

## 15. Cultural Heritage

### 15.1. Introduction

- 15.1.1. This chapter presents the results of the cultural heritage assessment which was undertaken as part of the environmental inputs into the Design Manual for Roads and Bridges (DMRB) Stage 3 assessment for the Proposed Scheme. The DMRB identifies three specific areas of interest under the overarching topic of cultural heritage: archaeological remains, the built heritage and historic landscapes.
- 15.1.2. Archaeological remains consider those materials created or modified by past human activities, which include a wide range of visible and buried artefacts, field monuments, structures and landscape features. Built Heritage considers architectural, designed or other structures with a significant historical value, such as listed buildings. The historic landscape concerns perceptions that emphasise evidence of the past and its significance in shaping the present landscape.
- 15.1.3. Within the context of DMRB, a cultural heritage asset is considered an individual archaeological site or building, a monument or group of monuments, an historic building or group of buildings and/or historic landscape unit.
- 15.1.4. In relation to archaeological remains and historic buildings the assessments have generally focussed on known sites, buildings and structures or sites and areas identified as having archaeological potential within the study area.
- 15.1.5. In relation to historic landscapes, the assessment has focussed on historic landscape types and historic landscape units within the assessment study area where social and economic activity has served to shape the landscapes in which there is a discernible awareness of their evolution. Historic landscapes are distinctive areas of the landscape which contain a number of historic landscape units which are linked together by a consistent overarching theme such as 'woodland' or 'enclosed land'. Historic landscape units are subdivisions within historic landscape types which take account of variations such as morphology, locations and time, such as long-established woodland and commercial forestry.
- 15.1.6. Additional information which supports this chapter is presented in the following appendices:
- Appendix 15.1 – Heritage Asset Gazetteer;
  - Appendix 15.2 – Archaeological Watching Brief Report; and
  - Appendix 15.3 – Archaeological Geophysical Survey Report

#### Study Area

- 15.1.7. The nature and extent of any cultural heritage resources has been examined to determine the potential impact of the Proposed Scheme within a study area which extends 500m around the Scheme for un-designated sites, and 1km around the Scheme for designated sites (Figure 15.1). A 1km buffer around the Scheme was also utilised to assess the historic landscape.
- 15.1.8. The DMRB (HA208/07, para 5.4.1, Annex 5) specifies that once route options have been identified, the study area for impacts upon the cultural heritage resource should be assessed for an area extending for at least 200m in all direction from the Scheme. For the purposes of this assessment, a larger study area has been adopted. This is due to

the rural and sparsely populated nature of the area, and the lack of much previous development which would have provided useful information regarding the survival of archaeological remains in the area. A wider study area allows the site to be placed better within its wider context.

- 15.1.9. Where there is potential for operational or construction related impacts upon the setting of designated heritage assets outside of the 500m and 1km areas, these have been included within the baseline.

## 15.2. Approach and Methods

- 15.2.1. All elements of the assessment have been undertaken in accordance with the following policies and guidelines of the Chartered Institute for Archaeologists, (CIfA);
- By-laws: Code of Conduct (2014)<sup>i</sup>;
  - Standards and Guidance for Historic Environment Desk Based Assessment (2017)<sup>ii</sup>; and
  - Standards and Guidance for commissioning work on, or providing consultancy advice on, archaeology and the historic environment (2014)<sup>iii</sup>.

The assessment has also been conducted with respect to the guidance provided in Volume 11, Section 3, Part 2 and Appendix 8 (HA208/07)<sup>iv</sup>, and Volume 5, Section 1, Part 2 (TA37/93)<sup>v</sup> of the DMRB. Under the terminology used in the DMRB this is a 'detailed' assessment.

- 15.2.2. The following national legislation, national policy/strategy and guidance forms the background against which the assessment has been made:
- Scotland's National Planning Framework (2014)<sup>vi</sup>;
  - Historic Environment Scotland Policy Statement (2016)<sup>vii</sup>;
  - Our Place in Time: The Historic Environment Strategy for Scotland (2014)<sup>viii</sup>;
  - Historic Environment Scotland Managing Change in the Historic Environment: Setting (2016)<sup>ix</sup>;
  - Historic Environment Scotland Managing Change in the Historic Environment: Gardens and Designed Landscapes (2016)<sup>x</sup>
  - Planning Advice Note (PAN) 2/2011: Planning and Archaeology (2011)<sup>xi</sup>; and
  - Town and Country Planning (Scotland) Act 1997<sup>xii</sup>.
- 15.2.3. Scheduled Monuments are of national importance and are protected by law under the Ancient Monuments and Archaeological Areas Act 1979. Consent for any works must be obtained from the Scottish Ministers prior to any work commencing which may affect a Scheduled Monument.
- 15.2.4. Listed Buildings are protected under the Planning (Listed Buildings and Conservation Areas (Scotland) Act 1997.
- 15.2.5. National planning policy relevant to the historic environment can be found in paragraphs 135-151 of the Scottish Planning Policy (2014)<sup>xiii</sup>.
- 15.2.6. The following local policies and documents have also been consulted:
- The Highland Council's Highland Wide Local Development Plan (2012)<sup>xiv</sup> Policy 57 – Natural, Built and Cultural Heritage;

- The Highland Council Supplementary Guidance: Historic Environment Strategy (2013)<sup>xv</sup> ; and
- Cairngorms National Park Local Development Plan (2015)<sup>xvi</sup>.

## Baseline Data Collection

15.2.7. The following sources of information have been consulted:

- Information on designated assets from the Historic Environment Scotland data website which comprises World Heritage Sites, Scheduled Monuments, Listed Buildings, Gardens and Designed Landscapes, Historic Battlefield Sites, Conservation Areas and Historic Land-use Assessment Data;
- Information on known un-designated heritage assets recorded on the Highland Historic Environment Record (HHER);
- Details of previous archaeological events which have been undertaken within the study area (recorded on the HHER);
- Documentary and photographic sources (including aerial photographs) held by Historic Environment Scotland (this was formerly held by the Royal Commission on the Ancient and Historic Monuments of Scotland (RCAHMS), but this organisation was incorporated into Historic Environment Scotland in October 2015);
- Historic mapping available at the Highland Archive and the National Library of Scotland;
- Any other documentary, cartographic or photographic sources held by the National Archives of Scotland, the Highland Archives, the National Library of Scotland and online; and
- Information on the Scottish Archaeological Research Framework (ScARF) website.

15.2.8. A walkover survey was also conducted between 20<sup>th</sup> and 22<sup>nd</sup> of July 2015 where the sites of known heritage assets were visited to confirm their location and condition. Areas which would potentially be disturbed by the Scheme were also assessed for the presence of previously unknown heritage assets. This phase of work was undertaken during the drafting of the Stage 2 Environmental Statement. No further walkover survey was undertaken during the Stage 3 Environmental Statement and an Archaeological Clerk of Works (ACoW) was put in place during advanced ground investigation (GI) monitoring.

15.2.9. A programme of geophysical survey was conducted by AOC Archaeology Group in December 2017 on four areas where substantial groundworks would be required for the Proposed Scheme. These areas consisted of two sites to the north and east of Loch Alvie and two sites to the west of Loch Vaa and the north of Avielochan. The geophysical survey was successful with the survey highlighting a number of potential areas for targeted investigation. The results of the survey will infer subsequent trenching during advanced investigations. The location of individually identified anomalies has not been included within the baseline assessment, due to the lack of ground trothing to test the results. Geophysics by its nature is not a true and definitive form of evaluation on its own. The results of this assessment will provide an aid to allow the targeted placement of subsequent invasive investigations. The full survey results are presented in Appendix 15.3.

15.2.10. Multiple phases of archaeological monitoring work were undertaken by GUARD Archaeology Ltd between February 2017 and April 2018 on a number of phases of Stage 2 and Stage 3 GI test pits either side of the current A9.

- 15.2.11. The Stage 2 ground investigation monitoring took place between 13<sup>th</sup> February and the 18<sup>th</sup> April 2017, during which a total of 83 trial pits, 7 soak-away pits and 6 borehole locations were monitored. During the monitoring, three areas of possible unrecorded archaeological features were noted. These areas included two stone features and the remains of a possible Post-Medieval corn drying kiln around the area of Ballinluig and Loch Alvie, the remains of a linear drystone wall and enclosure to the east of Loch Vaa and the remains of a rectangular earthwork at Slochd Summit. The full survey results are presented in Appendix 15.2.
- 15.2.12. The Stage 3 ground investigation monitoring took place between the 11<sup>th</sup> December 2017 and the 20<sup>th</sup> April 2018, during which a total of 401 trial pits, eighteen soak-away pits and twelve borehole locations were monitored. The monitoring work highlighted two areas in which archaeological deposits were present. This include possible sub-surface archaeological features around the areas of Lynwilg Junction and Kinveachy. The full results of the watching brief are presented in Appendix 15.2.
- 15.2.13. These new assets identified within the Stage 2 and Stage 3 GI site monitoring work have been included within the baseline assessment. Due to the nature and time of this data coming to fruition, it will be included and infer detail in the design of any subsequent mitigation.

## Consultation

- 15.2.14. Historic Environment Scotland (HES) and The Highland Council Historic Environment Team (HET) were consulted on the scope of the Stage 3 assessment. HES, as a statutory consultee, was part of the Environmental Steering Group for the A9 Dualling Programme-wide consultation. The group met at regular intervals and this afforded an opportunity to discuss requirements relating to heritage assets. Both organisations were satisfied with the approach suggested for the A9 Dualling projects. The Highland Council HET were also consulted on the proposal for archaeological monitoring of geotechnical investigations and consulted on the suitability of a number of areas highlighted for a geophysical survey. They confirmed the scope of the works to be carried out and the suitability of the chosen survey areas. Further details of consultation undertaken can be found in Appendix 7.1.

## Assessment of Impacts

### *Value/Sensitivity*

- 15.2.15. The assessment of the value of cultural heritage assets involved consideration of how far the assets contribute to an understanding of the past, through their individual or group qualities, either directly or potentially. These are professional judgements, but they are also guided by legislation, national policies, acknowledged standards, designation, criteria and priorities.
- 15.2.16. The assessment has referenced Annexes 5, 6 and 7 of the DMRB HA208/07 (Cultural Heritage) which recommends the adoption of six ratings for value in relation to archaeology, built heritage and historic landscapes: very high, high, medium, low, negligible and unknown. Definitions for each rating are outlined in Table 15.1 below.

**Table 15.1: Factors for Assessing the Value of Cultural Heritage Assets**

Value	Criteria
<b>Archaeological Remains</b>	
Very High	World Heritage Sites (including nominated sites). Assets of acknowledged international importance.

Value	Criteria
	Assets that can contribute significantly to acknowledged international research objectives.
High	Scheduled Monuments (including proposed sites). Un-designated assets of schedulable quality and importance. Assets that can contribute significantly to acknowledged national research objectives.
Medium	Designated or un-designated assets that contribute to regional research objectives.
Low	Designated and un-designated 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.
Negligible	Assets with very little or no surviving archaeological interest.
Unknown	The importance of the site has not been ascertained.
<b>Historic Buildings</b>	
Very High	Structures inscribed as of universal importance as World Heritage Sites. Other buildings of recognised international importance.
High	Scheduled Monuments with standing remains. Category A Listed Buildings. Other listed buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the category. Conservation Areas containing very important buildings. Un-designated structures of clear national importance.
Medium	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. Historic Townscape or built-up areas with important historic integrity in their buildings, or built settings (e.g. including street furniture and other structures).
Low	Category C Listed Buildings. 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).
Negligible	Buildings of no architectural or historical note; buildings of an intrusive character.
Unknown	Buildings with some hidden (i.e. inaccessible) potential for historic significance.
<b>Historic Landscape</b>	
Very High	World Heritage Sites inscribed for their historic landscape qualities. Historic landscapes of international value, whether designated or not. Extremely well preserved historic landscapes with exceptional coherence, time-depth, or other critical factors.
High	Designated historic landscapes of outstanding interest.

Value	Criteria
	Un-designated landscapes of outstanding interest. Un-designated landscapes of high quality and importance, and of demonstrable national value. Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factors.
Medium	Designated special historic landscapes. Un-designated 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 factors.
Low	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	Landscapes with little or no significant historical interest.

### *Impacts on Setting*

15.2.17. In accordance with guidance provided within the document 'Managing Change in the Historic Environment Guidance on Setting' (Historic Environment Scotland, 2016), a three-stage process was undertaken to assess the impact of the proposed scheme options on the setting of historic assets:

- Stage 1: Designated and un-designated heritage assets that might be affected by the proposed scheme were identified. The potential for impacts on the designated assets in the wider landscape due to the potential inter-visibility with the proposed scheme were also determined through the desk based review and a site walk over survey.
- Stage 2: The setting of all baseline heritage assets was defined by establishing how the surroundings contribute to the ways in which the asset is understood, appreciated and experienced.
- Stage 3: The way in which the Proposed Scheme would impact upon setting was then assessed for all baseline assets.

### *Magnitude of Impact*

15.2.18. The magnitude of impact is assessed using the guidance contained in DMRB Volume 11, Section 3, Part 2: Cultural Heritage. Table 15.2 below is an amalgamation of the three tables which can be found in the annexes in the above volume.

**Table 15.2: Factors for Assessing the Magnitude of Impacts on Cultural Heritage Assets**

Magnitude	Criteria
Major	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 impacts; 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	Changes to many key archaeological materials, such that the resource is clearly modified.

Magnitude	Criteria
	Change to many key historic building elements, such that the resource is significantly modified. Changes to some 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	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	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 impacts, very slight changes in noise levels or sound quality, very slight changes to use or access; resulting in a very small change to historic landscape character.
No Change	No change to elements, parcels or components; no visual or audible changes; no changes arising from amenity or community factors.

### Impact Significance

- 15.2.19. For all three sub-topics, the significance of impact with and without mitigation is determined as a combination of the value of the asset and the magnitude of impact. This is achieved using professional judgement informed by the matrix illustrated below (Table 15.3). Five levels of significance of impact are defined which apply equally to adverse and beneficial impacts. This is as per Table 5.3 of DMRB Volume II, Section 3, Part 2 HA208/07, Annex 5.

