

# Appendix 15.1

## Cultural Heritage Desk Based Survey

## Contents

<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	Aims of the report	1
1.2	The historic environment	1
1.3	Methodology	1
<b>2</b>	<b>Archaeological and Historical Background</b>	<b>4</b>
2.1	Early Prehistoric – Palaeolithic and Mesolithic	4
2.2	Later Prehistoric	5
2.3	Medieval	6
2.4	Post medieval to Modern	6
<b>3</b>	<b>Baseline Conditions</b>	<b>7</b>
3.1	Archaeological remains	8
3.2	Historic buildings	9
3.3	Historic landscapes	10
<b>4</b>	<b>References</b>	<b>11</b>
<b>5</b>	<b>Gazetteer</b>	<b>12</b>
<b>6</b>	<b>Historical Map Analysis</b>	<b>27</b>

## Tables

Table 1.3.1:	The value of cultural heritage assets	3
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## Figures

Figure 3.3.1:	Roy Highlands 1747-52: Wade Bridge and Dalwhinnie	27
Figure 3.3.2:	Roy Highlands 1747-52: Presmuchrach and Dallanach	28
Figure 4.1.3:	Roy Highlands 1747-52: Crubanmore	28
Figure 4.1.4:	OS 6" 1843-1882: Wade Bridge	29
Figure 4.1.5:	OS 6" 1843-1882: Lechden	29
Figure 4.1.6:	OS 6" 1843-1882: Dailgleannich (Dallanach)	30
Figure 4.1.7:	OS 6" 1843-1882: Crubinmore (Crubenmore) and Drochaid a' Chrubain Mhoir (Crubenmore Bridge)	30
Figure 4.1.8:	OS 6" 1888 – 1913: Dalwhinnie Distillery	31
Figure 4.1.9:	OS 6" 1888 – 1913: Lechden	31
Figure 4.1.10:	OS 6" 1888 – 1913: Dallanach	32
Figure 4.1.11:	OS 6" 1888 – 1913: Wade's Military Road to the NE of Dallanach	32

## 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 Design Manual for Roads and Bridges (DMRB) Stage 3 Environmental Impact Assessment (EIA) for Project 8 – Dalwhinnie to Crubenmore. The aim of this report is to collate and assess existing information on the cultural heritage baseline of the study area and set this information out in its context. The archaeological and historical background has therefore used the known archaeology of a wider area within the Highlands to place the study area within 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, para 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 survey 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 assessed for potential visual 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)
  - The Highland Archive Centre in Inverness
  - The National Library of Scotland – historical maps
  - Historic Environment Scotland (HES) – information on designated heritage assets (Scheduled Monuments, Listed Buildings, Registered Parks and Gardens, Battlefields and World Heritage Sites)
  - Cultural heritage assets recorded on Canmore
  - Walkover surveys undertaken by AB Heritage in August 2015
  - An asset inspection survey undertaken by CH2M Fairhurst Joint Venture (CFJV) in February 2017
  - HLAmapping (Scotland’s Historic Land-use Assessment)

### Assessment of Value

- 1.3.5 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 1.3.1** below.
- 1.3.6 To inform the assessment of value of the cultural heritage assets (see **Table 1.3.1** 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 1.3.1: The value of cultural heritage assets

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

## 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 8,100 BC.
- 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 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 within the wider area, close to Loch Insh, there are recorded find spots of lithic artefacts of likely Mesolithic date (THC HER: MHG4450 and MHG3138).
- 2.1.7 The potential therefore exists for as yet unrecorded archaeological remains from the Mesolithic to be present within area, particularly in areas surrounding open water bodies, 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

- 2.2.1 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.
- 2.2.2 None of these monuments have been recorded within the Project 8 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).
- 2.2.3 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

- 2.2.4 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.
- 2.2.5 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).
- 2.2.6 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.
- 2.2.7 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).
- 2.2.8 Another site type associated with the Iron Age is the souterrain, a good example of which is within the study area at northern end of the Central section 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).

- 2.2.9 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 study area and wider environs remained predominantly rural, and 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

- 2.4.1 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.
- 2.4.2 Due to the exposed upland nature of the area through which Project 8 is located, its use for arable agriculture, and more especially cereals, has always been restricted.
- 2.4.3 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) Presmurchach (Canmore ID: 24615), Lynchat (Canmore ID: 14072) and Dunachtonmore (Canmore ID: 77229).
- 2.4.4 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 8, with the Lechden shielings (Canmore ID: 24611) 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

- 2.4.5 During the 18<sup>th</sup> 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.
- 2.4.6 This was in response to an enquiry conducted by the government after claims that the garrisons were wrongly sited and that the troops were unable to pursue Highlanders across the rugged mountainous terrain. There were also claims that only loyal Highlanders gave up arms as part of the Disarming Act of 1716. While there were roads through the Highlands prior to Wades arrival, they were narrow and would not have been fit for the rapid deployment of troops and wheeled vehicles. Wade began a programme of improving major lines of north-south communication (Farquharson 2011).
- 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 18<sup>th</sup> 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-19<sup>th</sup> 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 19<sup>th</sup> 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-19<sup>th</sup> 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 11 archaeological remains, 10 historic buildings and six historic landscape types have been identified. These comprise:
- 5 heritage assets of Medium value
  - 16 heritage assets of Low value
  - 6 heritage assets of Negligible value

Medium sensitivity cultural heritage assets include three Category B Listed Buildings and one Category C Listed Building.

- 3.1.2 The numbering of cultural heritage assets in this report is prefixed with the A9 Dualling project number (8) for archaeological remains and historic buildings, and with HLT for historic landscapes.
- 3.1.3 The Project 8 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 to 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 (**Figures 6.1.1 to 6.1.11**).

## 3.2 Archaeological Remains

### Post Medieval to Present Day

- 3.2.2 The earliest dated archaeological remains identified within the study area date from the post medieval period. The post medieval landscape of the study area is characterised by small farmsteads, smallholdings and villages, with the farming practices changing through time and rectilinear enclosures and other improvements being carried out on the predominantly moorland landscape.
- 3.2.3 The Highlands were opened up after the Jacobite rebellion of 1715, and military roads and bridges were built in the 1700s to allow the government to deploy its forces rapidly to key locations in the Highlands, keeping a presence there in case of another rebellion. Most of the 18<sup>th</sup> century military roads were built under General Wade and his successor Major Caulfeild, between 1725 and 1744, linking forts and barracks, creating an obvious military footprint on a landscape which had previously been regarded as lacking infrastructure and order.
- 3.2.4 Sections of General Wade’s Military Road, which runs from Dunkeld to Inverness (Asset 8.1) are contained within the study area. The Military Road follows the route of the existing A9 closely, until south of Dalwhinnie where it likely follows the road through Dalwhinnie. Although sections of the Military Road survive, much of the road may have been destroyed by the construction of the existing A9 and the Highland Mainline railway. The remains of metalled surfaces and a ditch near the old course of the A9 were observed during a walkover survey which may be part of, or associated with, General Wade’s Military Road. Two quarry scoops were also identified during a walkover survey, which may be associated with the Military Road. Despite its ability to aid our understanding of the post-Jacobite militarisation and opening up of the Highlands, and 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 A second post medieval road is recorded within the study area. Part of the Old Coach Road from Stirling to Inverness (Asset 8.12), built in 1860, follows an existing path line from an abandoned farmstead to south of the Bridge of Etteridge. Two sections of this road were excavated in 1974, however a walkover survey did not observe any above ground visible remains of the road or the farmstead. Although a well-understood site type, due to the ability of any surviving remains to add to our knowledge of 19<sup>th</sup> century infrastructure across this area of the Highlands, this asset has been assessed to be of Low value.
- 3.2.6 A possible march boundary is recorded within the study area between Cuaich and South Drumochter (Asset 8.6), and is marked as an alignment of stones and cairns on the first edition Ordnance Survey (OS) map and is mirrored by an existing fence; some of the boundary was identified during a site visit. The ‘Scottish Marches’ defines the Anglo-Scottish border regions, which were dissolved during the early 17<sup>th</sup> century following the Union of the Crowns of England and Scotland. An enclosure (Asset 8.10) is shown on the 1872 first edition OS map and although it is undated and its function currently not known, it may be a field enclosure. Due to its ability to

contribute to our understanding of post medieval land divisions and ownership borders locally, this asset has been assessed to be of Low value.

