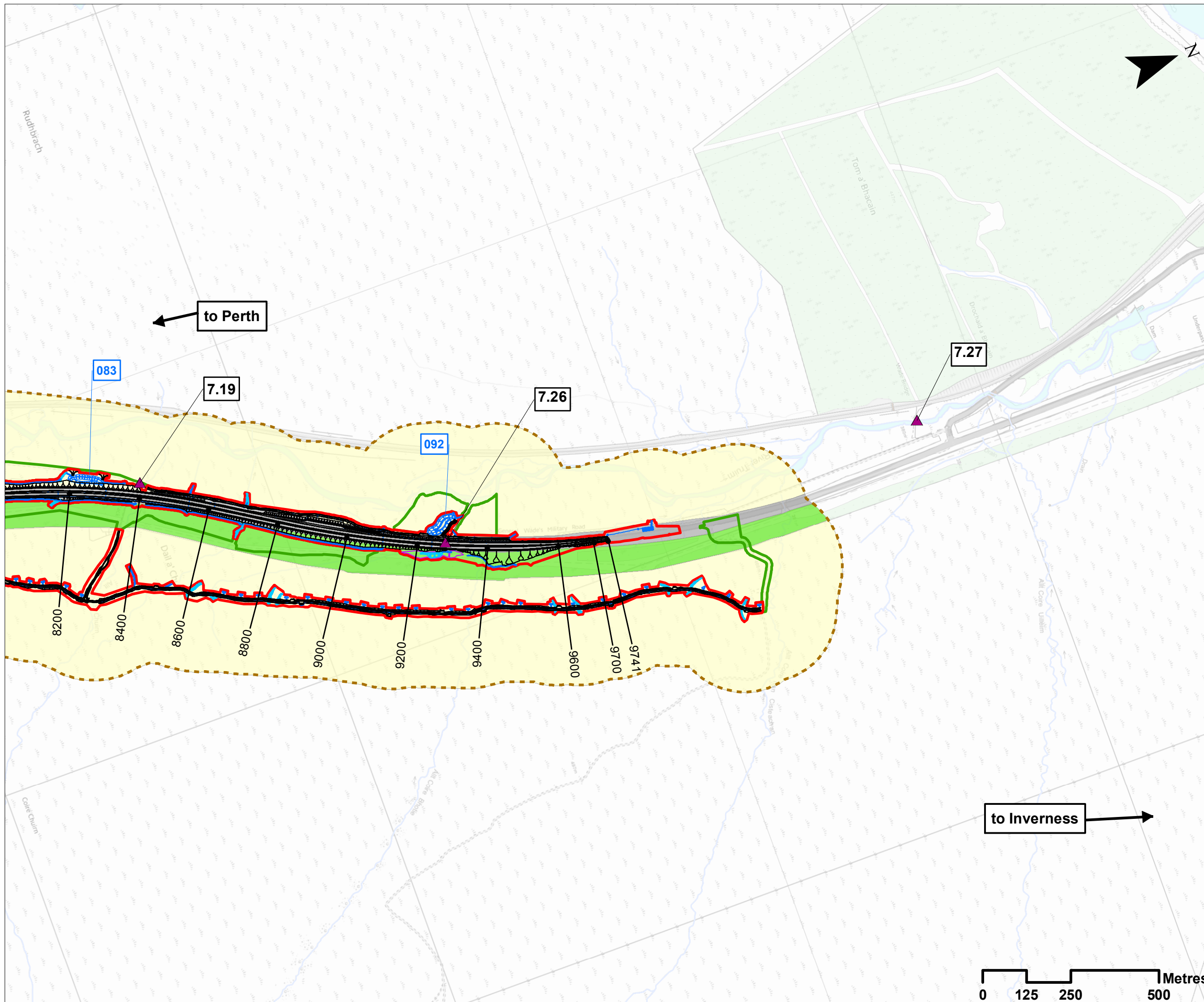
PROJECT 7 GLEN GARRY TO DALWHINNIE EIA ASSESSMENT PLAN DRAWING 15.4 CULTURAL HERITAGE ASSETS chainage 5000 to 8200

DESIGN: AM	DRAWN: EV	CHK: GG	APP: JF
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DATE: 27/11/2017
 PROJ: 495298
 DWG: A9P07-CFJ-EHR-L_ML500_ZZ-DR-EN-0001

SHEET: 4 OF 5	REVISION: C01	SUITABILITY: A3
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Legend

- Proposed Scheme Detail
- Watercourse Diversions
- Drainage
- SuDS ID
- Compensatory Storage Area
- Assessment Boundary - Permanent Works
- Assessment Boundary - Temporary Works
- Cultural Heritage Study Area