**Table 15.3: Significance of effects matrix**

Value \ Magnitude	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

### *Mitigation*

- 15.2.20. Where impacts have been identified consideration has been given, subject to the nature of the asset and the potential impact, to a range of mitigation measures with a view to reducing the magnitude of impact. These include:
- Preservation in-situ;
  - Investigations such as geophysical survey, trial trenching, shovel test pitting and controlled site stripping to determine the value of known assets and the presence/value of unproven assets, and subject to the findings, to inform the identification of any further investigations;
  - Full archaeological excavation;
  - Preservation by record involving part or all of the following: topographic survey, excavation of sections, detailed measurement, mapping and photographic recording of assets and their setting;
  - Planting or earthworks to reduce impacts on the setting of known assets; and
  - Interpretation and dissemination of information gathered, as a result of any of the above, to ensure that knowledge of local, regional or national significance is preserved or enhanced.
- 15.2.21. DMRB Volume 10, Section 6, Part 1 states that ‘The fundamental aim of archaeological mitigation is to avoid impacts on nationally important or highly significant remains. If this is not possible then such remains should be archaeologically recorded in order to “preserve by record” the significant aspects of the site’. Preservation in situ of nationally important or highly significant remains affected by the Proposed Scheme is the preferred option, however, where this is not possible then alternative options will be investigated. Should no acceptable options be identified which would allow for the preservation of a site, detailed excavation (the scope of which will be agreed with the Highland Council HET and Historic Environment Scotland) will be carried out in order to further our understanding of the site affected.
- 15.2.22. In some instances, mitigation may involve a progressive sequence of measures which will be dependent on the findings of initial measures which have been proposed. For example, where a watching brief, trial trenching, test pitting or controlled site stripping is to be undertaken there may be no findings of archaeological interest and further investigations may not be appropriate. Should the investigations identify features of interest it may be appropriate to progress the investigations further by way of a combination of measures such as partial or full excavation, measurement, mapping or photographic recording. The appropriate measures will be agreed with the Highland Council HER and Historic Environment Scotland (where necessary), and the results of the archaeological investigations will be disseminated by means of analysis and report

### **Limitations of the Assessment**

- 15.2.23. This assessment has been prepared based on the results of desk based research and walkover surveys only. No intrusive archaeological investigations have been undertaken. Due to the availability of information from monitoring works associated with advanced GI, this has also been included within the assessment. This is in line with the approach which was agreed with the Highland Council HET and Historic Environment Scotland during the DMRB stage 2 assessment.
- 15.2.24. During the walkover surveys, there were some areas where access could not be gained for various reasons. These areas were instead assessed from publicly accessible areas and paths.



- 15.2.25. As stated above, the DMRB suggests a 200m study area should be adopted, however, this was considered to be a limitation which would not facilitate a full understanding of the surrounding areas, i.e. not allow identified sites to be placed within their wider context. In this instance, the guidance within DMRB has been deviated from in order to complete a more thorough assessment. The study area was increased to 500m as a result.

### Strategic Environmental Assessment (SEA)

- 15.2.26. As detailed in Chapter 2 (Need for the Scheme) a SEA was undertaken (Halcrow, 2013). The SEA set out the following strategic considerations for Historic Environment. These state that the A9 dualling should:
- As far as possible, ensure road alignments avoid direct impacts on heritage assets and archaeological features;
  - Establish detailed survey, evaluation and recording of those sites directly affected by preferred route alignments, prior to construction work commencing; and
  - Target archaeological monitoring in the form of watching briefs during construction at archaeologically sensitive locations.

## 15.3. Baseline Conditions

- 15.3.1. The Proposed Scheme crosses an undulating landscape which consists of forestry/woodland, agriculture, grazing and moorland. The nature of the topography in the area means that the current A9, the Highland Mainline (HML) Railway, a National Cycle Network (NCN) Route and transmission lines all generally the same route through the landscape.
- 15.3.2. A total of 222 cultural heritage assets have been identified within the study area. The location of the assets is shown on Figure 15.2 and are presented in the gazetteer (Appendix 15.1). This information has been gathered from consultations with the Highland Council Historic Environment Record (HER), Historic Environment Scotland, the Highland Archive, walkover surveys conducted in July 2015 and GI monitoring work between July 2017 and April 2018.
- 15.3.3. There are no World Heritage Sites, Registered Battlefields or Conservation Areas within the study area. There are six Scheduled Monuments, 22 Listed Buildings (one Category A, fourteen Category B and seven Category C) and two Gardens and Designed Landscapes (GDL's). A summary of the designated heritage assets within the study area is provided in Table 15.4 below.

**Table 15.4: Summary of designated Heritage Assets**

Site	Historic Environment Scotland Ref.	Site Name	Designation	Value
1	HES number GDL00246	Kinrara	Gardens and Designed Landscapes	High
2	HES number GDL00139	Doune of Rothiemurchus	Gardens and Designed Landscapes	High
3	HES number LB50909	Loch Alvie Bridge on B1952	Listed (Category C)	Low



Site	Historic Environment Scotland Ref.	Site Name	Designation	Value
4	HES number LB1650	Alvie Parish Church and burial ground	Listed (Category B)	Medium
5	HES number LB1651	Alvie Manse (former Church of Scotland Manse) and steading	Listed (Category C)	Low
30	HES number LB253	The Doune, Rothiemurchus	Listed (Category B)	Medium
31	HES number SM9336	Doune Motte	Scheduled	High
32	HES number LB254	The Doune, Farm Cottages	Listed (Category B)	Medium
47	HES number LB256	Episcopal Church of St John the Baptist and Burial Ground	Listed (Category B)	Medium
51	HES number LB48029	Pine Bank (Formerly Craigellachie House)	Listed (Category C)	Low
53	HES number SM9337	Rothiemurchus Palisaded enclosure to NW of Dell Farm	Scheduled	High
62	HES number LB257	Aviemore Railway Station with Island Platform, Footbridge and Fencing	Listed (Category A)	High
63	HES number LB48030	Cairngorm Hotel	Listed (Category C)	Low
83	HES number LB52063	Aviemore Railway Station signal box	Listed (Category B)	Medium
89	HES number LB48032	Shelter Stone, Grampian Road	Listed (Category C)	Low
90	HES number LB43492	Locomotive shed and offices, Strathspey Railway, Aviemore	Listed (Category B)	Medium
93	HES number LB48031	Aviemore Grampian Road, Glenspay including boundary walls and gate piers	Listed (Category C)	Low
104	HES number SM889	Aviemore Chambered Cairn and Standing Stone	Scheduled	High
145	HES number SM899	Loch nan Carraigan chambered cairn and stone circle	Scheduled	High
163	HES number SM4157	Tor Beag Fort	Scheduled	High
187	HES number LB262	Carrbridge, Duthill Parish Church	Listed (Category B)	Medium

Site	Historic Environment Scotland Ref.	Site Name	Designation	Value
188	HES number LB263	Carrbridge Village Hall	Listed (Category B)	Medium
189	HES number LB241	Carrbridge Old Packhorse Bridge over River Dulnain	Listed (Category B)	Medium
190	HES number LB6636	Carrbridge Station Goods Shed	Listed (Category B)	Medium
191	HES number LB6636	Carrbridge Station Footbridge	Listed (Category B)	Medium
192	HES number LB6636	Carrbridge Station waiting room	Listed (Category B)	Medium
193	HES number LB6636	Carrbridge Station	Listed (Category B)	Medium
201	HES number LB237	Slochd Mhuic Viaduct	Listed (Category B)	Medium
202	HES number LB238	Ortunan Bridge, Slochd	Listed (Category C)	Low
215	HES number SM11673	Drumbain Cottage, hut circles	Scheduled	High

15.3.4. A number of previous archaeological investigations have been carried out within the study area (see Figure 15.3). These events are summarised below:

- EHG1306 – A site evaluation was undertaken at High Burnside in advance of a new road scheme in July 2005. No archaeological features were located;
- EHG1295 – A digital photographic record was made of Avingormack Steading in June 2005 in advance of re-development of the site for residential use. A former limekiln and former structures were identified and recorded;
- EHG1421 – A site evaluation was undertaken in September 2006 in advance of a proposed housing development at High Burnside. Structural remains dating to the 19th and early 20th century were known on the site but no significant archaeological remains were identified during the evaluation;
- EHG171 – A field survey was undertaken in connection with the preparation of a management plan for Avielochan Farm in 1996. In total, 29 sites of archaeological and historical interest were located with the farm area. These included Prehistoric funerary/settlement sites and early modern rural settlement and agricultural buildings;
- EHG4640 – An archaeological evaluation was undertaken at Dalfaber District Centre in Aviemore in November 2007. In total, eleven trenches were excavated. No archaeological features were identified with the site found to have been extensively disturbed (Identified on HER as EHG2810 – possible duplicate entry);
- EHG2815 – A desk based assessment and walkover survey was undertaken in 2007 on an area of a proposed water supply upgrade. A small number of minor archaeological features were identified which mainly comprised Post-Medieval settlement remains;
- EHG2836 – A plane table and photographic survey was carried out in 2008 in connection with a proposed water supply upgrade. Features identified during the

previous walkover survey were recorded, no additional features were identified. The survey was also accompanied by an evaluation of some of the identified structure. This evaluation located substantial remains of 18<sup>th</sup> and 19<sup>th</sup> century occupation;

- EHG3248 – A photographic survey was undertaken in July 2010 of Alvie Manse to comply with a condition on planning;
- EHG3318 – An evaluation was undertaken at Kinakyle Township in April 2008 at the Aviemore Water Treatment Works. The results of the trenching highlighted the substantial and well-preserved remains of eighteenth and nineteenth century occupation;
- EHG3601 – A desk based assessment and walkover survey was undertaken on the proposed Allt Duine Windfarm in June 2010. A total of 23 new features were noted, most of which were identified as sheilings or rectangular building footings;
- EHG3755 – A survey was undertaken in 2011 to identify if anything was left of 'Easter Aviemore' and to record any features found. A number of features, included rigs, possible walls and a corn kiln were noted;
- EHG3978 – A desk based assessment was carried out in 2011 for the proposed Etteridge to Boat of Garten overhead power line rationalisation scheme. The study identified mainly Medieval or later settlement and agrarian activity, although several sites of Prehistoric date were also identified;
- EHG3977 – A number of site visits and walkover surveys were undertaken for the Etteridge to Boat of Garten overhead power line rationalisation scheme in March 2013. These visits included targeted visits to sections of construction access routes and identified nine previously unrecorded features;
- EHG4183 – A desk based assessment and walkover survey was undertaken at Knockgranish in July 2013 in advance of the construction of a kart track, eleven features relating to a deserted township were encountered;
- EHG4182 – An archaeological trial trenching evaluation was undertaken at Knockgranish in November 2013 in advance of the construction of a kart track. Two features including a cairn and a small rectangular building were encountered;
- EHG441 – A watching brief was conducted at Kinveachy Cottage in 2001. No archaeological deposits or features were revealed during the course of excavations;
- EHG3804 – A photographic survey was undertaken in September 2006 on the Winking Owl public house as a condition of a planning application consent;
- EHG4590 - A field survey was undertaken of archaeological sites on part of the Corrybrough Estate, between February 2012 and March 2013;
- EHG85 – An archaeological management plan was carried out in 1996 for Historic Scotland for Granish Farm. Twenty-four sites of archaeological and historical interest were located with the farm area. These included Prehistoric funerary and settlement sites and early modern rural settlement and agricultural buildings;
- EHG509 - A survey of the farms and estates in the Strathspey Valley for sites of archaeological and historical interest was undertaken in 1997. A total of 104 sites were located, the majority of which were considered to date to the early modern period and comprised 19<sup>th</sup> century farmsteads. Funerary remains of Prehistoric date were also located;
- EHG4556 – The excavation of a cellar took place on land 50 m west of the batching plant at Knockgranish in December 2014;

- EHG745 – A phase of recording with an element of watching brief was undertaken during repair work in March 1998 on the Loch nan Carraigan cairn and stone circle near Aviemore;
- EHG4739/EH4897 – A desk based assessment and walkover survey was undertaken between December 2012 and October 2013 for the A9 Dualling Project from Kincaig to Dalraddy;
- EHG4952 – A standing building survey was undertaken at Milton Mill in September 2016 as a condition of planning; and
- EHG1128 – A walkover survey was carried out in 2004 across the Badenoch and Strathspey area. No further information is available on record however.