- 3.2.7 Settlement in the post medieval period is characterised in the study area by farmsteads and shielings. Dallanach Farmstead (Asset 8.11) was depopulated in the early 1920s and the remains of four buildings/ structures are visible above ground, constructed of turf and stone. The remains of a sheepfold near the farmstead is also visible. The shielings at Lechden (Asset 8.9) were depopulated c.1940, and are visible as turf covered banks forming oval and round enclosures with approximately 16 shieling-type structures. This comprises a farmstead, sheep fold, shieling huts and mounds. A shieling is one or more seasonal huts used during transhumance in the summer. The use of shielings and similar seasonal exploration of land appears to vary locally, sometimes with improved forms of land exploitation. In consideration of the ability of this well-preserved complex to aid our understanding of seasonal local post medieval rural Highland settlement, and transhumance practices within the Cairngorms National Park, this asset has been assessed to be of Medium value.
- 3.2.8 The remains of an undated stone built rectangular dwelling (Asset 8.19) was identified during a walkover survey. A sub-rectangular stone and turf built structure is located to the northwest. Although currently undated, this asset is likely to date from the 18<sup>th</sup> or 19<sup>th</sup> century. In consideration of its ability to contribute to our knowledge of rural Highland settlements, but lack of rarity within the region, this asset has been assessed to be of Low value.
- 3.2.9 Two turf banks (Assets 8.17 and 8.18) and a track and associated platforms (Asset 8.20) were identified during a walkover survey. Although undated, they likely date from the post medieval period. Due to their ability to contribute to our knowledge of local land division and agricultural practices, but considering the limited archaeological information likely to be retrieved from these assets, these assets have been assessed to be of Negligible value.
- 3.2.10 A channel which may have formed an overflow aqueduct for Allt Garbh (Asset 8.21) was identified during a walkover survey. This possible aqueduct may have been constructed when the railway was built in the later 19<sup>th</sup> century. Due to its ability to contribute to our understanding of 19<sup>th</sup> century land modification and local aqueduct engineering methods, this asset has been assessed to be of Low value.

### 3.3 Historic Buildings

#### Post Medieval to Present Day

- 3.3.2 The historic buildings within the Project 8 study area are composed of road bridges and aqueducts and their associated features and a war memorial, which date from the post medieval to modern periods.
- 3.3.3 The earliest recorded bridge within the study area is the 18<sup>th</sup> century Wade Bridge (Asset 8.3; 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 8.3 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 18<sup>th</sup> 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 Two bridges of local interest are also located within the study area – Cisteachan Bridge and Bhacain Bridge. Cisteachan Bridge (Asset 8.2) is a modern concrete culvert on the previous route of the A9. Bhacain Bridge (Asset 8.4) is a single span masonry bridge allowing the A889 to cross over the River Truim; two phases of construction are evident. These bridges provide information

to local infrastructure and construction methods research, and therefore have been assessed to be of Low value.

- 3.3.5 Crubenmore Bridge (Asset 8.14) is a double arched concrete Modern Movement bridge, located less than 500m north along the River Truim from Crubenmore Old Bridge (Asset 8.13), constructed in 1925-26. The bridge is one of eight bridges along the A9 designed by Sir Owen Williams and Maxwell Ayrton. Due to its association with the architects, local group value and its designation as a locally listed building, this asset has been assessed to be of Medium value.
- 3.3.6 Dalwhinnie War Memorial (Asset 8.5) is a First World War and Second World War memorial located in Dalwhinnie, at the junction between the A889 and a minor road leading to the railway station. It was likely to have been relocated here but its original location is not confirmed but may have been southeast of its current location. War memorials form an important part of a locality's cultural heritage and connect the area with global remembrance. Due to its importance to the local society as a commemoration memorial, this asset has been assessed to be of Low value.
- 3.3.7 The Truim aqueduct (Asset 8.8) on the Dalwhinnie estate was built by Balfour Beatty in 1928, and forms part of the river management on the estate. Due to its local interest as part of the estate management, this asset has been assessed to be of Low value. Two stone and concrete dams (Assets 8.15 and 8.16) were identified during a walkover survey and appear to be associated with the Truim Aqueduct. Due to this association, these assets have been assessed to be of Low value.

## 3.4 Historic Landscapes

### Post Medieval to Present Day

- 3.4.2 There are six Historic Landscape Types (HLT) in the study area, all of which belong to the post-medieval period.
- 3.4.3 The study area lies within the Cairngorms National Park which was established in 2003. The boundary was extended in 2010 to include the Perth and Kinross region. The National Park includes the Cairngorms mountains and surrounding hills.
- 3.4.4 Moorland rough grazing (HLT1) is the most extensive Historic Landscape Type within the study area and within the Cairngorms National Park. 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 traces of pre-19<sup>th</sup> century agriculture and settlement and archaeological landscapes are likely to survive in this landscape type. In consideration of the limited potential for buried archaeological remains due to lack of development and a defined 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.
- 3.4.5 Rectilinear fields and farms (HLT4) evolved from the enclosure of arable land, and building of slate roofed farm steadings and associated buildings, as part of agricultural improvements in the 18<sup>th</sup> and 19<sup>th</sup> centuries. This organisation of the landscape reflects broader socio-economic changes in the Highlands during this period, and provides information about changes in agricultural practices and settlement. In consideration of this, and the lack of rarity of this landscape type in the region, this asset has been assessed to be of Low value.
- 3.4.6 Designed landscapes (HLT5) around country houses and castles have been developed since the 17<sup>th</sup> 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 was identified as part of the formal gardens around Crubenmore Lodge. This Historic Landscape Type could aid our understanding of the formalising and redevelopment of estate gardens and grounds since the 17<sup>th</sup> century across the region, and therefore this asset has been assessed to be of Low value.

- 3.4.7 A total of three historic landscapes of negligible value were identified within the study area.
- 3.4.8 A reservoir water body (HLT2) was identified within the study area containing a dam on the River Truim, west of Loch Erich reservoir to the south of Dalwhinnie. This asset is a well-understood feature and therefore has been assessed to be of Negligible value.
- 3.4.9 Forestry plantations (HLT3) 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 18<sup>th</sup> and 19<sup>th</sup> centuries, such as those of the Dukes of Atholl who concentrated on the creation of extensive plantations of larch. Modern plantation is well-understood with limited time depth and therefore this asset, which is found in several locations within the study area, has been assessed to be of Negligible value.
- 3.4.10 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.

## 4 References

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## 5 Gazetteer

<b>Asset Number</b>	8.1
<b>Asset Name</b>	Wade's Military Road
<b>NGR</b>	NN63948223
<b>Chainage</b>	20630
<b>Type</b>	Military road
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	MHG34260
<b>Canmore ID</b>	138904
<b>Value</b>	Low
<b>Period</b>	Post medieval
<b>Description</b>	<p>The military road follows the modern road quite closely until reaching the restored military bridge on the left at NN 6388 8277 (NN68SW 1), just over a mile S of Dalwhinnie. This two-arch bridge is located about 100 yards upstream from the present bridge. However, there are no signs of the road beyond this point. Later developments, especially the construction of the railway, have obliterated any traces of it. The road then ascends to a level slightly higher than the railway, then descends to the Dalwhinnie Hotel (Salmond 1938), formerly a kingshouse (Taylor 1976) at NN 6368 8428 (NN68SW 11), of which Wade built the S part. It is uncertain whether the river was merely forded or whether another bridge was constructed leading into the hotel. There is a possibility that the road may have headed straight for Dalwhinnie School (J and A Baker 1982). The military road then heads N following the old A9, now an unclassified minor road, to the W of the River Truim.</p> <p>J B Salmond 1938; W Taylor 1976; J and A Baker 1982.</p> <p>NN 6305 8000 to NN 6332 8070 superseded modern road on line of Wade's road.</p> <p>NN 6332 8070 to NN 6393 8215 modern road on line of Wade's road.</p> <p>NN 6393 8215 to NN 6394 8275 superseded modern road on line of Wade's road.</p> <p>NN 6394 8275 to NN 6384 8283 grass-covered track 4m-7m average width.</p> <p>NN 6388 8277 double arch Wade bridge (NN68SW 1).</p> <p>NN 6384 8283 to NN 6386 8308 no trace.</p> <p>NN 6386 8308 to NN 6378 8341 slight grass covered track. Largely obscured by overburden from road building.</p> <p>NN 6378 8341 to NN 6375 8499 modern road on course of - confirmed.</p> <p>Visited by OS June 1969 and February 1979.</p> <p>A little further N, beyond the restored military bridge at NN 6388 8277 (NN68SW 1), the military road crosses the modern road, in this section apparently following a line now taken by the railway line. On each side of the bridge a short portion of grass covered track is visible. It is believed that the Wade road follows the line of the modern tarmac road through Dalwhinnie.</p> <p>M.Logie (Highland Council) 1997; NMRS MS 1007/2. [1] [2]</p> <p>Remains of a ditch and possible remains of a metalled surface which formed Wades's Military Road were observed to the west of the cycle track which follows the old course of the A9. The ditch was located 3.5 m from the west edge of the cycle track and was orientated north/south, parallel to the cycle track. It was 2 m wide with a v-shaped profile and cut into a slope which dropped from the east to the west. The slope made the east side 0.5 m high and the west side 0.25 m high. Sub-rounded stones were visible on the sloping sides of the ditch. Between the ditch and cycle track the possible remains of a metalled surface of small stones was observed. (NN 63941 82299 to NN 63940 82251)</p> <p>North/south orientated linear ditch located around 4 m to the west of the cycle track. It is likely to have been a ditch located on the west side and associated with Wade's Military Road. The ditch was V-shaped in profile and 2 m across. It was cut into ground which was sloping down to the west. The east side of the ditch was 0.5 m high and the west side was 0.25 m high. The vegetation in the area was fairly long rough grass which obscured much of the</p>