Cultural Heritage Assets

- Undesignated Cultural Heritage Asset

Historic Landscape Type

- HLT1 - Rough Grazing
- HLT3 - Plantation
- HLT6 - Motorway

7.0 Cultural Heritage Asset ID

SCALE 1:10000

REV	SUIT	DATE	DESCRIPTION	BY	APP
P03	S3	NOV 17	FINAL REVISIONS	EV	JF
P02	S3	SEPT 17	DESIGN UPDATE	EV	JF
P01	S3	JUN 17	DRAFT FOR COMMENT	EV	JF

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**PROJECT 7 GLEN GARRY TO DALWHINNIE EIA
ASSESSMENT PLAN
DRAWING 15.5
CULTURAL HERITAGE ASSETS
chainage 8200 to 9741**

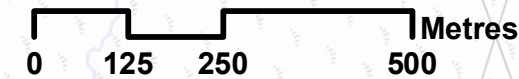
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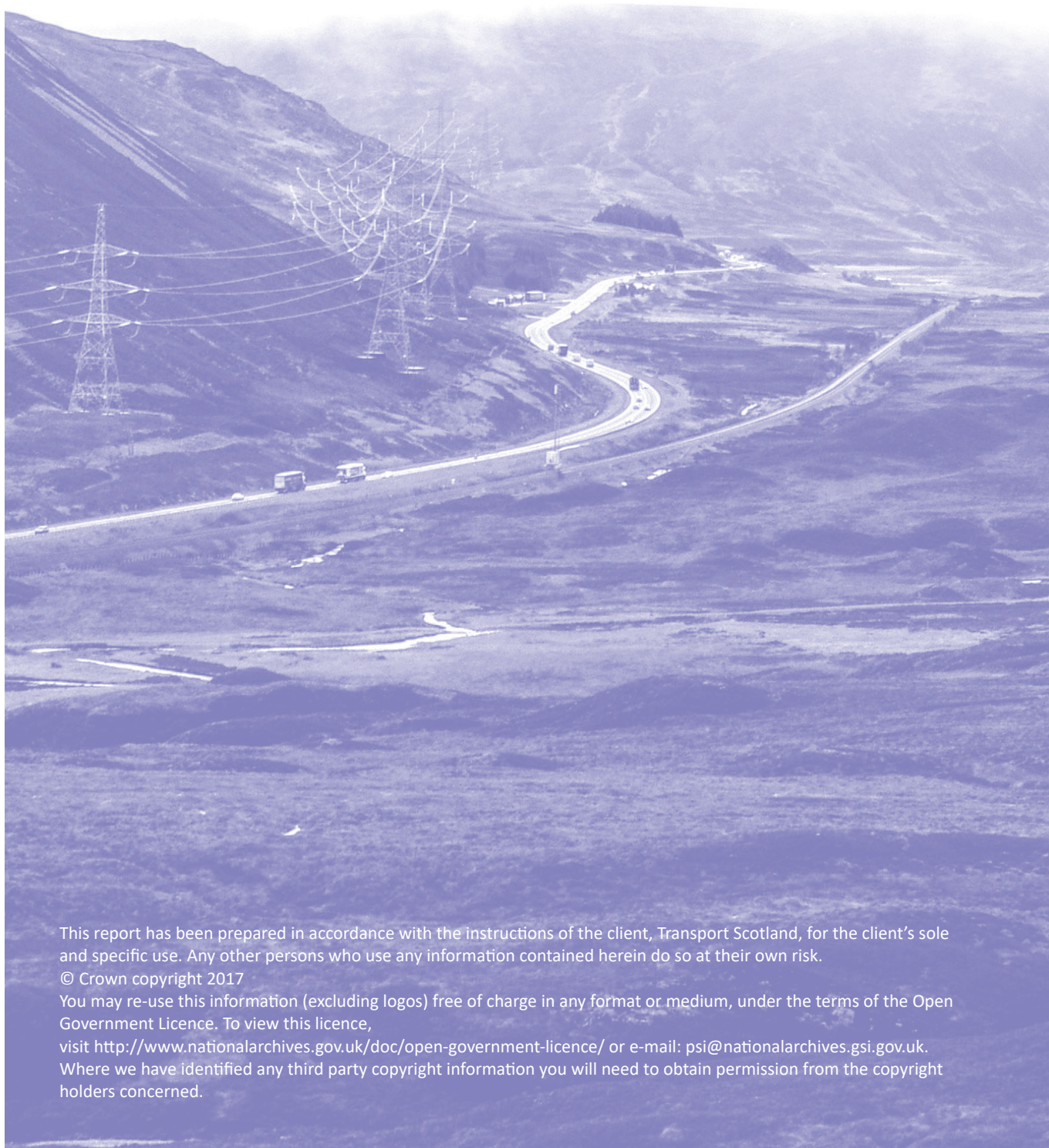
DATE: 27/11/2017

PROJ: 495298

DWG: A9P07-CFJ-EHR-L_ML820_ZZ-DR-EN-0001

SHEET: 5 OF 5	REVISION: C01	SUITABILITY: A3
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