15.3.5. A summary of all the un-designated heritage assets within the study area is provided in Table 15.5 below.

**Table 15.5: Summary of all un-designated Heritage Assets**

Site	Highland HER Reference Number Ref.	Site Name	Period	Value
6	MHG4422	Alvie	Undated	Low
7	MHG4429	Loch Alvie	Prehistoric	Medium
8	MHG44891	Loch Alvie	Prehistoric	Medium
9	MHG44892	Loch Alvie	Prehistoric	Medium
10	MHG4431	Loch Alvie	Prehistoric	Medium
11	MHG40202	Loch Alvie	Prehistoric	Medium
12	MHG40203	Loch Alvie	Prehistoric	Medium
13	MHG4430	Loch Alvie	Post-Medieval or Modern	Low
14	MHG41946	Loch Alvie	Post-Medieval or Modern	Low
15	MHG3127	Ballinluig	Prehistoric	Medium
16	MHG25000	Loch Alvie	Undated	Low
17	MHG26438	Druim Mhor, Loch Alvie	Post-Medieval or Modern	Low
18	MHG24995	WW2 Camp site	Modern	Low
19	MHG24997	Ballinluig	Prehistoric (Bronze Age)	Medium
20	MHG44907	Ballinluig	Prehistoric	Medium
21	MHG44908	Ballinluig	Prehistoric	Medium
22	MHG24996	Ballinluig	Prehistoric	Medium
23	MHG24998	Ballinluig	Undated	Low
24	MHG26439	Ballinluig	Undated	Low
25	MHG45040	Ballinluig	Undated	Low
26	MHG24999	Ballinluig	Undated	Low
27	MHG14320	Ballinluig Farm	Prehistoric (Bronze Age)	Medium



Site	Highland HER Reference Number Ref.	Site Name	Period	Value
28	MHG4697	Lynwilg Hotel	Undated	Low
29	MHG32783	Ballinluig Cottage	Undated	Low
33	MHG30057	General Wade's Military Road	17 <sup>th</sup> century	Medium
34	MHG23952	Easter Lynwilg Bridge	Post-Medieval	Negligible
35	MHG26437	Lynwilg Farm	Post-Medieval	Low
36	MHG33497	Lynwilg	Modern	Negligible
37	MHG51431	Ford northwest of Lynwilg Farm	Modern	Negligible
38	MHG51370	Site of sheep fank northwest of Lynwilg Farm	Post-Medieval	Negligible
39	MHG51369	Site of temporary structures northwest of Lynwilg Farm	Post-Medieval	Negligible
40	MHG51433	Flow dyke around loop of River Spey south of Aviemore	18 <sup>th</sup> century	Negligible
42	MHG51509	Building (structure c), Kinakyle	Post-Medieval	Low
43	MHG51508	Possible building (structure b), Kinakyle	Post-Medieval	Low
44	MHG51507	Possible threshing barn and corn kiln, Kinakyle	Post-Medieval	Low
45	MHG25003	Kinakyle	18 <sup>th</sup> century	Low
46	MHG51432	Former access track to railway tunnel at Kinakyle	19 <sup>th</sup> century	Low
48	MHG32785	Birch View Cottage	Modern (20 <sup>th</sup> century)	Low
49	MHG3128	Aviemore	18 <sup>th</sup> century	Medium
50	MHG32784	March Cottage	18 <sup>th</sup> century	Medium
52	MHG22661	Aviemore, Old and New Bridge	19 <sup>th</sup> century	Low
54	MHG49319	St Aiden's Church	Modern (20 <sup>th</sup> century)	Low
55	MHG49318	Aviemore Youth Hostel	Modern	Negligible
56	MHG49317	Aviemore	Modern	Negligible
57	MHG32761	Aviemore Cottage	19 <sup>th</sup> century?	Negligible
58	MHG4448	Aviemore	19 <sup>th</sup> century	Low
59	MHG32760	Grampian Road	Modern (20 <sup>th</sup> century)	Negligible
60	MHG22676	Aviemore Station Hotel	Modern (19 <sup>th</sup> -20 <sup>th</sup> Century)	Negligible
61	MHG22613	Four Seasons Hotel	Modern (20 <sup>th</sup> century)	Negligible



Site	Highland HER Reference Number Ref.	Site Name	Period	Value
64	MHG32767	Clune Villa	19th century	Low
65	MHG28633	Perth-Inverness, General Wade's Military Road	18th century	Medium
66	MHG26446	Aviemore	19th century	Low
67	MHG22623	The Aviemore Centre, Freedom Inn	Modern (20th century)	Negligible
68	MHG32769	Station House	Modern	Unknown
69	MHG22624	District Heating Plant, The Aviemore Centre	Modern	Negligible
70	MHG2601	The Aviemore Centre	Modern	Negligible
71	MHG22628	The Aviemore Centre, Swimming Pool	Modern	Negligible
72	MHG22621	The Aviemore Centre, Badenoch Hotel	Modern	Negligible
73	MHG22617	The Aviemore Centre, Artificial Ski Slope	Modern	Negligible
74	MHG22614	The Aviemore Centre, Skating Rink	Modern	Negligible
75	MHG22626	The Aviemore Centre, Aviemore Chalets Motel	Modern	Negligible
76	MHG51434	Earthwork west of MacDonald Centre	Post-Medieval	Low
77	MHG22622	The Aviemore Centre, Post House Hotel	Modern	Negligible
78	MHG22625	The Aviemore Centre, Scandinavian Village	Modern	Negligible
79	MHG49315	Aviemore Police Station	Modern	Negligible
80	MHG33499	Rathven	Modern?	Negligible
81	MHG33500	Former Church Hall, Aviemore	19th century	Low
82	MHG24842	Craigellachie	Prehistoric (Neolithic)	Medium
84	MHG49314	Myrtlefield Shopping Centre	Modern	Negligible
85	MHG22674	Aviemore House	18th century	Negligible
86	MHG56162	The Winking Owl, Public House	19th century	Low
87	MHG32772	Myrtlefield	Modern	Unknown
88	MHG32771	Braeriach	Modern	Unknown
91	MHG32770	The Glen	Modern	Unknown
92	MHG32768 & 49309	St Andrew's, Aviemore	Modern (20th century)	Low
94	MHG32774	Cairngorm Avenue	Modern	Unknown



Site	Highland HER Reference Number Ref.	Site Name	Period	Value
95	MHG32775	Craigowrie	Modern	Unknown
96	MHG32762	Aviemore	Undated	Negligible
97	MHG24833	Aviemore	Undated	Negligible
98	MHG49308	Aviemore Primary School	Modern	Negligible
99	MHG32776	Ord Ban, Aviemore	Modern	Unknown
100	MHG32777	Glencanisp	Modern	Unknown
101	MHG49307	Aviemore Health Centre	Modern	Negligible
102	MHG49306	Aviemore Fire and Ambulance station	Modern	Negligible
103	MHG26443	Aviemore	18th/19th century	Low
105	MHG25002	Milton, Aviemore	Modern (20th century?)	Low
106	MHG 32763 & MHG44805	Milton Wood	Prehistoric (Bronze Age)	Medium
107	MHG32397	Meall Mill, Aviemore	19th century	Low
108	MHG54493	Aviemore, Milton, Meall Mill	19th century	Low
109	MHG26442	Milton	Unknown	Low
110	MHG54494	Aviemore, Milton	Unknown	Low
111	MHG33490	High Burnside	Post-Medieval	Low
112	MHG33489	High Burnside	Post-Medieval	Low
113	MHG26441	Easter Aviemore	Unknown	Low
114	MHG32764	High Burnside, Forest Cottage	Post-Medieval	Negligible
115	MHG33478	High Burnside, Forest Cottage	Post-Medieval	Negligible
116	MHG33488	High Burnside	Post-Medieval	Low
117	MHG33480	Boundary Dyke, High Burnside	Post-Medieval	Negligible
118	MHG51783 & EHG1421	Aviemore, High Burnside	19th century	Low
119	MHG33485	High Burnside	Undated	Low
120	MHG33483	High Burnside	Undated	Negligible
121	MHG33484	High Burnside	Unknown	Negligible
122	MHG33479	High Burnside	Unknown	Negligible
123	MHG33482	High Burnside	Unknown	Negligible
124	MHG33487	Boundary Dyke, High Burnside	Post-Medieval	Negligible
125	MHG33486	High Burnside	Post-Medieval?	Negligible
126	MHG33481	High Burnside	Post-Medieval	Negligible
127	MHG33496	Achantoul	Post-Medieval	Negligible



Site	Highland HER Reference Number Ref.	Site Name	Period	Value
128	MHG51117	Achantoul, Aviemore	20th century	Low
129	MHG33493	Sluggangranish	Unknown	Negligible
130	MHG41952 & EH85	Sluggangranish	Post-Medieval	Low
131	MHG24881 & EH85	Sluggangranish	Post-Medieval	Low
132	MHG26440	Sluggangranish	Post-Medieval	Low
133	MHG24882 & EH85	Sluggangranish	Post-Medieval	Low
134	MHG24880 & EH85	Sluggangranish	Post-Medieval	Low
135	MHG24884 & EHG85	Sluggangranish	Post-Medieval	Low
136	MHG24883 & EHG85	Sluggangranish	Post-Medieval	Low
137	MHG24879 & EHG85	Shunem	Post-Medieval	Low
138	MHG26551	Knockgranish	Post-Medieval	Low
139	MHG24875 & EHG85	Knockgranish	Post-Medieval (19th century)	Low
140	MHG33650 & EHG85	Knockgranish	Post-Medieval (19th century)	Low
141	MHG24886 & EHG85	Sluggangranish	Post-Medieval (19th century?)	Low
142	MHG42570 & EHG85	Shunem	Post-Medieval	Low
143	MHG24887 & EHG85	Shunem	Post-Medieval (19th century?)	Low
144	MHG24885 & EHG85	Allt na Criche	Post-Medieval (18th century)	Medium
146	MHG4682	Loch Nan Carraigean, hut circles	Prehistoric	Medium
147	MHG40377	Loch Nan Carraigean, field system	Prehistoric	Medium
148	MHG4690	Loch Na Carragean, mound	Prehistoric	Low
149	MHG4674	Avielochan, enclosure	Prehistoric	Medium
150	MHG24849 & EHG171	Avielochan	Post-Medieval	Low
151	MHG22608 & EHG171	Avielochan Bridge	Post-Medieval	Low
152	MHG34111 & EHG171	Avielochan	Post-Medieval	Low
153	MHG24863	Avielochan	Unknown	Unknown



Site	Highland HER Reference Number Ref.	Site Name	Period	Value
154	MHG24846 & EHG171	Avielochan	Bronze Age	Medium
155	MHG24862	Avielochan	Post-Medieval	Low
156	MHG14344, MHG4650 & EHG171	Probable burial cairn, Avielochan South	Prehistoric (Neolithic to early Bronze Age?)	Medium
157	MHG34342	Avielochan Bridge	Post-Medieval (18th century?)	Low
158	MHG24848 & EHG171	Lochside	Post-Medieval	Low
159	MHG24845 & EHG171	Balnabruich	Prehistoric (Neolithic)	Medium
160	MHG41512 & EHG171	Balnabruich	Uncertain (Prehistoric?)	Medium
161	MHG4646	Cairn with finds, Avielochan	Medieval	Medium
162	MHG24866	Laggantygown	N/A	Unknown
164	MHG24847	Laggantygown	Prehistoric	Medium
165	MHG29248	Laggantygown Cemetery	16th century to 21st century	Low
166	MHG26546	Loch Vaa	Post-Medieval	Low
167	MHG40580	Loch Vaa	Post-Medieval	Low
168	MHG4691	Loch Vaa	Prehistoric (Iron Age?)	Medium
169	MHG24865 & EHG171	General Wade's Military Road	Post-Medieval (18th century)	Medium
170	MHG34341	Dunkeld-Dalnacardoch-Ruthven-Aviemore-Inverness Military Road	Post-Medieval (18th century)	Medium
171	MHG4579	Knock of Kinveachy	Undated	Unknown
172	MHG4681	Kinveachy	Bronze Age	Negligible
173	MHG30042	Possible structure, Kinveachy	Post-Medieval?	Negligible
174	MHG24864 & EHG171	Kinveachy	Post-Medieval (19th century)	Low
175	MHG40169 & 26550	Kinveachy	Post-Medieval?	Low
176	MHG24853	Meikle Kinveachy	Post-Medieval (19th-20th century)	Low
177	MHG24854 & EHG171	Meikle Kinveachy	Post-Medieval (19th-20th century)	Low
178	MHG24852 & EHG171	Meikle Kinveachy	Post-Medieval (19th-20th century)	Low



Site	Highland HER Reference Number Ref.	Site Name	Period	Value
179	MHG24850 & EHG171	Meikle Kinveachy	Post-Medieval (19th-20th century)	Low
180	MHG24851 & EHG171	Meikle Kinveachy	Post-Medieval (19th-20th century)	Low
181	MHG55539	Kinveachy Lodge	Post-Medieval (19th century)	Low
182	MHG24861 & EHG171	Knock of Kinveachy	N/A	N/A
183	MHG24860 & EHG171	Knock of Kinveachy	Post-Medieval (19th-20th century).	Low
184	MHG49945	Avingormack Steading	Post-Medieval (19th century?)	N/A
185	MHG4626	Feith Bridge	N/A	Unknown
186	MHG30445	Road Block, Route Grouse	20th century	Unknown
194	MHG55535	Broom Cottage no.1 and no.2, Carrbridge	20th century	Negligible
195	MHG4473	Ellan Bridge	Post-Medieval?	Negligible
196	MHG26408	Ellan	Post-Medieval?	Low
197	MHG4467	Ruigh Bridge	Post-Medieval	Negligible
198	MHG4468	Bogbain Bridge	Post-Medieval	Negligible
199	MHG18428	Slochd Cottage	Post-Medieval	Negligible
200	MHG14323	Trackway, Ortunan	Post-Medieval	Negligible
203	MHG25005	Slochd	Post-Medieval	Low
204	MHG4463	Torr Mor	Prehistoric	Medium
205	MHG25004	Slochd	Post-Medieval?	Low
206	MHG4464	Torr Mor	Prehistoric	Medium
207	MHG21491	Slochd Bridge Three, A9	Post-Medieval?	Negligible
208	MHG21511	Slochd Bridge Two, A9	Post-Medieval?	Negligible
209	MHG21502	Slochd Bridge One, A9	Post-Medieval?	Negligible
210	MHG34347	Slochd Mor Stone	Post-Medieval	Low
211	MHG2820	Clearance Cairn, Carn Na Doire Leathain	Prehistoric	Medium
212	MHG2821	Field System, Carn Na Doire Leathain	Iron Age	Medium
213	MHG57197	Shooting butts, Braereich, Corrybrough estate	Historic	Negligible
214	MHG23808	Carn A'Gharbh-Choire	Post-Medieval	Low
<b>Additional assets identified during site monitoring</b>				
216	NA	Loch Alvie, linear stone feature	Undated	Unknown
217	NA	Loch Alvie, Cairn	Undated	Unknown

Site	Highland HER Reference Number Ref.	Site Name	Period	Value
218	NA	Loch Alvie, Kiln, Structure	Undated	Unknown
219	NA	Loch Vaa, Enclosure	Undated	Unknown
220	NA	Slochd Earthwork	Undated	Unknown
221	NA	Kinveachy, Charcoal deposit	Undated	Unknown
222	NA	Granish, Charcoal deposit	Undated	Unknown

## Archaeological Remains

- 15.3.6. The following paragraphs briefly describe the archaeology of the study area in a chronological framework, extending from the Prehistoric periods to the present day. The built heritage and historic landscape character are summarised within their own sections below.
- 15.3.7. For identification, the time periods discussed in Scotland can be broadly divided as listed below. These time periods are fluid, and have been reached from reference to the Scottish Archaeological Research Framework (ScARF, 2012a-f). Regional differences exist between these periods, and overlaps between the periods should also be noted. The general time periods have been separated as follows:
- Prehistoric:
    - Palaeolithic<sup>xvii</sup> (c. 12,700 – c. 11,000 BCE);
    - Mesolithic<sup>xviii</sup> (c. 11,000 – c. 4100 BCE);
    - Neolithic<sup>xix</sup> (c. 4100 – c. 2500 BCE);
    - Bronze Age<sup>xx</sup> (c. 2500 – c. 800 BCE); and
    - Iron Age<sup>xxi</sup> (c. 800 BCE – c. CE 400).
  - Roman<sup>xxii</sup> (c. CE 77 – 211);
  - Pictish<sup>xxiii</sup> (c. CE 297 – c. 900);
  - Medieval<sup>xxiv</sup> (c. CE 400 – c. 1560);
  - Post-Medieval<sup>xxv</sup> (c. CE 1560 – c. 1800);
  - 19<sup>th</sup> century and Modern<sup>xxvi</sup> (c. CE 1800 to Present); and
  - Unassigned.