	<p>surface. Some stone was visible on the sides of the ditch. (NN 63849 81773 to NN 63869 81856)</p> <p>Quarry scoop adjacent to and likely to be associated with Wade's Military Road. This feature is oval in shape and measures c. 5 m by 4 m in plan with a depth of up to 1.2 m. It had fairly steep sloping sides and some stones were exposed in the sides of the feature. These were stones which made up the alluvium in the floodplain. The base of the feature was waterlogged. (NN 63860 81847)</p> <p>Possible quarry scoop excavated into a ridge on the edge of the floodplain of the River Truim and adjacent to the cycle track which follows the route of the former A9. It was roughly circular in shape and measured 8 m in width and was 1.8 m deep. It had steeply and evenly sloping sides and a pointed base. Rounded stones of up to 0.3 m diameter were exposed in the sides of the feature. (NN 63917 82646)</p> <p>Possible section of Wade's Road orientated northnortheast/southsouthwest. Track is 4m wide flanked by turf banks on either side. The turf banks are 1.5m wide and 0.4m high. The track is flat on its surface from NN 63218 80494 to NN 63291 80602. Heather up to 0.35m high is covering the feature and is cut by old A9 at south end minor road and new A9 at north end. (NN 6394 8223) [3]</p>
<b>References</b>	<p>[1] The Highland Council Historic Environment Record</p> <p>[2] Canmore</p> <p>[3] AB Heritage walkover survey August 2015</p>

<b>Asset Number</b>	8.2
<b>Asset Name</b>	Cisteachan Bridge
<b>NGR</b>	NN63938237
<b>Chainage</b>	20770
<b>Type</b>	Bridge
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	MHG4494
<b>Canmore ID</b>	24624
<b>Value</b>	Low
<b>Period</b>	Modern
<b>Description</b>	<p>No description [1] [2]</p> <p>Noted in THC HER as an undated 'bridge' which is depicted on the OS 1975; 1:10,000 map. Present condition is a modern concrete culvert with previous route of A9 crossing it. [3]</p>
<b>References</b>	<p>[1] The Highland Council Historic Environment Record</p> <p>[2] Canmore</p> <p>[3] AB Heritage walkover survey August 2015</p>

<b>Asset Number</b>	8.3
<b>Asset Name</b>	Wade Bridge
<b>NGR</b>	NN63888278
<b>Chainage</b>	21200
<b>Type</b>	Bridge
<b>Designation</b>	Category B Listed Building
<b>HES Reference</b>	LB7665
<b>HER Reference</b>	MHG4492
<b>Canmore ID</b>	24622

<b>Value</b>	Medium
<b>Period</b>	Post medieval
<b>Description</b>	<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>
<b>References</b>	<p>[1] Historic Environment Scotland</p> <p>[2] The Highland Council Historic Environment Record</p> <p>[3] Canmore</p>

<b>Asset Number</b>	8.4
<b>Asset Name</b>	Bhacain Bridge
<b>NGR</b>	NN63888301
<b>Chainage</b>	21415
<b>Type</b>	Bridge
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	MHG4493
<b>Canmore ID</b>	24623
<b>Value</b>	Low
<b>Period</b>	
<b>Description</b>	<p>No description [1] [2]</p> <p>Single span masonry bridge over River Truim carrying A889. This bridge is constructed of squared and dressed granite blocks which measure up to 1 m by 0.5 m. There are two phases of building evident, of which the east side appears to be later. The west side is c. 6 m wide. The east side is c. 3 m wide and is rendered with concrete on its underside and some of the east face. There is stone revetment on the bank on the north side of the River Truim west and east of the bridge. [3]</p>
<b>References</b>	<p>[1] The Highland Council Historic Environment Record</p> <p>[2] Canmore</p> <p>[3] AB Heritage walkover survey August 2015</p>

<b>Asset Number</b>	8.5
<b>Asset Name</b>	Dalwhinnie War Memorial
<b>NGR</b>	NN6370684853
<b>Chainage</b>	21330
<b>Type</b>	War memorial
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	MHG23430
<b>Canmore ID</b>	110489
<b>Value</b>	Low



<b>Period</b>	Modern
<b>Description</b>	No description [1] This war memorial was probably moved to a new location. Now NN68SW 18 [2] The war memorial was identified as now being located within Dalwhinnie village. [3]
<b>References</b>	[1] The Highland Council Historic Environment Record [2] Canmore [3] Survey by CFJV February 2017

<b>Asset Number</b>	8.6
<b>Asset Name</b>	Possible march boundary between Cuaich and S Drumochter
<b>NGR</b>	NN65258282
<b>Chainage</b>	22100
<b>Type</b>	Boundary marker
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	MHG53598
<b>Canmore ID</b>	
<b>Value</b>	Low
<b>Period</b>	Post medieval
<b>Description</b>	An alignment of 'stones' and 'cairns' is marked on the 1st edition Ordnance Survey mapping. Some of these were recorded during a site visit. The alignment is followed by a modern fence line [1]
<b>References</b>	[1] The Highland Council Historic Environment Record

<b>Asset Number</b>	8.7
<b>Asset Name</b>	Dalwhinnie Distillery and Bonded Warehouse
<b>NGR</b>	NN63808540
<b>Chainage</b>	22650
<b>Type</b>	Distillery
<b>Designation</b>	Category B Listed Building
<b>HES Reference</b>	LB6898
<b>HER Reference</b>	MHG4662
<b>Canmore ID</b>	24621
<b>Value</b>	Medium
<b>Period</b>	Post medieval
<b>Description</b>	Distillery; circa 1890, repaired after fire damage, 1919. 2-storey brick and rubble range, all whitewashed. Complex comprises pair malt kilns with traditional swept and piended slated roofs terminating in capped pagoda louveres. Also malt barn, mash house, tun room and still house. Slated roofs with ridge ventilators. Bonded warehouses; late 19th century single storey L-plan range of white-washed warehouses; slate roofs. Listing does not include new office block nor any distillery dwelling houses. Parish boundary with Kingussie parish passes through village to south of distillery [1] No description [2] Distillery, Dalwhinnie, late 19th century. A neat range of two-storey buildings, with two handsome malt kilns. J R Hume 1977. Following the inclusion of Dalwhinnie as one of United Distillers' 'Classic Malts', the company invested

	heavily in the distillery's visitor facilities in the 1990s. In order to enhance its visual appearance and attract visitors passing along the A9, the kiln pagodas were covered with lacquered copper, and the still-house vertical condenser units were replaced with traditional wooden worm tubs in 1994, the work being completed by R G Abercrombie of Alloa. An additional photographic survey was carried out in 2002 in order to record these changes [3]
<b>References</b>	[1] Historic Environment Scotland [2] The Highland Council Historic Environment Record [3] Canmore