### Prehistoric Period

- 15.3.8. There is very little evidence relating to the Palaeolithic and Mesolithic surviving in the Highlands. No finds definitively dated to the Palaeolithic are currently recorded on the HHER. This lack of Palaeolithic material may be attributed to the fact that the end of this period coincides with the retreat of the ice sheet which covered Scotland during the Ice Age.
- 15.3.9. The lochs, rivers and topography of the study area would have made it an attractive place for Mesolithic communities, although no sites from this period are recorded on the HHER within the assessment.

- 15.3.10. The transition from Mesolithic to Neolithic saw a gradual preference for more permanent settlement, farming and rearing of livestock. This tradition subsequently carried on through into the Bronze Age and Iron Age. There are 34 sites dating from the Neolithic to the Iron Age within the study area. These are numbered on Figure 15.2 and consist of field systems (sites 147, 206 & 212), settlement sites (sites 11, 22, 53, 146, 149, 159 & 25315), cairnfields (sites 9, 12, 15, 20, 82, 148 160, 164, 204 & 211), burial sites (sites 7, 8, 10, 19, 104, 145, 154 & 156) and other sites (sites 21, 27, 106, 163, 168 & 172).
- 15.3.11. There is a concentration of Prehistoric assets located towards the southern extent of the Proposed Scheme, however, remains spanning this date can be encountered along the full length of the study area. The most prolific Prehistoric sites present, are that of cairns, cairnfields and burial sites.
- 15.3.12. The cairnfields consist of single or small groups of cairns, that may represent field clearance cairns associated with settlement practices<sup>xxvii</sup>. The majority of the cairns remain undated, but it is likely that these are associated with settlement dating from the Neolithic through to the Iron Age.
- 15.3.13. A number of cairns present within the study area appear to be of a funerary/ritual Prehistoric nature, and conform to the Clava Cairn and/or Ring Cairn type seen in this area of Scotland<sup>xxviii</sup>. The Clava Cairn type relates to a circular shaped chambered tomb, associated with the Bronze Age, with the Ring Cairns being a variant of these<sup>xxix</sup>. A kerb of stones is often present round the perimeter of these cairns, with a wider stone circle sometimes encompassing the full monument. Clava Cairn types are believed to have been built as monuments or houses for the dead.



**Photograph 1 (Cairn, site 164, example of the remains of a cairnfield)**

- 15.3.14. The upstanding remains of a Clava Cairn is located within the town of Aviemore (site 104, photograph 2). The designated Aviemore Cairn, survives as a fine example with the remains of its outer kerb still visible alongside an associated outer ring of standing stones. This cairn, although a Scheduled Monument, is currently sited within a modern housing development and thus, is far removed from any original rural setting which it was likely to have commanded when constructed in the Bronze Age.
- 15.3.15. A second Clava Cairn and associated stone circle at Loch Nan Carraigan (site 145) maintains part of its original setting and retains extensive views towards the east and north east. The designated Loch Nan Carraigan Cairn, is located to the north-east of

Granish Quarry and comprises the relatively complete upstanding remains of both chambered cairn and stone circle, with the cairn still extant up to 1.5m in height in places. A second smaller cairn lies around 25m to the south-east of the main cairn. The presence of both cairns highlights the importance of Loch Na Carrigean and its surrounding landscape in the Prehistoric period. The cairn, although currently surrounded by forestry on a number of sides, still retains open views across Loch Na Carrigean with further open views to the distant hills in the east.

- 15.3.16. Located around a kilometre to the north of this cairn is a further un-designated Clava Cairn (site 156), which appears to consist of the remains of two possible cairns. The Avielochan burial cairns are situated on the north-eastern shores of Avielochan and survive as the upstanding but fragmentary remains of two cairns. Excavations in the early 20<sup>th</sup> century recovered a number of finds including some high status funerary goods such as a fragment of jet armlet alongside fragments of charcoal and animal bone<sup>xxx</sup>. High status artefacts such as jet, embraced an important ritual status throughout the Neolithic. The presence of this type of high value artefact, possibly sourced from elsewhere in the country, indicates the potential for further evidence of a diverse and complex network of travel and trade routes within Scotland
- 15.3.17. A number of further burial sites present within the study area appear to consist of simple cairns or cist burials. These may be associated with known settlement sites (such as site 7, 8, 10, 15 & 19 which fall within close proximity to hut circles, field systems and clearance cairns). However, other solitary sites may suggest, or highlight the presence of undiscovered settlements, or Prehistoric remains.



**Photograph 2 (Aviemore Chambered Cairn, site 104)**

- 15.3.18. The second most abundant type of archaeological monument present within the study area, is that of settlement, both domestic and defensive. A single Prehistoric fort is located within the study area, that of Tor Beag Fort (site 163).
- 15.3.19. The Scheduled Monument of Tor Beag Fort, is situated on the rocky promontory of Tor Beag, adjacent to the current A9. Very little structural evidence survives of this fort, other than the remains of a short, tumbled stretch of wall and a section of possible terracing (Photograph 3). Documentary sources suggest that a number of chance finds, including flint arrowheads, have been recovered from the immediate area. The exact date of this fort remains unknown, however, hill forts are more commonly attributed to the Iron Age, with some Bronze Age examples known elsewhere in Scotland<sup>xxxi</sup>. The fort commands

far reaching, distant, elevated views over the surrounding landscape, although the current and immediate tree cover appears dense in most places, acting as a natural screen from the current A9. The function of hillforts of this type is sometimes unclear, representing the presumed defensive nature of the locations but also the possible importance of these prominent sites as symbolic centres of local society.

- 15.3.20. The Scheduled Monument of Rothiemurchus Palisaded Enclosure (site 53) represents the sub-surface remains of a large defensive enclosure and settlement, likely to date to the later Prehistoric period. The enclosure is located to the east of the Proposed Scheme, on level ground within the flood plain of the River Spey. Visible as cropmarks, although no entrance is noted, the site retains key and extensive vistas to the northern and eastern approaches. The current use of the land surrounding the site for arable and cultivation purposes appears to have protected these immediate and open views. Due to the defensive nature of the site, it is likely that the positioning of the settlement was deliberate, located on flat ground, with open approaches from the west and protection by the River Spey. The site falls a significant distance from the Proposed Scheme, with permanent infrastructure, landform and natural screening in the intervening landscape.
- 15.3.21. Further Prehistoric sites noted within the study area include the site of Loch Vaa Crannog, (site 168) which is reported to be visible within Loch Vaa. However, at the time of the site visit nothing was visible within the Loch and it is likely that the remains survive as sub-surface remains, only visible when the level of the loch is significantly reduced.
- 15.3.22. A number of cup marked stones are also located at Ballinluig Farm (site 27), Milton Wood (site 106) and Avelochan (site 154). These have been assigned a Neolithic date within the HHER, but these inscribed stones can also be dated through to the Bronze Age<sup>xxxii</sup>. The precise dating of megalithic art is problematic, with the re-use of stones in later contexts, however there is the potential for these stones to date to the Bronze Age, and if so, these highlight another aspect of the ritual and funerary Prehistoric landscape within the Highlands.



**Photograph 3 (Tor Beag Fort, site 163)**

- 15.3.23. Additional evidence of this ritualistic landscape is also noted with the presence of a single standing stone at Ballinluig (site 21), as well as the site of recovery of a Bronze Age axe at Kinveachy (site 172). It should be noted that the location of any findspot should be treated with some degree of caution as they may not have been in situ when recovered.

- 15.3.24. Due to the presence of Prehistoric ritual, funerary and settlement evidence within the area, it is highly likely that further, currently unknown, contemporary sites may survive or exist as below ground remains.
- 15.3.25. Towards the end of the Iron Age and Roman periods, and spanning the beginning of the Early Medieval period, documentary sources make reference to 'Picti' or 'painted people'. The Picts produced characteristic carved stones which are found throughout the Highlands and Islands. To date, no finds or features of this date are known within the study area.

### *Medieval*

- 15.3.26. Throughout the Medieval period, the study area (and indeed the wider landscape) remained predominantly rural, and its inhabitants depended on the exploitation of crops, livestock and woodland.
- 15.3.27. There are a number of sites listed dating to the Medieval period within the study area. These include the designated Doune Motte (site 31) and the site of an un-designated cairn (site 161). The cairn is no longer extant, having been removed by agricultural practices in around 1910, however a pin which was assigned an 11<sup>th</sup> to 12<sup>th</sup> century date was recovered from within the remains. This single find may indicate the potential for the presence of a Medieval settlement or dwelling within the vicinity. The Motte comprises an elongated earthen mound which is believed to have been the original location for the castle inhabited by the Comyn Clan (also known as Clan Cumming). This is a poorly documented site however, which has been subject to subsequent landscaping in the 19<sup>th</sup> century. The site currently survives as a large earthen bank on the flood plain of the River Spey. It displays significant intrusion and damage from current mature tree growth on and around the earthwork.
- 15.3.28. Other than these two known monuments, there is little Medieval activity presented by the visible archaeology within the area. The majority of domestic buildings from this period are likely to have been built using wood, peat and thatch, which are now lost to the archaeological record. Likewise, most household items were likely made of easily accessible organic materials. There are a number of sites within the study area, which consist of the remains of deserted 18<sup>th</sup> century settlement or farmsteads (sites 13, 14, 16, 17, 24, 35, 38, 45, 109, 113, 127, 129, 130, 131, 132, 134, 135, 138, 139, 141, 150, 152, 155, 158, 166, 167, 174, 175, 178, 179, 184 & 196), and it is highly likely that many of these are located on the location of earlier structures and field systems that may originate in the Medieval period.

### *Post-Medieval*

- 15.3.29. The landscape of the study area changed significantly during the 17<sup>th</sup> and 18<sup>th</sup> centuries, with forests beginning to be exploited for timber on a large scale, and subsequently, agricultural activity expanded to the higher ground as the local populations increased. There was a perceived overall improvement of communication methods and as a result of this, industrial activity increased.
- 15.3.30. Agricultural activities in the area originally appear to have been based around communal farming townships, which would likely have comprised several family units. There are numerous examples of this within the study area (sites 13, 14, 16, 17, 24, 35, 38, 45, 109, 113, 127, 129, 130, 131, 132, 134, 135, 138, 139, 141, 150, 152, 155, 158, 166, 167, 174, 175, 178, 179 and 196 on Figure 15.2). It is possible that a number of these farmsteads/settlements may have had earlier origins from the Medieval period as discussed above, with settlements visible on Roy's Military Map of Scotland (1747-55).



- 15.3.31. During the 18<sup>th</sup> century, Scotland was militarised significantly in response to the threat and reality of Jacobite rebellion. Within the wider Highlands area, Medieval forts were utilised and redeveloped and new garrisons were constructed. In addition, over 250 miles of military roads and over 40 new bridges were built to link these new and existing forts and garrisons. In 1724, General George Wade was appointed Commander-in-Chief in response to his own report and recommendations on what should be done with regards to the Jacobite threat. He is chiefly cited for the construction of this new network of military roads and bridges mentioned above, however many of these were only planned by Wade and left to his successor, William Caulfeild, to actually construct in the 1740s and 1750s.
- 15.3.32. The line of General Wade's Military Road between Dunkeld and Inverness (the line of which is followed in the majority by the current A9) took around two years to build between 1728 and 1730. The current Ordnance Survey mapping still displays most of the route of the Military Roads within the study area. The HHER also records and highlights a number of sites which represent some of the better-preserved sections (Photograph 4) alongside the location of a number of associated bridges and culverts.
- 15.3.33. Sites 33, 49, 65, 144, 169, 170 on Figure 15.2 all represent excavated sections of the road or structures associated with it.



**Photograph 4 (Section of General Wade's Military road, site 144)**

### *19<sup>th</sup> Century and Modern*

- 15.3.34. From the mid-18<sup>th</sup> century, landowners began to invest in agriculture and estate improvement which led to an almost complete transformation of the rural landscape, creating much of the landscape we see today. New farms were laid out, roads and railways were constructed, wet ground was drained and many early townships were cleared in the perception of improvement. The majority of managed forestry in the area dates to this period, and would have provided what was perceived to be a more naturalised setting for the country houses and shooting lodges. The A9 and the HML railway also date to this period with numerous structures, particularly bridges, associated with the latter, recorded on the HHER throughout the study area.
- 15.3.35. The small settlements of Aviemore and Carrbridge expanded in this period, mainly as a direct result of enhanced and improved methods of transportation due to the introduction of the railway and roads. Aviemore developed as a tourist destination, becoming one of the first skiing resorts within Scotland. The HML Railway at that point, was one of the

biggest employers in the area, also building many of the houses within Aviemore for its staff.

- 15.3.36. Further to these assets, there are also a number of sites within the study area which date to the period of the Second World War. These include records referencing the presence of a military camp to the north of Loch Alvie at Druim Mhor. This was reputed to have been used by Sikhs as an area of encampment and may still contain the remains of possible associated hut platforms (site 18). The location of a possible Second World War road block site (site 186) is also highlighted to the south of the current A9 near Carrbridge.

#### *Unassigned*

- 15.3.37. A number of assets identified during advanced monitoring work remain undated, however have been included within the baseline.
- 15.3.38. During GI monitoring work, a number of assets were identified at the northern side of Loch Alvie<sup>xxxiii</sup>. The assets included a drystone linear feature (site 216), a circular stone feature (site 217) and a possible kiln (site 218) – (refer to Figure 15.2 sheet 1 and photographs 5, 6 and 7). Due to the nature of the features and the lack of investigation, no definitive dates can be ascribed.



**Photograph 5 (Linear feature, site 216) Photograph 6 (Circular feature, site 217)**

- 15.3.39. These assets identified above may relate to sites present in the vicinity, including the Prehistoric cairnfield and associated cist, (site 7, 8 & 9) located directly to the south-west of the site. It may also relate to known Post-Medieval settlement, visible to the north-east at Ballinluig (sites 15 & 16).
- 15.3.40. Further assets include (site 219), a drystone rubble enclosure encountered at the side of Loch Vaa, (refer to Figure 15.2 sheet 4). The site was identified during a phase of GI monitoring and may relate to known Post-Medieval settlement in the area, including a number of ruined structures (site 166 & 167).



**Photograph 7 (Possible Kiln remains, site 218)**

- 15.3.41. The final, above ground asset identified, was a rectangular earthwork (site 220), located near to Slochd Summit, (refer to Figure 15.2 sheet 9). The site was also identified during GI monitoring work and may relate to Slochd Mor Stone (site 210), and known activity related to the presence of General Wades Military Road, in the immediate vicinity of the current A9.
- 15.3.42. Two sub-surface archaeological deposits were also identified and recorded within two different test-pits during advanced monitoring<sup>xxxiv</sup>. A charcoal spread (site 221) was encountered while excavating a test-pit north of Kinveachy (refer to Figure 15.2 sheet 5). The test-pit was aborted and relocated with no excavation taking place. The presence of this organic and charcoal rich deposit may relate to known Post-Medieval activity in the area with a number of structures present at Knock of Kinveachy (sites 182 & 183).
- 15.3.43. A second charcoal spread (site 222) was encountered during excavation of a test-pit at Granish (refer to Figure 15.2 sheet 3). The test pit was again aborted and relocated with no excavation taking place. This charcoal rich deposit may relate to known Prehistoric activity on the adjacent hillsides that contain the Loch nan Carraigean hut circles and settlement (sites 146 & 147).

### **Built Heritage**

- 15.3.44. There are a large number of built heritage assets within the study area dating from the 18<sup>th</sup> century to the 19<sup>th</sup> century and beyond.
- 15.3.45. Alvie Church and Manse (sites 4 & 5) are located on the southern edge of Loch Alvie (Photograph 8 & 9). The church and burial ground are Category B listed and date to 1768, while the Manse is Category C listed and dates to 1807<sup>xxxv</sup>.



**Photographs 8 & 9 (Alvie Church and burial ground, site 4)**

- 15.3.46. The Doune (site 30) is a late 17<sup>th</sup> century mansion house located beside the River Spey and within the Doune of Rothiemurchus GDL. It is a Category B listed building and currently the family home to the Grants of Rothiemurchus. There is also a range of cottages (site 32) associated with the mansion which are again Category B listed.
- 15.3.47. The Inverness to Aviemore section of the HML Railway was opened in 1897 and seven built heritage assets within the study area are associated with this railway. The stations at Aviemore (site 62 – Category A listed) and Carrbridge (sites 190, 191, 192 & 193 – Category B listed) date to the 1890s and are two of only a small number of stations which are still in operation. The stations are timber clad with steel and cast-iron footbridges of a standard HML Railway type. Carrbridge Station is the largest of the timber-clad station buildings, while Aviemore is described by Historic Environment Scotland as ‘a rare and outstanding example of late 19<sup>th</sup> century, timber railway station construction that has no equal in the Highlands’<sup>xxxvi</sup>. Aviemore Station has been assigned Category A status due to the finely detailed platform buildings and due to the retention of so many original features. The station also has a timber signal box (site 83 – Category B listed) which is the largest survivor of the archetypal Highland Type 3 box of the renowned signal manufacturers McKenzie and Holland<sup>xxxvii</sup>. A further important asset relating to the railways within the study area is that of the Category B listed Slochd Mhuic Viaduct (site 201) which is a tall, eight span, 122m long viaduct dating to the 1890s.



**Photographs 10 & 11 Aviemore Station (site 62)**



**Photographs 12 & 13 Carrbridge Station (sites 190-193)**

- 15.3.48. There are a number of listed buildings within Aviemore which date to the 19<sup>th</sup> century. This appears to be around the time that the town expanded as a direct result of the arrival of the railways in the late 19<sup>th</sup> century. The majority of both designated and undesignated built heritage sites that fall within Aviemore date to this period. The majority of buildings around this time were built in the typical Highland Estate villa style, and a number of these are designated, and retain many original features. The designated examples include Pine Bank (site 51 – Category C), the Cairngorm Hotel (site 63 – Category C), Glenspay (site 93 – Category C; Photograph 14) and Shelter Stone (site 89 – Category C; Photograph 15).



**Photograph 14 (Glenspay, site 93)**



**Photograph 15 (Shelter Stone, site 89)**

- 15.3.49. Within the Highland HER, a number of modern buildings including the hotel and leisure facilities at the Aviemore Centre, have been assigned HER numbers and associated records. For the purposes of this assessment these sites have been included within the Gazetteer, but will not be considered due to their low or negligible heritage value.
- 15.3.50. Within the smaller settlement of Carrbridge are a number of listed buildings in a different style to those within Aviemore. The Village Hall (site 188; Photograph 17) and Duthill Parish Church (site 187; Photograph 16) are both situated next to each other within Carrbridge and are Category B listed, dating to around the 1900s.



**Photograph 16 (Duthill Church, site 187)**



**Photograph 17 (Village Hall, site 188)**

- 15.3.51. To the north of the church and village hall is the Category B listed Packhorse Bridge (site 189) over the River Dulnain (Photograph 18 & 19). This site dates to 1717 and consists of a high span single humpback rubble arch, extending from a natural rock abutment<sup>xxxviii</sup>. The surface of the bridge no longer survives. The structure was formerly listed as a Scheduled Monument; however, this designation was removed in May 2016 during a project of rationalisation, but the listed building status remains.



**Photograph 18 & 19 (Carrbridge Packhorse Bridge, site 189)**

- 15.3.52. A number of further classifications that fall into the built heritage category within the study area include historic structures constructed from railway sleepers (site 48, 50, 81 & 194). These structures are now relatively rare within the highlands and date to the 20<sup>th</sup> century. As a result, they have been assigned a low heritage value. There are also a number of bridges which range in date from 18<sup>th</sup> century to modern (site 3 & 202 – both Category C listed, and un-designated sites 34, 52, 151, 157, 185, 195, 197, 198, 203, 205, 207, 208 & 209). Site 202 is thought to be associated with General Wade's Military Road.
- 15.3.53. A number of churches and cemeteries are also recorded within the study area (site 47 – Category C listed, and un-designated sites 54, 92 & 165). Again, the majority of these are Post-Medieval or Modern in date. Sites of industrial use are also present within the area, consisting of a saw mill (site 105), a grain mill (sites 107 & 108) a mill and sluice (sites 110 & 111), a mill dam (site 112), a threshing mill (site 199), and lime kilns (sites 133, 136, 140 & 176).

## Historic Landscapes

- 15.3.54. There are two designated Gardens and Designed Landscapes within the study area, at Kinrara and Doune of Rothiemurchus. These two sites are located close to each other at the far south of the Proposed Scheme.
- 15.3.55. The landscape of Kinrara dates to the 18<sup>th</sup> century and is described as ‘an outstanding example of a picturesque landscape design which makes a significant contribution to the scenic qualities and nature conservation values in Strathspey’<sup>xxxix</sup>. Kinrara was originally laid out by Duchess Jane Gordon, wife of the 4<sup>th</sup> Duke of Gordon and a figure who was prominent in social and political society in Scotland and England. In designing the grounds, the Duchess is reputed to have been influenced by Uvedale Price’s ‘Essay on the Picturesque’ which advocated an appreciation of the practicalities of planting and farming, combined with local circumstances<sup>xl</sup>. This site, therefore appears not only to have been designed to be picturesque, but also designed to reflect the area within which it was situated. As a result, the landscape therefore has a more agrarian character than other designed landscapes of a similar date.
- 15.3.56. The landscape of Doune of Rothiemurchus is also a picturesque designed landscape which is believed to have its origins in the 17<sup>th</sup> century but was formalised in the 19<sup>th</sup> century. The land was owned by the Grants, and contains the Grant’s mansion, The Doune (site 30). In the 16<sup>th</sup> century, documentary references note this estate as containing ‘great and large fir woods’<sup>xli</sup>. These woods were also exploited by the Grants in the 18<sup>th</sup> century. In the 19<sup>th</sup> century, farm buildings were demolished and relocated which allowed the grounds to be landscaped.
- 15.3.57. The majority of the Proposed Scheme lies within the Cairngorms National Park. The national park was established in 2003 and covers the Cairngorm Mountains and surrounding park hills. The Cairngorms National Park is the largest national park in the British Isles. The area is protected in part due to the spectacular upland landscape, but also in an attempt to promote it as a ‘sustainable development area’, elements of which include farmed and managed landscapes, as well as tourist attractions such as the town of Aviemore. The Cairngorms National Park also contains remnants of the Caledonian Forest, which comprise Scots pines that once covered a large part of the Scottish Highlands.
- 15.3.58. The Historic Land-use Assessment data for the area has been studied and further details are provided within Appendix 15.1. Within the study area there are ten different Historic Landscape (HL) Types (Figure 15.4). These are:
- Agriculture and Settlement (HL1)
  - Built-up Area (HL2)
  - Moorland and Rough Grazing (HL3)
  - Transport (HL4)
  - Water Body (HL5)
  - Woodland and Forestry (HL6)
  - Designed Landscape (HL7)
  - Energy, Extraction and Waste (HL8)
  - Leisure and Recreation (HL9)
  - Spiritual and Ritual (HL10)

- 15.3.59. The study area, and wider surroundings is primarily dominated by Historic Landscape Type HL6 (Woodland and Forestry). Some of the woodland has been identified as ancient semi-natural woodland which may represent remnants of the Caledonian Forest. The majority of the woodland and forestry sites within the study area dates to either the 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> century and represents both managed woodland and conifer plantations.
- 15.3.60. The second most dominant Historic Landscape Type is HL3 (Moorland and Rough Grazing) which reflects the rural upland nature of the Highlands. This landscape type has been rough grazed since at least the 20<sup>th</sup> century and most likely since Prehistoric times, with settlements being concentrated on the flat valley floors, close to sources of water. A number of the areas of Moorland and Rough Grazing also correspond with known sites of Prehistoric clearance which would support the theory that the land here has been utilised since the Prehistoric period.
- 15.3.61. HL1 (Agriculture and Settlement) is found in the river valleys and more level areas within the study area. This again represents land more suitable for settlement and farming, with more fertile soils and readily available water sources (such as the Lochs, the River Spey and numerous burns). This landscape type is further split down into seven historic landscape units which consist of 'Later Prehistoric settlement and agriculture', 'Medieval/Post-Medieval shielings', 'Medieval/Post-Medieval settlement and agriculture', 'rectilinear fields and farms', 'cultivated former parkland', 'unenclosed improved pasture' and 'smallholdings'. Of these, rectilinear fields and farms dating from the 18<sup>th</sup> century to the present day are the most typical. However, as discussed in the 'Archaeological Remains' section, some of these 18<sup>th</sup> century farmsteads and settlements may have had earlier origins.
- 15.3.62. HL7 (Designed Landscape) is found at the southern extent of the scheme and dates from the 17<sup>th</sup> to the 20<sup>th</sup> centuries. Two areas of Designed Landscape correspond with the two designated Gardens and Designed landscapes mentioned above. A third area of designed landscape corresponds with land surrounding 'The Rowan Tree' hotel (site 28), which is situated on the southern shores of Loch Alvie. This was formerly a coaching inn called 'The Lynwilg Mail' which was built in the 1700's. The final area of designed landscape is situated immediately north of the Doune of Rothiemurchus and appears to be associated with 'Inverdrue House'.
- 15.3.63. Within the study area there is one area of HL10 (Spiritual and Ritual) which corresponds with site 143. This is a Scheduled Monument and represents a fine example of a Clava Cairn. This area is surrounded with areas of Prehistoric settlement and agriculture.
- 15.3.64. The remaining Historic Landscape Types represent more modern uses of the study area, including: HL2 (Built up area), representing areas of settlement and industrial/commercial development; HL4 (Transport), representing the line of the current A9 and the HML Railway; HL5 (Water Body), representing the lochs within the study area; HL 8 (Energy, Extraction and Waste), representing mainly quarry sites within the study area; and HL9 (Leisure and Recreation), which includes areas of sports grounds and parks.
- 15.3.65. The wider landscape around the current A9 maintains its rural upland nature (indeed, as noted above, the majority of the study area is within the Cairngorms National Park). The settlements are small and dispersed (with the exception of the main settlements of Aviemore and Carrbridge) and there are large areas of managed woodland, lochs and fine far reaching views of the Cairngorms. With the exception of the settlements of Aviemore and Carrbridge, and the route of the current A9, the study area lacks large scale modern development which would adversely impact the historic landscape.