<b>Asset Number</b>	8.8
<b>Asset Name</b>	Truim Aqueduct
<b>NGR</b>	NN64968595
<b>Chainage</b>	24621
<b>Type</b>	Aqueduct
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	MHG37722
<b>Canmore ID</b>	205479
<b>Value</b>	Low
<b>Period</b>	Modern
<b>Description</b>	No description [1] Architects: Balfour Beattie. 1928 [2] This is a concrete lined aqueduct which is part of SSE's Tummel Valley Hydro Scheme. It leads from Cuaich power station and discharges into Loch Ericht. It is a concrete lined aqueduct with an access track on its north side. Stone-lined overflow for Truim Aqueduct. This is a curvilinear channel is aligned northeast/southwest and approximately 50 m long. It branches off of the main part of the Truim aqueduct at its northeast end. It is approximately 4 m wide at the top of slope tapering in to a flat base which is 2 m wide. The sides are gently sloping and around 1 m high. It is stone lined and constructed with steps which have a drop of 0.2 at its northeast end. At its southwest end there are steps formed by gabien baskets of stones and there is a sump at its southwest terminal. This feature is very overgrown with some small birch trees regenerating within it. [3]
<b>References</b>	[1] The Highland Council Historic Environment Record [2] Canmore [3] AB Heritage walkover survey August 2015

<b>Asset Number</b>	8.9
<b>Asset Name</b>	Lechden Shielings
<b>NGR</b>	NN65108660
<b>Chainage</b>	25230
<b>Type</b>	Shieling settlement
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	MHG4489
<b>Canmore ID</b>	24611
<b>Value</b>	Medium
<b>Period</b>	Undated

<b>Description</b>	<p>At the relatively modern farmstead of Lechden, according to the local farmer, depopulated circa 1940, in the area centred at NN 651866 overlooking the River Truim at about 1150 ft OD, there are sixteen shieling- type structures. They are visible as turf covered banks about 0.5m high forming oval and round enclosures varying in size from 5.0m x 7.0m x 4.5m. Visited by OS (R D) 1 October 1965. [1] [2]</p> <p>This site comprises a farmstead, sheep fold and shieling huts and mounds some of which lie within the 50 m buffer zone and some of which lie outwith this buffer. Descriptions follow for the 10 structures, sheepfold and bank within the 50 m buffer zone. Further remains were present outwith the 50 m buffer and should also be considered if there is to be any impact on this site. Structure 1 is centred on NN 65211 86546 and is noted on the modern OS map as a shieling. It can be identified on the CH2M AP but is indicated on the ground by a change in vegetation with no other discernable features. Structure 2 is centred on NN 65188 86489 and is noted on the modern OS map as a shieling. It can be identified on the CH2M AP but is indicated on the ground by a change in vegetation with no other discernable features. Structure 3 is centred on NN 65211 86546 and is noted on the modern OS map as a shieling. It is a turf and stone bank which is circular shaped in plan with an external diameter of 5.5 m and an internal diameter of 2 m. The banks have a rounded profile and are up to 0.3 m high and the interior is fairly flat. There is an entrance in the northeast side. Structure 4 is centred on NN 65228 86559 and is noted on the modern OS map as a shieling. It comprises a raised platform area with a sub-circular shape in plan and a diameter of c. 5 m. It has a vegetation cover of low grass. On its north side the ground slopes naturally down and a slight turf bank with a semi-circular shape in plan is present. This bank has a rounded profile and is up to 0.1 m high with a width of c. 1 m. Structure 5 is centred on NN 65206 86572 and is noted on the modern OS map as a shieling. It is a circular shaped platform with a diameter of c. 3 m with a slight scoop in the centre and turf banks around the exterior. The banks are up to 0.1 m high on the interior and the platform is c. 1 m higher than the surrounding area. The banks are rounded in profile and c. 1 m wide. Structure 6 is a drystone sheepfold centred on NN 65205 86591 and is circular shape in plan. It has an internal diameter of c. 17 m with a wall which survives up to five courses, a height of up to 1 m. The wall is 1.2 m at its base and is faced with sub-rounded stones on its exterior and interior with a rubble core of sub-rounded stones up to 0.15 m diameter. It tapers in slightly towards the top where it is c. 1 m wide. An entrance measuring 1.2 m side is located in the east side. Two possible structures are noted on the interior of the sheepfold. At the east wide is a possible rectangular structure (6.1) indicated by exposed stone which is 3.5 m east/west by 3 m north/south. To the northwest of this is a circular structure of c.2 m diameter also indicated by stone. Structure 7 is a curvilinear turf and stone bank which is present for a length of c. 35 m and may have enclosed an area to the northeast of the sheepfold (Structure 6). It is rounded in profile and up to 1 m high with a width at the base of 2 m and at the top of 0.5 m. It may have extended further to the east and west and some evidence for a possible continuation is observed outwith the 50 m to the northwest. Structure 8 is a drystone wall which forms a large rectilinear shaped enclosure. It is faced on either side by sub-rounded to rounded stones up to 0.4 m in diameter with a rubble core of smaller stones. It survives up to two courses, a height of up to 0.5 m. Immediately adjacent to the sheepfold (Structure 6) and for a length of c. 22 m from this feature it has been robbed out and survives as a turf covered bank up to c. 0.15 m high. Structure 9 is centred on NN 65234 86603 and is noted on the modern OS map as a shieling. It comprises a turf bank which is sub-rectangular in plan which measures 7 m north/south by 5 m east/west externally. The bank is rounded in profile with a width of 2 m and height of 0.2 m. No obvious entrance can be seen. Structure 10 is centred on NN 65243 86591 and is noted on the modern OS map as a shieling. It comprises a turf bank which is circular in plan with an external diameter of 5 m. The bank has a rounded profile and is 2.5 m wide and up to 0.3 m high. An entrance c. 0.3 m wide is located on the north side. [3]</p>
<b>References</b>	<p>[1] The Highland Council Historic Environment Record</p> <p>[2] Canmore</p> <p>[3] AB Heritage walkover survey August 2015</p>

<b>Asset Number</b>	8.10
<b>Asset Name</b>	River Truim Enclosure
<b>NGR</b>	NN65708770
<b>Chainage</b>	26530
<b>Type</b>	Enclosure
<b>Designation</b>	None
<b>HES Reference</b>	

<b>HER Reference</b>	MHG27170
<b>Canmore ID</b>	117359
<b>Value</b>	Low
<b>Period</b>	Undated
<b>Description</b>	An enclosure is depicted on the 1st edition of the OS 6-inch map (Inverness-shire 1872, sheet cxxxi) and on the current edition of the OS 1:10000 map (1987) [1] [2]
<b>References</b>	[1] The Highland Council Historic Environment Record [2] Canmore