## 15.4. Potential Impacts

- 15.4.1. The majority of the impacts upon the cultural heritage assets will occur during the construction phase. Development activities, such as groundworks, topsoil stripping, landscaping, ground compaction, access, service installation, stock piling and storage will all have a negative impact on cultural heritage assets, particularly archaeological remains and historic landscapes. These construction related impacts could lead to the following:
- Permanent, complete or partial loss of an archaeological feature or group of monuments:
  - Permanent or temporary loss of physical and/or visual integrity of a feature, monument, building or group of monuments;
  - Damage to resources as a result of ground excavation:
  - Damage to resources due to compaction, desiccation or waterlogging: and
  - Damage to resources as a result of ground vibration caused by construction.
- 15.4.2. Impacts may also occur during the operational phase and would arise from increased amounts of traffic visible on the A9, as well as impacts of increased noise.

### Construction Phase Impacts

#### Statutory Protected Archaeological Remains

##### Summary

- 15.4.3. The assessment has highlighted the presence of six designated assets representing archaeological remains. Construction of the Proposed Scheme would have an impact on two of these designated assets, however these impacts are not considered to be significant. The assets magnitude and significance of impact are presented in Table 15.6.

**Table 15.6: Construction Phase Impacts: Statutory Protected Archaeological Remains**

Site	Site Name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
<b>Impacts Predicted</b>					
31	Doune Motte	Motte	High	Negligible	Slight
163	Tor Beag Fort	Fort	High	Minor	Moderate/Slight
<b>No Impacts Predicted</b>					
53	Rothiemurchus, Palisaded enclosure to NW of Dell Farm	Enclosure	High	No Change	Neutral
104	Aviemore Chambered Cairn and Standing Stone	Cairn and Stone Circle	High	No Change	Neutral
145	Loch nan Carraigeon chambered cairn and stone circle	Cairn and Stone Circle	High	No Change	Neutral

Site	Site Name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
215	Drumbain Cottage, hut circles	Hut Circles	High	No Change	Neutral

*No Impacts Predicted*

- 15.4.4. Four of the statutory protected sites identified and assessed within the baseline and highlighted in table 15.6 will receive no predicted direct or indirect impacts during the construction phase. These assets and impact significance have been referenced below in Table 15.7.

**Table 15.7: Construction Phase Impacts: Statutory Protected Archaeological Remains with no impacts predicted**

Statutory Protected Archaeological Remains	
No Impacts Predicted	
<b>Site 53</b>	<b>Rothiemurchus Palisaded Enclosure</b>
	The Scheduled Monument is located circa 1km to the east of the Proposed Scheme. The sites location and the presence of permanent screening from current road/rail infrastructure and structures present within the town of Aviemore indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the asset. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The site has therefore been excluded from any further assessment.
<b>Site 104</b>	<b>Aviemore Chambered Cairn and Standing Stone</b>
	The Scheduled Monument, (photograph 2), is located circa 420m to the east of the Proposed Scheme within the town of Aviemore in a small cul-de-sac surrounded by modern 20 <sup>th</sup> century housing. Due to the location and the screening in place there will be no direct or indirect impacts during construction. The magnitude of impact arising during the construction phase has been assessed as No Change with no changes to any of the elements, parcels or components of the asset. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The site has therefore been excluded from any further assessment.
<b>Site 145</b>	<b>Loch nan Carraigan Chambered Cairn and Stone Circle</b>
	The Scheduled Monument is located around 640m to the north-east of the Proposed Scheme. The cairn, although currently surrounded by commercial forestry on a number of sides, still retains open views across Loch Na Carrigan with further open views to the distant hills in the east. The site retains its key and extensive views to the east and north-east however permanent screening from existing infrastructure, and the presence of Granish Quarry provide adequate screening in the intervening landscape between. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the asset. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The site has therefore been excluded from any further assessment.
<b>Site 215</b>	<b>Drumbain Cottage, Hut Circles</b>
	The Scheduled Monument is located circa 1.1km to the north-east of the Proposed Scheme. The structures currently occupy an area of open moorland with distant and remote open views in all directions. Due to the presence of permanent

	screening from existing topography added to the distance and temporary screening from the Proposed Scheme, the magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the asset. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The site has therefore been excluded from any further assessment.
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*Direct Impacts*

- 15.4.5. No direct impacts are predicted on any of the six statutory protected assets representing archaeological remains that have been identified and assessed within the baseline.

*Indirect Impacts Predicted*

- 15.4.6. Two of the six statutory protected sites identified and assessed within the baseline, will receive impacts during the construction phase, however these impacts will not be significant. These sites include Doune Motte and Tor Beag Fort, and are discussed below.

**Table 15.8: Construction Phase Impacts: Statutory Protected Archaeological Remains with impacts predicted**

Statutory Protected Archaeological Remains	
Impacts Predicted	
Site 31	Doune Motte
	<p>The Scheduled Monument is located to the south-east of the location of the proposed Aviemore South Junction and may receive indirect impacts on its current setting during the construction of the junction and road widening within this area. The current A9 appears set against a backdrop of hills, and is located circa 770m to the north-west of the asset. Existing infrastructure including the current B9152 and the HML Railway are present within the intervening area. Adequate screening currently exists in the form of vegetation around the River Spey and the areas surrounding the north-east shores of Loch Alvie and Druim Mhor, This screening filters the views to the west of the site. Key views from the asset to the north, east, south and south west crossing the flood plain of the River Spey would appear unaffected by the construction. It is considered that any widening to the existing road to the north-west, would result in a like-for-like change to its current state. Due to the elevation of the road along this section, its view in profile from the Motte would remain relatively unchanged. It is also considered that even with the added inclusion of the Aviemore South Junction, the key characteristics of the asset would not change.</p> <p>Key elements of a defensive asset of this type include its elevated position and approach. The approach is from the north-north-east, indicating an approach from a causeway and crossing point present on the River Spey. The asset appears visually prominent from the floodplain area, however views from further afield appear to be impacted by other surrounding natural landforms. Views from the asset to its intended approach on the north-north-east will remain unaffected by the proposals. Views to the north-west will likely have a slight visual intrusion by the proposed Aviemore South Junction.</p> <p>The Scheduled Monument will not be directly impacted on by any construction however views from the Motte towards the Proposed Scheme may be visually impacted on or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the Motte will be affected during the construction phase and it will retain its rural setting on the banks of the</p>



	<p>River Spey. Due to the large distances involved and the expanse of land between the Proposed Scheme and the Motte, any visual changes will be on the periphery and will be Minor. The temporary and distant intrusion would not affect the ability to appreciate the rural setting and historical importance of the Motte. As a result, the significance of impact to the Motte has been assessed as Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.</p> <p>It is also noted, that any potential impacts to the asset, during construction would be minimal as they would appear adequately screened from the works, and would only arise if vegetation was to be temporarily removed to facilitate any construction works. In this instance, the re-instatement of any vegetation following the construction works would remove this potential impact entirely, although it should be noted that re-planted vegetation will take time to mature and may not entirely mirror the vegetation which is currently present.</p>
<p><b>Site 163</b></p>	<p><b>Tor Beag Fort</b></p>
	<p>The Scheduled Monument is located adjacent to the A9, north of Avielochan and may receive indirect impacts on its current setting during the construction of the junction and road widening within this area. The fort's current environs appear overgrown, with the surrounding hillsides planted with mature commercial forestry. The A9 is situated below the site in a cutting, abutting a steep embankment along its western edge. No significant variation in setting is envisaged with a clear like for like use and widening of the eastern side of the current A9.</p> <p>A number of SuDS ponds located to the north-east will however, impact on views from the fort to the north-east. This location is heavily constrained due to the presence of the current A9 and HML Railway. The SuDS ponds already exist as a series of three rectangular cascade ponds which appear mature, overgrown with foliage and heavily silted. The re-use and upgrading of these existing ponds will have a degree of impact on views from the fort during construction. The impact is unlikely to be detrimental with sympathetic landscaping and planting planned for these features.</p> <p>The dominating aspect and views from the fort will still remain across Loch Vaa and Avielochan. Key, wider views from the fort would remain unaffected in part due to the topography of the fort on a rocky promontory, but also the height of the asset above the level of the existing A9. The presence of dense woodland and the steep topography of the land between the site and the proposed widening would introduce a large degree of screening from construction works.</p> <p>The Scheduled Monument will not be directly impacted on by any construction, however views from the Fort towards the Proposed Scheme may receive minor visual and noise impacts related to the presence of plant due to the increase in infrastructure from construction activities. It is unlikely that the setting of the Fort will be affected during the construction phase and it will retain its setting. Any visual changes will be on the periphery and will be Minor. The temporary intrusion would not affect the ability to appreciate the setting and defensive nature of the Fort. As a result, the significance of impact to the Motte has been assessed as Moderate/Slight adverse.</p> <p>It is noted that more significant impacts would arise if any vegetation removal took place for construction. In this instance, the re-instatement of the vegetation following the construction works would remove this potential impact entirely in the longer term. It should also be noted that re-planted vegetation will take time to mature and may not entirely mirror the vegetation which is currently present. Due to the heavy tree cover, photomontages could not be produced to illustrate the assessment above, with the basis on current topographic information available and a number of visits to the site. It has been assessed that these impacts would not affect the ability to understand and appreciate the monument.</p>

## Non-statutory Protected Archaeological Remains

### Summary

- 15.4.7. Construction of the Proposed Scheme will likely impact on 37 un-designated sites, which represent archaeological remains. Of these 37 archaeological sites, ten are considered to receive significant impacts (i.e. Moderate and above). The sites affected, magnitude, and significance of impact, are presented in Table 15.9 below.

**Table 15.9: Construction Phase Impacts: Non-statutory Protected Archaeological Remains**

Site	Site Name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
<b>Impacts Predicted</b>					
6	Alvie	Sheiling	Low	Major	Moderate/Slight
7	Loch Alvie	Burial Cairn	Medium	Major	Moderate/Large
8	Loch Alvie	Cist	Medium	Major	Moderate/Large
9	Loch Alvie	Cairnfield	Medium	Major	Moderate/Large
10	Loch Alvie	Ring Cairn	Medium	Minor	Slight
11	Loch Alvie	Hut Circle	Medium	Minor	Slight
12	Loch Alvie	Clearance Cairn	Medium	Minor	Slight
13	Loch Alvie	Field System	Low	Minor	Neutral/Slight
14	Loch Alvie	Settlement	Low	Minor	Neutral/Slight
16	Loch Alvie	Settlement	Low	Minor	Neutral/Slight
46	Former access track to railway tunnel at Kinakyle	Road, Track	Low	Moderate	Slight
76	Earthworks west of MacDonald Centre	Structure	Low	Major	Moderate/Slight
106	Milton Wood	Cup Marked Stone	Medium	Minor	Slight
125	High Burnside	Track	Negligible	Minor	Neutral/Slight
130	Slugganganish	Settlement	Low	Minor	Neutral/Slight
131	Slugganganish	Settlement	Low	Moderate	Slight
134	Slugganganish	Unenclosed Settlement	Low	Moderate	Slight
136	Slugganganish	Lime Kiln	Low	Minor	Neutral/Slight
142/143	Shunem	Enclosure	Low	Major	Moderate/Slight
144	Allt na Criche	Road	Medium	Moderate	Moderate
154	Avielochan	Cairn	Medium	Major	Moderate/Large

Site	Site Name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
155	Avielochan	Township	Low	Minor	Neutral/Slight
159	Balnabruich	Building	Medium	Major	Moderate/Large
160	Balnabruich	Cairn	Medium	Major	Moderate/Large
161	Cairns with finds, Avielochan	Cairn	Medium	Negligible	Neutral/Slight
162	Laggantygown	Military Road	Low	Moderate	Slight
169	General Wade's Military Road	Military Road	Medium	Minor	Slight
170	Dunkeld – Dalnacardoch – Ruthven – Aviemore - Inverness Military Road	Military Road	Medium	Minor	Slight
204	Tor Mor	Hut Circle	Medium	Minor	Slight
<b>Additional sites identified during site monitoring</b>					
216	Loch Alvie, linear stone feature	Linear stone feature	Low	Major	Slight/Moderate
217	Loch Alvie, Cairn	Cairn	Low	Major	Slight/Moderate
218	Loch Alvie, Kiln, Structure	Kiln	Low	Major	Slight/Moderate
219	Loch Vaa, Enclosure	Enclosure	Low	Minor	Neutral/Slight
220	Slochd Earthwork	Earthwork	Low	Minor	Neutral/Slight
221	Kinveachy, Charcoal deposit	Charcoal	Unknown	Unknown	Unknown
222	Granish, Charcoal deposit	Charcoal	Unknown	Unknown	Unknown

15.4.8. Due to the physical constraints present within the section of the scheme across the northern side of Loch Alvie, the preferred route was constrained to a narrow identifiable area. This incorporated the nature of the topography either side of the current A9 and the increase in the schemes footprint and resultant earthworks to accommodate the design. As a result, a number of un-designated sites identified within this location during the baseline collection and monitoring work will be impacted on. This includes both direct and indirect impacts.

#### *Direct Impacts Predicted*

15.4.9. Direct impacts are predicted during the Construction Phase on eighteen un-designated sites that represent archaeological remains. These sites and impact significance have been referenced below in Table 15.10.