<b>Asset Number</b>	8.11
<b>Asset Name</b>	Dallanach Farmstead
<b>NGR</b>	NN66658832
<b>Chainage</b>	27580
<b>Type</b>	Farmstead
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	MHG4546 / MHG41770
<b>Canmore ID</b>	24616
<b>Value</b>	Low
<b>Period</b>	Post medieval
<b>Description</b>	<p>Footings of four buildings and two enclosures, 8.0 to 15.0m long, varying in height from 0.3m grass-covered footings to 0.7m walls. Also remains of a sheepfold built of railway sleepers. Depopulated early 1920's. Visited by OS 1 October 1965 [1] [2]</p> <p>A farmstead where the remains of four buildings/ structures are present. HER states it was depopulated in the 1920s. Structures 1 and 2 are adjacent to each other and located on a natural knoll. Structure 1 is centred on NN 66724 88385, is sub-rectangular shaped in plan and aligned north/south. It measures 10 m north/south by 6 m east/west externally. Its walls are constructed of turf with some stone and survive as low banks up to 0.5 m high and 2 m wide which are rounded in profile. There is a 1 m wide gap, which is likely to indicate the entrance, in the east wall. The interior surface is fairly flat with some stones and one large boulder. Structure 2 is centred on NN 66718 88372 and is sub-rectangular shaped in plan. This structure is aligned east/west and measures 9.5 m east/west by 5 m north/south externally. Its walls are constructed of turf with some stone and survive as low banks up to 0.3 m high and 2 m wide which are rounded in profile. There is a gap 1 m wide, which is likely to indicate the entrance, in the north wall. It has a fairly flat internal surface. Stone is exposed in its west wall which is located on the edge of the natural knoll and is collapsing downslope slightly. Structure 3 is centred on NN 66673 88363 and is sub-circular shaped in plan. It measures 5 m east/west by 4 m north/south externally and is located at the northwest extent of a natural knoll. Its walls are around 1.5 m wide and 0.6 m high and slope gradually down on the interior to the flat base. The west side of the knoll has stone collapse extending down its side. The structure may have extended further to the west and been truncated when the present A9 was constructed or it may have been a small structure such as a corn drying kiln. Structure 4 is centred on NN 66641 88310, is rectangular shaped in plan and aligned north/south. It has drystone walls which measure 10.5 m north/south by 4 m east/west externally, are 0.7 m wide and up to 0.5 m high. The walls comprise up to two courses of shaped granite blocks up to 0.5 m by 0.25 m by 0.3 m and smaller more roughly shaped stone. These form the internal and external faces of the walls and there is a possible rubble core. There is a 0.9 m wide entrance on the west side. It is located near a west facing slope where the ground drops to the present A9. To the southwest of this structure is a raised platform feature which is sub-circular in plan and measures c. 3.5 m in diameter. It is up to 0.3 m high on the east side and is constructed of turf and stone.</p> <p>Sheep fold which is circular in plan with a diameter of c. 26 m. This is evident as a small depression which is 0.3 m wide and 0.15 m deep with a V-shaped profile. At the east side is a pile of railway sleepers. This feature is</p>

	described in the HER as a sheep fold constructed of railway sleepers and is depicted on the second edition OS 6 inch map. [3]
<b>References</b>	[1] The Highland Council Historic Environment Record [2] Canmore [3] AB Heritage walkover survey August 2015

<b>Asset Number</b>	8.12
<b>Asset Name</b>	Crubenmore Bridge – Old Coach Road from Stirling to Inverness
<b>NGR</b>	NN67759036
<b>Chainage</b>	29970
<b>Type</b>	Road
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	MHG23792
<b>Canmore ID</b>	112220
<b>Value</b>	Low
<b>Period</b>	Post medieval
<b>Description</b>	Part of the Old Coach road of 1860 from Stirling to Inverness, which appears to follow a modern path line from an abandoned farmstead at NN 6775 9036 to just S of the Bridge of Etteridge. Two sections were excavated in 1974 across the line of the road [1] [2] No evidence of a coach road or farmsteading at this point - possible an incorrect grid ref? [3]
<b>References</b>	[1] The Highland Council Historic Environment Record [2] Canmore [3] AB Heritage walkover survey August 2015

<b>Asset Number</b>	8.13
<b>Asset Name</b>	Crubenmore Old Bridge
<b>NGR</b>	NN67659133
<b>Chainage</b>	30940
<b>Type</b>	Bridge
<b>Designation</b>	Category B Listed Building
<b>HES Reference</b>	LB7664
<b>HER Reference</b>	MHG4504
<b>Canmore ID</b>	24642
<b>Value</b>	Medium
<b>Period</b>	Post medieval
<b>Description</b>	1800-10. Substantial double span rubble bridge; pair segmental dressed rubble arch rings; splayed approaches about arches with crude long-short masonry angle detailing. Low rubble parapets; curved approach from E bank. Approximate arch span; 33'. Now by-passed Military road re-aligned between Dalwhinnie and Drumochter during programme military road alterations 1798-1813. River Truim forms boundary with Laggan Parish. Bridge repaired 1975 as a conservation project [1] Bridge also lies in Kingussie and Insh parish. NB Canmore record states that this bridge has been demolished, however it is still on the statutory list so this is dubious [2] [3] The bridge is B listed (Ref: 7664). It was viewed from Crubenmore New Bridge as access is through a private

	garden. Present condition appears as described in HER. [4]
<b>References</b>	[1] Historic Environment Scotland [2] The Highland Council Historic Environment Record [3] Canmore [4] AB Heritage walkover survey August 2015

<b>Asset Number</b>	8.14
<b>Asset Name</b>	Crubenmore New Bridge
<b>NGR</b>	NN6763491454
<b>Chainage</b>	31050
<b>Type</b>	Bridge
<b>Designation</b>	Category C Listed Building
<b>HES Reference</b>	LB50910
<b>HER Reference</b>	MHG4505
<b>Canmore ID</b>	24643
<b>Value</b>	Medium
<b>Period</b>	Post medieval
<b>Description</b>	<p>Sir Owen Williams (engineer) with Maxwell Ayrton (architect), 1925-26. Two-arched, reinforced concrete Modern Movement style bridge with distinctive faceted concrete sides and 6-sided shuttered arches. Splayed piers forming cutwater to centre and retaining walls at banks. Small parapets to road.</p> <p>Sir Owen Williams, one of the most celebrated engineers of the modern movement era of design, was commissioned to design a number of landmark bridges along the route of the A9 road in the Highlands, working with the architect Maxwell Ayrton. Designed and built between 1924 and 1928, the bridges combine imaginative aesthetics with innovative structural design in reinforced concrete. The bridges were cast in-situ, which adds to their historic significance.</p> <p>The faceted sides of this bridge (together with William's other A9 bridges at Loch Alvie and Dalnamein) may have been influenced by the Cubist movement, although there were also practical reasons for casting the concrete in this way. Williams is thought to have conceived these bridges to resemble alien forms within the landscape, yet having aged and weathered the bridges now blend quite naturally with their surroundings.</p> <p>There were eight bridges by Williams on the A9, the others being a near-identical twin arch-bridge at Loch Alvie, larger bridges at Dalmein, over the Spey near Newtonmore, and over the Findhorn at Tomatin, and a small single-span bridge also at Dalnamein (all listed separately). Small bridges at Aviemore and Brora have been remodelled and remain unlisted. The bridge is situated in Glen Truim, on the old course of the A9 to the South of the falls of Truim. It is in a poor state of repair. [1]</p> <p>"Sir Owen Williams (engineer) with Maxwell Ayrton (architect), 1925-26. Two arched, reinforced concrete Modern Movement bridge with distinctive faceted concrete sides and 6-sided shuttered arches. Splayed piers forming cutwater to centre and retaining walls at banks. Small parapets to road."</p> <p>This is one of eight bridges along the A9 designed and built by these architects between 1924 and 1928. The bridges combine imaginative aesthetics with innovative structural design in reinforced concrete, and are thought to have been designed as alien forms within the landscape. They were cast in-situ, which adds to their historic significance. The faceted sides of this bridge may have been influenced by the Cubist movement, although the design also served a practical purpose. The bridge is in a poor state of repair. [2]</p> <p>No details [3]</p> <p>The bridge is C listed (Ref: 50910). Present condition is as described in the HER. [4]</p>
<b>References</b>	[1] Historic Environment Scotland [2] The Highland Council Historic Environment Record [3] Canmore [4] AB Heritage walkover survey August 2015

<b>Asset Number</b>	8.15
<b>Asset Name</b>	Dam (1)
<b>NGR</b>	NN6407983744
<b>Chainage</b>	22150
<b>Type</b>	Dam
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Low
<b>Period</b>	Modern
<b>Description</b>	A concrete and stone dam indicated on the modern OS map and associated with the Truim Aqueduct. [1]
<b>References</b>	[1] AB Heritage walkover survey August 2015

<b>Asset Number</b>	8.16
<b>Asset Name</b>	Dam (2)
<b>NGR</b>	NN6427384864
<b>Chainage</b>	23300
<b>Type</b>	Dam
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Low
<b>Period</b>	Modern
<b>Description</b>	A stone and concrete dam associated with the Truim Aqueduct. This has a 0.6 m diameter pipe in the centre of the dam and a sluice on the north side of this. It is marked with 'INTAKE 3, CONTROL A431, PIPE A435' [1]
<b>References</b>	[1] AB Heritage walkover survey August 2016

<b>Asset Number</b>	8.17
<b>Asset Name</b>	Turf bank (1)
<b>NGR</b>	NN6669488456
<b>Chainage</b>	27700
<b>Type</b>	Boundary marker
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Negligible

<b>Period</b>	Undated
<b>Description</b>	Linear turf bank aligned north/ south with a rounded profile and a width of c. 2 m and height of 0.2 m on the west side. The ground drops to the east which gives the east side a height of 0.6 m. It is located at a redundant pylon base. [1]
<b>References</b>	[1] AB Heritage walkover survey August 2017

<b>Asset Number</b>	8.18
<b>Asset Name</b>	Turf bank (2)
<b>NGR</b>	NN6685588709
<b>Chainage</b>	28000
<b>Type</b>	Boundary marker
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Negligible
<b>Period</b>	Undated
<b>Description</b>	Curvilinear turf bank aligned roughly north/south which has a rounded profile with a width of c. 1.8 m and a height of c. 0.6 m. It extends from outwith the 50 m buffer zone adjacent of the railway at NN 66855 88709 and terminates at NN 66724 88503. Near the south end it has a width of c. 2 m and height of c. 0.4 m. This bank may have formed an enclosure and been partially destroyed by the construction of the railway. There is a gap forming a possible entrance from NN 66846 88664 to NN 66841 88656 and another from NN 66755 88569 to NN 66749 88565. [1]
<b>References</b>	[1] AB Heritage walkover survey August 2018

<b>Asset Number</b>	8.19
<b>Asset Name</b>	Stone dwelling
<b>NGR</b>	NN6705688873
<b>Chainage</b>	28280
<b>Type</b>	House
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Low
<b>Period</b>	Undated
<b>Description</b>	Remains of a stone built rectangular dwelling located on a slightly raised area on the floodplain of the River Truim which is indicated on the modern OS map. The walls are 1 m thick and up to 0.4 m high and comprise inner and outer coursed stonework and a rubble core of smaller stones. Only a single course is visible in most places due to the rough grass vegetation cover and collapsed stonework is present on the exterior and interior. The dwelling measures 18 m by 5 m externally and possible entrances are located opposite each other on the north and south sides of the structure near the east end. The interior surface is fairly flat. A possible annex is located at the west end which is square in plan and measures 3 m in length and width externally. The walls survive to a height of up to 0.2 m and have a fairly flat surface and are moss and grass covered with some stones visible. The fabric of the possible annex walls is unclear due to the vegetation cover. A further turf and stone structure which is sub-



	rectangular in plan and centred on NN 67035 88899 is located to the northwest outwith the 50 m buffer zone. [1]
<b>References</b>	[1] AB Heritage walkover survey August 2019

<b>Asset Number</b>	8.20
<b>Asset Name</b>	Track, platform
<b>NGR</b>	NN6764489558
<b>Chainage</b>	29180
<b>Type</b>	Track
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Negligible
<b>Period</b>	Undated
<b>Description</b>	A possible track and associated platforms located on a west facing slope to the east of the present A9. The track is aligned north/south, scarped into the slope and is visible for a length of c. 30 m and is around 2 m wide. It terminates at the Allt Garbh at its southern end. At the north end large stones edge the track on the west side. At NN 67633 89574 coursed stone revetment up to 3 courses (0.6 m high) is present on the west side of the track for a length of c. 3 m. To the west of the revetment is a scooped circular area cut into the slope with a diameter of c. 3 m at its base. The base is covered by loose rock. To the southeast of the revetment and upslope is a larger platform which is oval in plan and measures 9 m north/south by 4 m east/west. [1]
<b>References</b>	[1] AB Heritage walkover survey August 2020

<b>Asset Number</b>	8.21
<b>Asset Name</b>	Allt Garbh aqueduct
<b>NGR</b>	NN6753889628
<b>Chainage</b>	29200
<b>Type</b>	Aqueduct
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Low
<b>Period</b>	Post medieval
<b>Description</b>	Large channel aligned ENE/ WSW forming an overflow aqueduct for Allt Garbh which is likely to have been constructed when the railway was built. The channel has a flat base which is 3 m wide with steeply sloping sides c. 1.5 m high. To the northwest of the channel is a platform which is 2 m wide with an earthen bank to the north of this. The earthen bank rises steeply from the platform to a height of 1.5 m and has a flat surface which is 3 m wide. The northwest side of the earthen bank drops 3 m to the floodplain. It extends for a distance of approximately 150 m. [1]
<b>References</b>	[1] AB Heritage walkover survey August 2015

<b>Asset Number</b>	HLT1
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<b>Asset Name</b>	Rough grazing
<b>NGR</b>	NN6573286748
<b>Chainage</b>	22400
<b>Type</b>	Historic landscape type
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Low
<b>Period</b>	Undated
<b>Description</b>	<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.</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>
<b>References</b>	[1] HLAmap

<b>Asset Number</b>	HLT2
<b>Asset Name</b>	Reservoir
<b>NGR</b>	NN6385883464
<b>Chainage</b>	21900
<b>Type</b>	Historic landscape type
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Negligible
<b>Period</b>	Modern
<b>Description</b>	<p>Since the 19th century reservoirs of considerable size have been created in Scotland's hills by damming rivers or lochs. At first these modified or artificial water bodies were formed to provide a supply of clean drinking water to the urban conurbations of the Central Belt. Following the 2nd World War reservoirs were built across the north of the country as part of a national scheme for the provision of hydro-electric power. Many smaller highlands lochs are used for fishing their water levels being managed by the construction of small of dams and sluices.</p> <p>Some reservoirs are no longer in use. They have been drained and left as rough grazing, but the earthworks and associated features remain. [1]</p>
<b>References</b>	[1] HLAmap

<b>Asset Number</b>	HLT3
<b>Asset Name</b>	Plantation
<b>NGR</b>	NN6363283950

<b>Chainage</b>	21600
<b>Type</b>	Historic landscape type
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Negligible
<b>Period</b>	Modern
<b>Description</b>	<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>
<b>References</b>	[1] HLAmap

<b>Asset Number</b>	HLT4
<b>Asset Name</b>	Rectilinear fields and farms
<b>NGR</b>	NN6664588573
<b>Chainage</b>	27500
<b>Type</b>	Historic landscape type
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Low
<b>Period</b>	Post medieval
<b>Description</b>	<p>Agricultural improvements in the 18th and 19th centuries involved the enclosure of arable land as well as the building of slate roofed farm steadings and associated buildings. Field boundaries were designed to be rectilinear wherever possible, because it improved the efficiency of agriculture, tending to reduce unworkable corners. Recent amalgamation of these fields is common. [1]</p>
<b>References</b>	[1] HLAmap

<b>Asset Number</b>	HLT5
<b>Asset Name</b>	Designed landscape
<b>NGR</b>	NN6755191070
<b>Chainage</b>	27500
<b>Type</b>	Historic landscape type
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	

<b>Value</b>	Low
<b>Period</b>	Post medieval
<b>Description</b>	<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.</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>
<b>References</b>	[1] HLAmap

<b>Asset Number</b>	HLT6
<b>Asset Name</b>	Motorway
<b>NGR</b>	NN6446585481
<b>Chainage</b>	20400
<b>Type</b>	Historic landscape type
<b>Designation</b>	None
<b>HES Reference</b>	
<b>HER Reference</b>	
<b>Canmore ID</b>	
<b>Value</b>	Negligible
<b>Period</b>	Modern
<b>Description</b>	<p>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]</p>
<b>References</b>	[1] HLAmap

## 6 Historical Map Analysis

- 6.1.1 Historical maps were examined at the Local Studies of the AK Bell Library in Perth, the Perth and Kinross Archives and the Highland Archive Centre in Inverness. The map resource at the National Library of Scotland was also accessed.
- 6.1.2 Historical map regression was integrated into the baseline information for each cultural heritage asset. The historical maps were also examined for new asset identification; no further cultural heritage assets were identified from the historical maps. The most information maps are illustrated and discussed below.