**Table 15.10: Construction Phase Impacts: Non-statutory Protected Archaeological Remains**

<b>Non-statutory Protected Archaeological Remains</b>	
<b>Impacts Predicted</b>	
<b>Site 6</b>	<b>Alvie - Sheiling</b>
	The widening of the existing A9 west of Loch Alvie is likely to have a direct impact on the location of a possible shieling hut. A walkover survey undertaken during the assessment could not locate or highlight any evidence for the survival of this structure within the grid reference provided on the HHER or the immediate area surrounding the inferred location. The Proposed Scheme will impact on and remove any archaeological remains associated with this structure including any below ground evidence that may survive. The impact significance to these remains or associated sub-surface deposits has been assessed as Moderate/Slight adverse. This is due in part to the poorly defined nature of the sites existence and its likely prior destruction or part destruction during the construction of the current road.
<b>Site 7</b>	<b>Loch Alvie – Burial Cairn</b>
	The widening of the existing A9 west of Loch Alvie is also likely to have a direct impact on the location of a Burial Cairn. The asset was noted during GI monitoring work, and the Proposed Scheme will impact on and remove archaeological remains associated with the site including any below ground evidence that may survive. The impact on these remains has been assessed as Moderate/Large adverse. There is also a possibility that further sites associated with sites of this nature may exist within the wider area.
<b>Site 8</b>	<b>Loch Alvie – Cist</b>
	The widening of the existing A9 west of Loch Alvie is also likely to have a direct impact on the location of a Cist. The asset was noted during GI monitoring work, and the Proposed Scheme will impact on and remove archaeological remains associated with the site including any below ground evidence that may survive. The impact on these remains has been assessed as Moderate/Large adverse. There is also a possibility that further sites associated with sites of this nature may exist within the wider area.
<b>Site 9</b>	<b>Loch Alvie – Cairnfield</b>
	The widening of the existing A9 west of Loch Alvie is also likely to have a direct impact on the location of a Cairnfield. The asset was noted during GI monitoring work, and the Proposed Scheme will impact on and remove archaeological remains associated with the site including any below ground evidence that may survive. The impact on these remains has been assessed as Moderate/Large adverse. There is also a possibility that further sites associated with sites of this nature may exist within the wider area.
<b>Site 216</b>	<b>Loch Alvie – Linear Stone Feature</b>
	The widening of the existing A9 west of Loch Alvie will also have a direct impact on a site identified during GI monitoring works as a field boundary. The Proposed Scheme will impact on and remove any archaeological remains associated with these assets. The impact on the remains has been assessed alongside an assigned value attributed to sites of the same shape/form within the vicinity of these newly identified sites. Due to the physical impact from the widening work within this portion of the scheme, the impact on the remains has been assessed as Slight/Moderate adverse with the removal of any archaeological remains.
<b>Site 217</b>	<b>Loch Alvie – Cairn</b>
	The widening of the existing A9 west of Loch Alvie will also have a direct impact on a site identified during the GI monitoring works as a Cairn. The Proposed Scheme will impact on and remove any archaeological remains associated with

	these assets. The impact on the remains has been assessed alongside an assigned value attributed to sites of the same shape/form within the vicinity of these newly identified sites. Due to the physical impact from the widening work within this portion of the scheme, the impact on the remains has been assessed as Slight/Moderate adverse with the removal of any archaeological remains.
<b>Site 218</b>	<b>Loch Alvie – Kiln</b>
	The widening of the existing A9 west of Loch Alvie will also have direct impact on a site identified during GI monitoring works as a Kiln. The Proposed Scheme will impact on and remove any archaeological remains associated with these assets. The impact on the remains has been assessed alongside an assigned value attributed to sites of the same shape/form within the vicinity of these newly identified sites. Due to the physical impact from the widening work within this portion of the scheme, the impact on the remains has been assessed as Slight/Moderate adverse with the removal of any archaeological remains.
<b>Site 46</b>	<b>Former access track to railway tunnel at Kinakyle</b>
	The former access track associated with the Highland Main Line is likely to be affected by the Proposed Scheme (mainline widening), south of Aviemore. The Proposed Scheme will impact on and remove any archaeological remains associated with this track, however impact will only occur on a section deemed to be modern (from previous investigations) in date and of little historical interest. Due to the relatively modern date of this section of track, and low value, the impact to these remains has been assessed as Slight adverse
<b>Site 76</b>	<b>Earthworks west of MacDonald Centre</b>
	The widening of the existing A9 at Aviemore will impact on an earthwork identified to the west of the MacDonald Centre. The earthwork has the potential to be affected by the widening of the existing road in this area. The Proposed Scheme will impact on and remove any archaeological remains associated with the earthwork. The impact to the earthwork, although likely to be non-antiquity, has been assessed as Moderate/Slight adverse due to the potential for direct physical impact during construction.
<b>Site 136</b>	<b>Sluggangranish Settlement</b>
	The site of Sluggangranish Settlement has the potential to be impacted by an access track associated with a SuDS pond south of Granish. Although the track only marginally encroaches on the area, the impact on the asset has been assessed as Neutral/Slight adverse due to the potential to uncover further features relating to the settlement site. The potential exists for the Proposed Scheme to impact on and remove any unknown or unmapped archaeological remains associated with the settlement however any subsequent visual or noise impacts from construction and construction related activities is unlikely to affect our ability to understand and appreciate the site.
<b>Site 142 /143</b>	<b>Shunem - Enclosure</b>
	The Shunem structure/enclosure to the south of the proposed Granish Junction, has the potential to be impacted on by the widening of the existing A9. The low banked remains of a structure/enclosure have the potential to be physically impacted during construction. The Proposed Scheme will impact on and remove any archaeological remains associated with these assets and as a result the impact to any surviving upstanding remains has therefore been assessed as Moderate/Slight adverse.
<b>Site 144</b>	<b>Allt na Criche - Road</b>
	The section of General Wade's Military Road present within the area of the proposed Granish Junction has the potential to be affected during construction. The remains are located within an area of birch woodland, having previously been bisected by the current access onto the A9. The Proposed Scheme will impact on and remove any archaeological remains associated with a section of the Military



	Road, the impact to any surviving remains of the road has been assessed as Moderate adverse.
<b>Site 154</b>	<b>Avielochan - Cairn</b>
	The cairn, located adjacent to the current A9, west of Avielochan is likely to be affected during the widening of the current road. The remains survive as a bank of stony material, and represent the remnants of a Prehistoric ring cairn. A large boulder located to the south of the cairn displays a number of cup marks. Due to the likelihood of further remains of this nature existing within the immediate vicinity of the monument and the Proposed Scheme impacting on and removing any archaeological remains associated, the impact to any surviving remains has been assessed as Moderate/Large adverse.
<b>Site 159</b>	<b>Balnabruich - Building</b>
	The remains of a possible structure, west of Avielochan is likely to be affected during the widening of the current A9. The remains of the structure, believed to be Neolithic in date, and the cairn, highlight evidence of Prehistoric activity in the locale. Due to the likelihood of further remains of this nature existing within the vicinity of both monuments, the Proposed Scheme will impact on and remove any archaeological remains associated with the asset. As a result, the impact to any surviving remains has been assessed as Moderate/Large adverse.
<b>Site 160</b>	<b>Balnabruich - Cairn</b>
	The remains of a possible cairn, west of Avielochan is likely to be affected during the widening of the current A9. The remains of the structure, believed to be Neolithic in date, and the cairn, highlight evidence of Prehistoric activity in the locale. Due to the likelihood of further remains of this nature existing within the vicinity of both monuments, the Proposed Scheme will impact on and remove any archaeological remains associated with the asset. As a result, the impact to any surviving remains has been assessed as Moderate/Large adverse.
<b>Site 162</b>	<b>Laggantygowan – Military Road</b>
	A section of General Wade’s Military Road is believed to have existed to the north of Avielochan. No visible indication survives attributed to these remains, however the possible impact on any unknown subsurface remains has been assessed as Slight adverse due to the Proposed Scheme impacting on and removing any archaeological remains associated with the asset.
<b>Site 219</b>	<b>Loch Vaa - Enclosure</b>
	The addition of a SuDS pond and access track to the west of Loch Vaa will run adjacent to a site highlighted during archaeological monitoring. This site, identified as a possible enclosure, is located directly east of the access track. The impact on the remains has been assessed alongside an assigned value attributed to sites of the same shape/form within the vicinity of these newly identified sites. Due to the Proposed Scheme potentially impacting on and removing any archaeological remains associated with the asset the impact on the remains has been assessed as Neutral/Slight adverse.

### *Indirect Impacts Predicted*

- 15.4.10. Direct impacts are predicted during the Construction Phase on sixteen assets relating to un-designated sites that represent archaeological remains. These assets and impact significance have been referenced below in Table 15.11.

**Table 15.11: Construction Phase Impacts: Non-statutory Protected Archaeological Remains**

<b>Non-statutory Protected Archaeological Remains</b>	
<b>Impacts Predicted</b>	
<b>Site 10</b>	<b>Loch Alvie – Ring Cairn</b>
	Widening of the existing A9 along the northern shore of Loch Alvie also has the potential to impact on the setting of an identified ring cairn. A portion of screening and filtering currently exists alongside a raised verge or embankment along the south-bound side of the A9. Any visual or noise impacts from construction and construction related activities is unlikely to affect our ability to understand and appreciate these monuments. The impact on the remains has been assessed as Slight adverse due to the indirect nature of impact and the overall distance of the widening work along this section of the road.
<b>Site 11</b>	<b>Loch Alvie – Hut Circle</b>
	Widening of the existing A9 along the northern shore of Loch Alvie also has the potential to impact on the setting of an identified hut circle. A portion of screening and filtering currently exists alongside a raised verge or embankment along the south-bound side of the A9. Any visual or noise impacts from construction and construction related activities is unlikely to affect our ability to understand and appreciate these monuments. The impact on the remains has been assessed as Slight adverse due to the indirect nature of impact and the overall distance of the widening work along this section of the road.
<b>Site 12</b>	<b>Loch Alvie – Clearance Cairn</b>
	Widening of the existing A9 along the northern shore of Loch Alvie also has the potential to impact on the setting of a clearance cairn. A portion of screening and filtering currently exists alongside a raised verge or embankment along the south-bound side of the A9. Any visual or noise impacts from construction and construction related activities is unlikely to affect our ability to understand and appreciate these monuments. The impact on the remains has been assessed as Slight adverse due to the indirect nature of impact and the overall distance of the widening work along this section of the road.
<b>Site 13</b>	<b>Loch Alvie – Field System</b>
	Widening of the existing A9 along the northern shore of Loch Alvie also has the potential to impact on the setting of a Post-Medieval field system. A portion of screening and filtering currently exists alongside a raised verge or embankment along the south-bound side of the A9. Any visual or noise impacts from construction and construction related activities is unlikely to affect our ability to understand and appreciate these monuments. The impact on the remains has been assessed as Neutral/Slight adverse due to the indirect nature of impact and the overall distance of the widening work along this section of the road.
<b>Site 14</b>	<b>Loch Alvie – Settlement</b>
	Widening of the existing A9 along the northern shore of Loch Alvie also has the potential to impact on the setting of a Post-Medieval settlement. A portion of screening and filtering currently exists alongside a raised verge or embankment along the south-bound side of the A9. Any visual or noise impacts from construction and construction related activities is unlikely to affect our ability to understand and appreciate these monuments. The impact on the remains has been assessed as Neutral/Slight adverse due to the indirect nature of impact and the overall distance of the widening work along this section of the road.
<b>Site 16</b>	<b>Loch Alvie – Settlement</b>
	Widening of the existing A9 along the northern shore of Loch Alvie also has the potential to impact on the setting of the Post-Medieval Loch Alvie Settlement, identified by the presence of up to twelve structures. A portion of screening and

	<p>filtering currently exists alongside a raised verge or embankment along the south-bound side of the A9. An access track facilitating and accommodating a SuDS pond at the northern extent of the loch, deviates from an existing track, however does not appear to impact on the settlement site. It is likely that the setting of the site may receive visual and noise impacts during construction activities. Any visual or noise impacts from construction and construction related activities is unlikely to affect our ability to understand and appreciate these monuments and as a result, the impact to the remains has been assessed as Neutral/Slight adverse.</p>
<b>Site 106</b>	<b>Milton Wood Cup Marked Stone</b>
	<p>The Milton Wood Cup Marked Stone has the potential to be affected by the widening of the existing A9 around the area of Milton. The asset is located in a wooded area to the east of an existing subway beneath the current A9. A number of archaeological evaluations undertaken to the immediate north of the site in advance of a housing development and new road at High Burnside identified no significant archaeological remains. Although the widening is unlikely to have any direct physical impact during construction, indirect visual or noise impacts from construction and construction related activities will be present. It is unlikely to affect our ability to understand and appreciate the monument, due to its current location at the side of the existing A9. As a result, the impact on the asset has been assessed as Slight adverse.</p>
<b>Site 125</b>	<b>High Burnside - Track</b>
	<p>The site of a Post-Medieval trackway at High Burnside located to the north-west of the town of Aviemore has the potential for indirect impacts during any widening of the existing A9. The asset is located in a wooded area on the northbound side of the current A9, and screening and filtering currently exists alongside a raised verge or embankment on the side of the A9. Any visual or noise impacts from construction and construction related activities are unlikely to affect our ability to understand and appreciate the site. The impact on the remains has been assessed as Neutral/Slight adverse due to the indirect nature of impact and the overall distance of the widening work along this section.</p>
<b>Site 130</b>	<b>Slugganranish - Settlement</b>
	<p>The site of a Post-Medieval settlement at Slugganranish, characterised by structural turf banks, field boundaries, field clearance and field systems has the potential to be affected by the widening of the existing A9 to the north of Milton. The sites are currently located in a wooded area to the west of the current A9 and although the widening is unlikely to have any direct physical impact during construction, indirect visual or noise impacts from construction and construction related activities will be present. It is unlikely to affect our ability to understand and appreciate the sites, due to their current location at the side of the existing A9. As a result, the impact on the asset has been assessed as Neutral/Slight adverse. This is due in part to temporary visual and noise impacts due to the presence of plant and infrastructure. The potential exists in this area for further remains of this type existing as sub-surface remains.</p>
<b>Site 131</b>	<b>Slugganranish - Settlement</b>
	<p>The site of a Post-Medieval settlement at Slugganranish, characterised by structural turf banks, field boundaries, field clearance and field systems has the potential to be affected by the widening of the existing A9 to the north of Milton. The sites are currently located in a wooded area to the west of the current A9 and although the widening is unlikely to have any direct physical impact during construction, indirect visual or noise impacts from construction and construction related activities will be present. It is unlikely to affect our ability to understand and appreciate the sites, due to their current location at the side of the existing A9. As a result, the impact on the asset has been assessed as Slight adverse. This is due in part to temporary visual and noise impacts due to the presence of plant and infrastructure. The potential exists in this area for further remains of this type existing as sub-surface remains.</p>