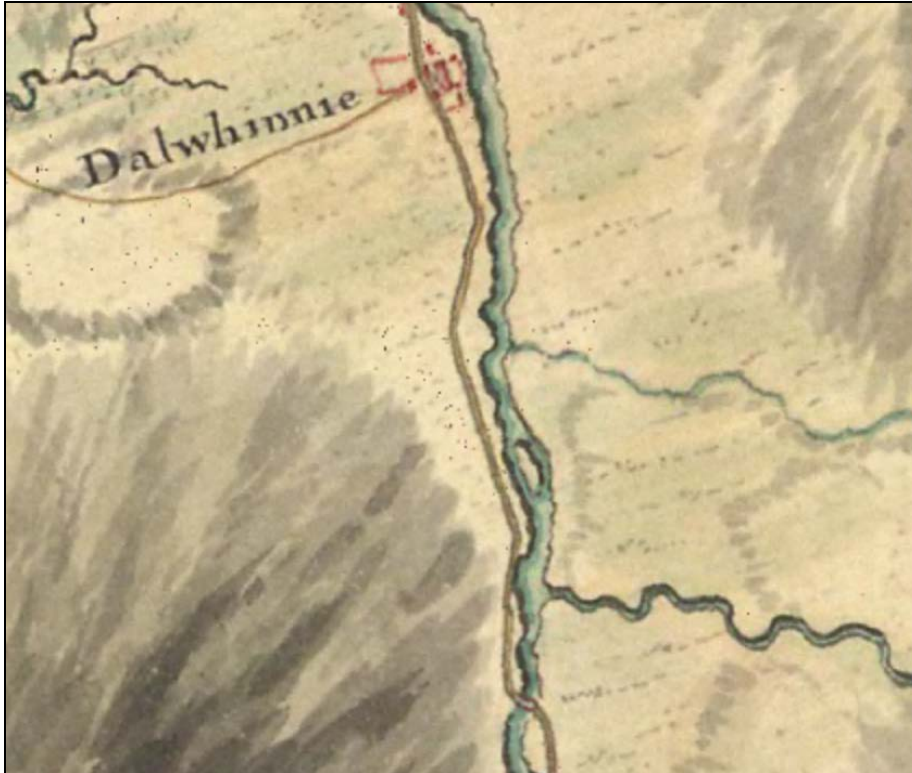


Figure 6.1.1: Roy Highlands 1747-52: Wade Bridge and Dalwhinnie  
(National Library of Scotland. Available at: <http://maps.nls.uk/>)

- 6.1.3 Wade Bridge can be seen at the bottom of the map, with the settlement of Dalwhinnie towards the top of the map. There is no evidence of any settlements elsewhere.



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

6.1.4 The settlements of Presmucharach and Dallarach are shown. Dallarach lies close to the existing A9.



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

6.1.5 The settlement of Crubanmore (Crubenmore) can be seen to the west of the River Truim. A small settlement, Gilriach is to the east of the river. Gilriach does not appear on later maps, but likely lies close to the existing A9.



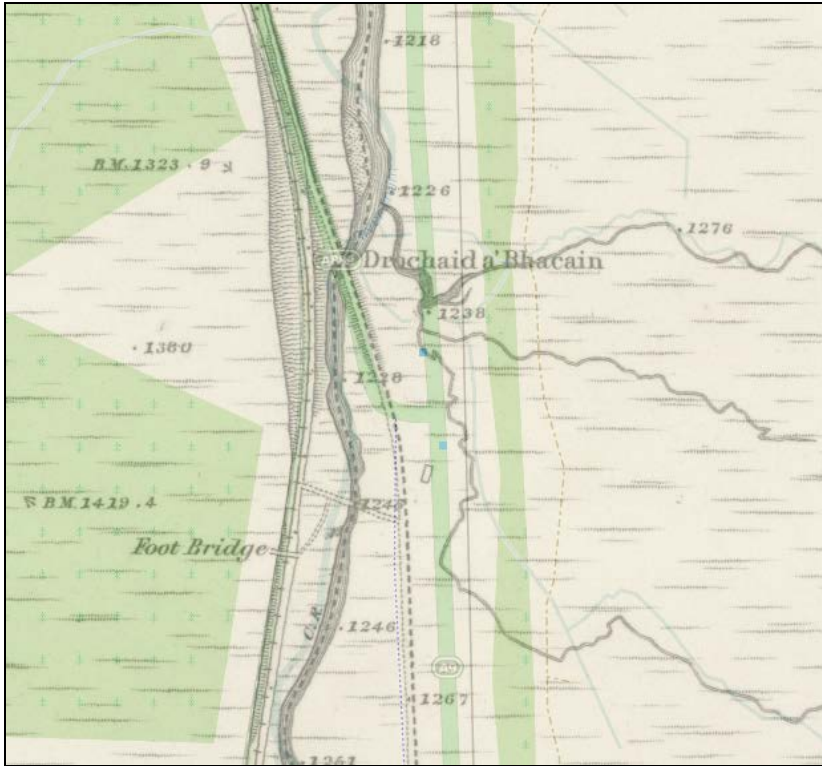


Figure 6.1.4: OS 6" 1843-1882: Wade Bridge  
 (National Library of Scotland. Available at: <http://maps.nls.uk/>)

6.1.6 Wade Bridge can be seen crossing the River Truim at the bottom of the map. The existing A9 and A889, and the Highland Mainline railway can be seen.

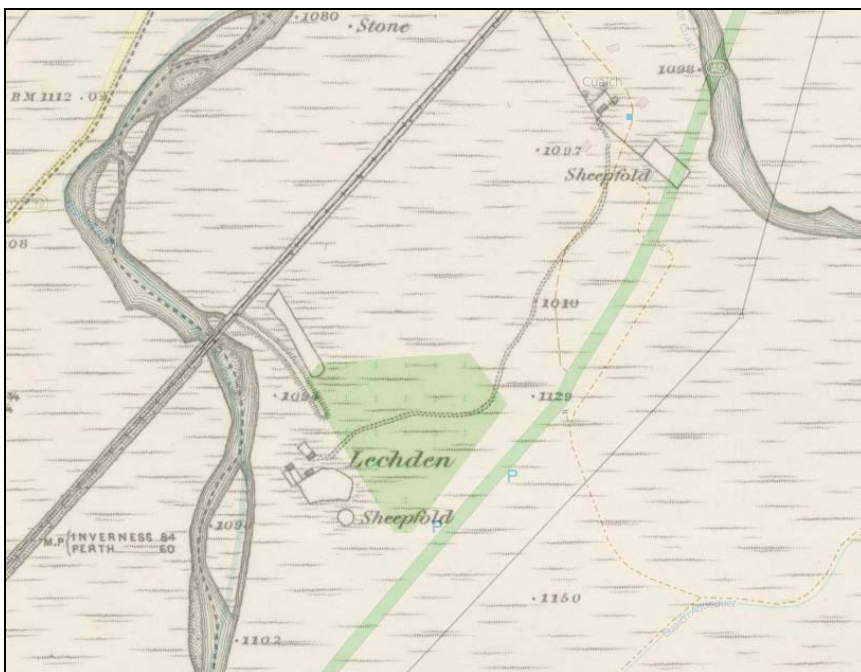


Figure 6.1.5: OS 6" 1843-1882: Lechden  
 (National Library of Scotland. Available at: <http://maps.nls.uk/>)

6.1.7 The small farmstead at Lechden and associated sheepfolds are shown close to, and on, the line of the existing A9.



Figure 6.1.6: OS 6" 1843-1882: Dailgleannich (Dallanach) (National Library of Scotland. Available at: <http://maps.nls.uk/>)

6.1.8 The existing A9 can be seen to pass through the farmstead of Dailgleannich (Dallanach). A small quarry is to the south of Dallanach, and the line of General Wade’s road runs to the north-east through Dallanach.

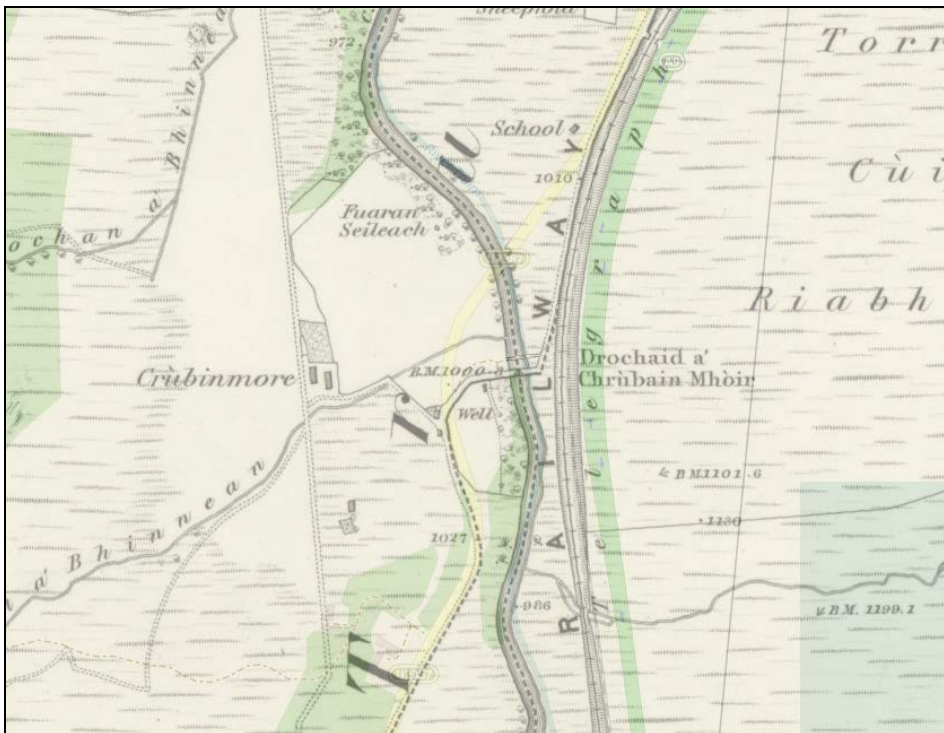


Figure 6.1.7: OS 6" 1843-1882: Crubinmore (Crubenmore) and Drochaid a' Chrubain Mhoir (Crubenmore Bridge) (National Library of Scotland. Available at: <http://maps.nls.uk/>)



- 6.1.9 Crubenmore Bridge is shown crossing the River Truim. The settlement of Crubinmore is shown as two houses with associated field system.

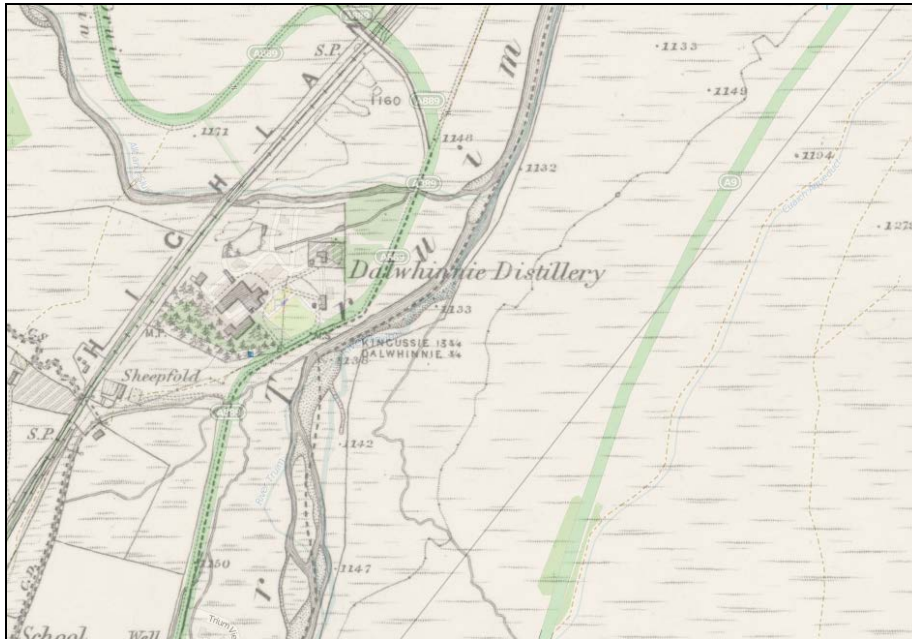


Figure 6.1.8: OS 6" 1888 – 1913: Dalwhinnie Distillery  
(National Library of Scotland. Available at: <http://maps.nls.uk/>)

- 6.1.10 The Speyside Distillery, opened in 1897 and closed in 1898. It re-opened as Dalwhinnie Distillery in 1905.

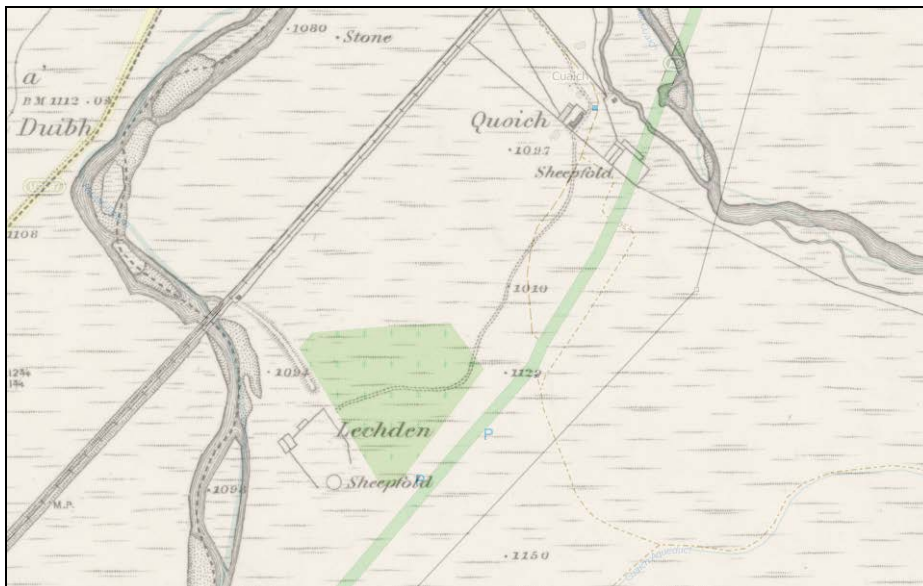


Figure 6.1.9: OS 6" 1888 – 1913: Lechden  
(National Library of Scotland. Available at: <http://maps.nls.uk/>)

- 6.1.11 Lechden farmstead and Quoich (Cuaich) farmsteads and sheepfolds are shown close to, and on the line of the existing A9.



Figure 6.1.10: OS 6" 1888 – 1913: Dallenach  
(National Library of Scotland. Available at: <http://maps.nls.uk/>)

6.1.12 A small quarry can be seen at the bottom of the map; Dallenach farmstead has reduced in size since the previous OS map. Part of General Wade’s Road is located just to the south of the existing A9.

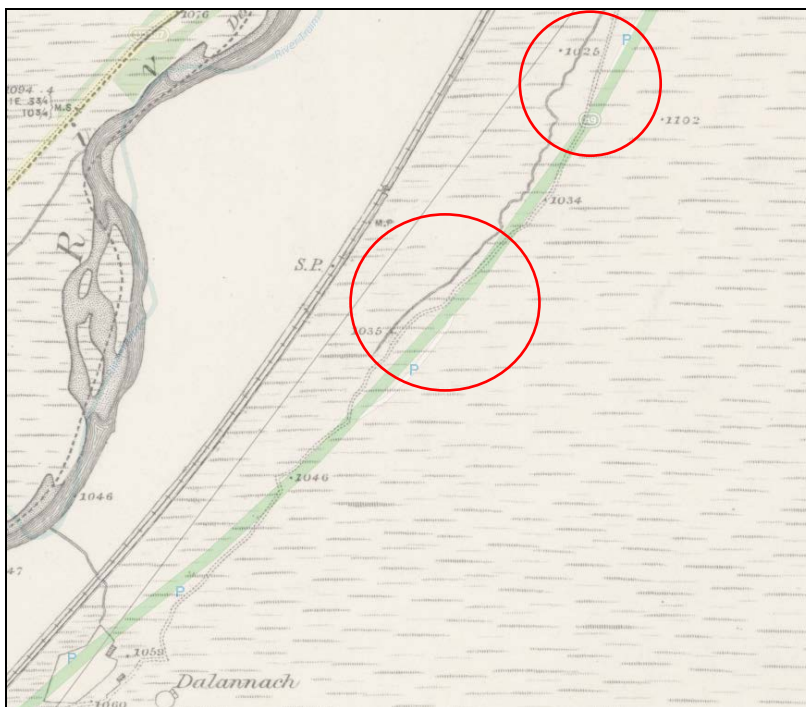


Figure 6.1.11: OS 6" 1888 – 1913: Wade’s Military Road to the NE of Dallenach  
(National Library of Scotland. Available at: <http://maps.nls.uk/>)

6.1.13 Sections of General Wade’s Military Road can be seen to the north of the existing A9. It is possible that buried remains could survive within areas not disturbed by the existing A9 construction.