<b>Site 134</b>	<b>Slugganranish - Settlement</b>
	The site of a Post-Medieval settlement at Slugganranish, characterised by structural turf banks, field boundaries, field clearance and field systems has the potential to be affected by the widening of the existing A9 to the north of Milton. The sites are currently located in a wooded area to the west of the current A9 and although the widening is unlikely to have any direct physical impact during construction, indirect visual or noise impacts from construction and construction related activities will be present. It is unlikely to affect our ability to understand and appreciate the sites, due to their current location at the side of the existing A9. As a result, the impact on the asset has been assessed as Slight adverse. This is due in part to temporary visual and noise impacts due to the presence of plant and infrastructure. The potential exists in this area for further remains of this type existing as sub-surface remains.
<b>Site 155</b>	<b>Avielochan - Township</b>
	The site of Avielochan Township has the potential to be impacted during the construction of a SuDS pond access track. Although no direct impact is predicted from the Proposed Scheme, indirect visual or noise impacts from construction and construction related activities will be present. It is unlikely to affect our ability to understand and appreciate the site, due to its current location at the side of the existing A9. As a result, the impact on the asset has been assessed as Slight adverse. This is due in part to temporary visual and noise impacts due to the presence of plant and infrastructure. The potential exists in this area for further remains of this type existing as sub-surface remains.
<b>Site 161</b>	<b>Avielochan - Cairn</b>
	The presence of a cairn, containing material culture dating to the Medieval period to the north of Avielochan, highlights the increased potential for further Medieval activity within the area. Although the cairn appears to have been destroyed by previous agricultural improvements, a phase of geophysical investigation has highlighted the potential for subsurface material surviving. Although no direct impact is predicted from the Proposed Scheme, indirect visual or noise impacts from construction and construction related activities will be present with the nearby access track. It is unlikely to affect our ability to understand and appreciate the site, due to its current location at the side of the existing A9. As a result, the impact on the asset has been assessed as Neutral/Slight adverse. This is due in part to temporary visual and noise impacts due to the presence of plant and infrastructure. The potential exists in this area for further remains of this type existing as sub-surface remains.
<b>Site 169 / 170</b>	<b>General Wade's Military Road</b>
	Two further sections of General Wade's Military Road, located south west of Kinveachy may also be impacted by the widening of the road. The remains in these locations appear substantially altered along both lengths and part destroyed by the A9. They do however retain some aspects of possible early drainage features and as a result, the impact on remains across these areas has been assessed as Moderate adverse. Although no direct impact is predicted from the Proposed Scheme, indirect visual or noise impacts from construction and construction related activities will be present with the nearby access track. It is unlikely to affect our ability to understand and appreciate the site, due to its current location at the side of the existing A9. As a result, the impact on the asset has been assessed as Neutral/Slight adverse. This is due in part to temporary visual and noise impacts due to the presence of plant and infrastructure. The potential exists in this area for further remains of this type existing as sub-surface remains.
<b>Site 204</b>	<b>Tor Mor – Hut Circle</b>
	A number of hut circles and/or clearance cairns located to the north of Slochd, are within the proximity of an area earmarked for the widening of the existing A9. Although no direct impact is predicted from the Proposed Scheme, indirect visual or

	noise impacts from construction and construction related activities will be present. It is unlikely to affect our ability to understand and appreciate the site, due to its current location at the side of the existing A9. As a result, the impact on the asset has been assessed as Slight adverse. This is due in part to temporary visual and noise impacts due to the presence of plant and infrastructure. The potential exists in this area for further remains of this type existing as sub-surface remains.
<b>Site 220</b>	<b>Slochd - Earthwork</b>
	The widening work at Slochd Summit will take place adjacent to a site highlighted during archaeological monitoring. This site was identified as a possible earthwork and may relate to General Wades Military Road. The impact on the remains has been assessed alongside an assigned value attributed to sites of the same shape/form within the vicinity of these newly identified sites. Although no direct impact is predicted from the Proposed Scheme, indirect visual or noise impacts from construction and construction related activities will be present. It is unlikely to affect our ability to understand and appreciate the site, due to its current location at the side of the existing A9. As a result, the impact on the asset has been assessed as Neutral/Slight adverse. This is due in part to temporary visual and noise impacts due to the presence of plant and infrastructure. The potential exists in this area for further remains of this type existing as sub-surface remains.

- 15.4.11. In addition to the impacts on the known heritage assets in Table 15.11 above, there may also be impacts on hitherto undiscovered heritage assets. The impact upon these remains cannot be assessed while any potential value remains unknown. The presence of known assets however, which include Prehistoric field systems and possible structures would indicate the presence of surrounding contemporary features.
- 15.4.12. As well as the above, it should be noted that the Proposed Scheme may also impact on currently unrecorded sections of General Wade's Military Road.

## Statutory Protected Historic Buildings

### Summary

- 15.4.13. The assessment has highlighted the presence of 22 designated sites representing Historic Buildings. Construction of the Proposed Scheme would have an impact on nine of these designated sites, however none of these impacts are considered to be significant. The sites affected, magnitude and significance of impact are presented in Table 15.12.

**Table 15.12: Construction Phase Impacts: Statutory Protected Historic Buildings**

Site	Site Name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
<b>Impacts Predicted</b>					
3	Loch Alvie Bridge on B1952	Bridge	Low	Minor	Neutral/ Slight
4	Alvie Parish Church and Burial Ground	Church	Medium	Minor	Slight
5	Alvie Manse (former Church of Scotland Manse) and steading	Manse	Low	Minor	Neutral/ Slight
30	The Doune, Rothiemurchus	Mansion	Medium	Minor	Slight

Site	Site Name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
32	The Doune Farm Cottages	Cottages	Medium	Minor	Slight
190	Carrbridge Station including platform shelters and footbridge	Goods Shed	Medium	Minor	Slight
191	Carrbridge Station including platform shelters and footbridge	Footbridge	Medium	Minor	Slight
192	Carrbridge Station including platform shelters and footbridge	Railway Station site (waiting room)	Medium	Minor	Slight
193	Carrbridge Station including platform shelters and footbridge	Railway Station	Medium	Minor	Slight
<b>No Impacts Predicted</b>					
47	Episcopal Church of St John the Baptist and Burial Ground	Church	Medium	No Change	Neutral
51	Pine Bank (formerly Craigellachie House)	House	Low	No Change	Neutral
62	Aviemore Railway Station with Island Platform, Footbridge and Fencing	Railway Station	High	No Change	Neutral
63	Cairngorm Hotel	Hotel	Low	No Change	Neutral
83	Aviemore Railway Station signal box	Signal Box	Medium	No Change	Neutral
89	Shelter Stone, Grampian Road	House	Low	No Change	Neutral
90	Locomotive shed and offices, Strathspey Railway, Aviemore	Locomotive shed	Medium	No Change	Neutral
93	Aviemore, Grampian Road, Glenspay including boundary walls and gate piers	House	Low	No Change	Neutral
187	Carrbridge, Duthill Parish Church	Church	Medium	No Change	Neutral
188	Carrbridge Village Hall	Village Hall	Medium	No Change	Neutral
189	Carrbridge Old Packhorse Bridge over River Dulnain.	Packhorse Bridge	Medium	No Change	Neutral
201	Slochd Mhuic Viaduct	Railway Viaduct	Medium	No Change	Neutral
202	Ortunan Bridge Slochd	Bridge	Low	No Change	Neutral

*No Impacts Predicted*

- 15.4.14. Of the statutory protected sites identified representing Historic Buildings, thirteen of these will receive no direct or indirect impacts during the construction phase. This includes a single Category A listed building; these sites are highlighted in Table 15.13.

**Table 15.13: Construction Phase Impacts: Statutory Protected Historic Buildings with no Impacts Predicted**

Statutory Protected Historic Buildings	
No Impacts Predicted	
<b>Site 47</b>	<b>Episcopal Church of St John the Baptist and Burial Ground</b>
	The Category B listed building is located circa 830m to the east of the Proposed Scheme. The buildings location, distance and the presence of permanent screening from current road/rail infrastructure including the current B790, the River Spey and the Speyside Leisure Park indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the building. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The building has therefore not been assessed any further.
<b>Site 51</b>	<b>Pine Bank (formerly Craigellachie House)</b>
	The Category C listed building is located circa 220m to the east of the Proposed Scheme. The buildings location and the presence of HML Railway and a range of structures present at the southern extent of the town of Aviemore indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the building. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The building has therefore not been assessed any further.
<b>Site 62</b>	<b>Aviemore Railway Station with Island Platform, Footbridge and Fencing</b>
	The Category A listed building is located circa 435m to the east of the Proposed Scheme. The assets location and the presence of permanent screening from current road/rail infrastructure and the commercial structures and development located at southern end of the town of Aviemore including the Aviemore Highland Resort indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the Railway Station. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The building has therefore not been assessed any further.
<b>Site 63</b>	<b>Cairngorm Hotel</b>
	The Category C listed building is located circa 400m to the east of the Proposed Scheme. The buildings location and the presence of permanent screening from current road/rail infrastructure and the commercial structures and development located at southern end of the town of Aviemore including the Aviemore Highland Resort indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the building. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The building has therefore not been assessed any further.

<b>Site 83</b>	<b>Aviemore Railway Station signal box</b>
	<p>The Category B listed building is located circa 560m to the east of the Proposed Scheme. The buildings current location and association with the HML Railway indicate that there will be no direct or indirect impacts during construction. Significant screening present from infrastructure including the Aviemore Retail Park and the Scandinavian village, but also topography and vegetation indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the structure. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The structure has therefore not been assessed any further.</p>
<b>Site 89</b>	<b>Shelter Stone, Grampian Road</b>
	<p>The Category C listed building is located circa 430m to the east of the Proposed Scheme. The buildings current location within the centre of the town of Aviemore and residential developments surrounding the building indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the building. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The building has therefore not been assessed any further.</p>
<b>Site 90</b>	<b>Locomotive shed and offices, Strathspey Railway, Aviemore</b>
	<p>The Category B listed building is located circa 630m to the east of the Proposed Scheme. The buildings current location and association with the HML Railway indicate that there will be no direct or indirect impacts during construction. Significant screening present from infrastructure including the Aviemore Retail Park and the residential and commercial properties that contribute to the town of Aviemore, indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the building. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The building has therefore not been assessed any further.</p>
<b>Site 93</b>	<b>Aviemore, Grampian Road, Glenspay including boundary walls and gate piers</b>
	<p>The Category C listed building is located circa 390m to the east of the Proposed Scheme. The buildings current location within the centre of the town of Aviemore and residential developments surrounding the building indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the building. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The building has therefore not been assessed any further.</p>
<b>Site 187</b>	<b>Carrbridge, Duthill Parish Church</b>
	<p>The Category B listed building is located circa 860m to the north-east of the Proposed Scheme. The buildings current location within the centre of the village of Carrbridge and residential developments surrounding the building and the distances involved indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the building. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The building has therefore not been assessed any further.</p>



<b>Site 188</b>	<b>Carrbridge, Village Hall</b>
	The Category B listed building is located circa 860m to the north-east of the Proposed Scheme. The buildings current location within the centre of the village of Carrbridge and residential developments surrounding the building and the distances involved indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the building. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The building has therefore not been assessed any further.
<b>Site 189</b>	<b>Carrbridge Old Packhorse Bridge over River Dulnain</b>
	The Category B listed bridge is located circa 960m to the east of the Proposed Scheme. The bridges current location within the centre of the village of Carrbridge and residential developments surrounding the bridge and the distances involved indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the bridge. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The bridge has therefore not been assessed any further.
<b>Site 201</b>	<b>Slochd Mhuic Viaduct</b>
	The Category B listed Railway Viaduct is located circa 230m to the south of the Proposed Scheme. The viaducts current location with key open and wide vistas across low lying ground from the south-east to the north-west indicate that there will be no direct or indirect impacts during construction. These remote and scenic views will remain unchanged. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the viaduct. No significant visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The structure has therefore not been assessed any further.
<b>Site 202</b>	<b>Ortunan Bridge Slochd</b>
	The Category C listed bridge is located circa 500m to the east of the Proposed Scheme. The bridges current location, the topography and presence of permanent infrastructure in the intervening area including the HML Railway, the distances involved indicate that there will be no direct or indirect impacts during construction. The magnitude of impacts arising during the construction phase have been assessed as No Change with no changes to any of the elements, parcels or components of the bridge. No visual or audible changes are predicted and as a result, the significance of any potential impacts has been assessed as Neutral. The bridge has therefore not been assessed any further.

### *Direct Impacts Predicted*

- 15.4.15. No direct impacts are predicted on any of the statutory protected assets representing Historic Buildings.

### *Indirect Impacts Predicted*

- 15.4.16. Nine of the 22 statutory protected sites representing Historic Buildings identified and assessed within the baseline will receive indirect impacts during the construction phase. These impacts will not be significant impacts and are highlighted in Table 15.14 below.

**Table 15.14: Construction Phase Impacts: Statutory Protected Historic Buildings with impacts predicted**

<b>Statutory Protected Historic Buildings</b>	
<b>Impacts Predicted</b>	
<b>Site 3</b>	<b>Loch Alvie Bridge</b>
	<p>The Category C listed bridge is located approximately 925m to the south-east of the Proposed Scheme. The bridge has open and unobstructed views across the expanse of Loch Alvie, however some woodland screening is present in a number of areas which would provide a degree of screening from construction works. The bridge will not be directly impacted on by any construction however views from the bridge towards the Proposed Scheme may be visually impacted on or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the bridge will be affected during the construction phase and it will retain its rural setting on the eastern shores of Loch Alvie. Due to the large distances involved and the expanse of the loch between the Proposed Scheme and the bridge, any visual changes will be on the periphery up to 1km and will be Minor. The temporary and distant intrusion would not affect the ability to appreciate the rural setting and historical importance of the bridge. As a result, the significance of impact to the bridge has been assessed as Neutral/Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.</p>
<b>Site 4</b>	<b>Alvie Parish Church and Burial Ground</b>
	<p>The Category B listed Church and Burial Ground is located approximately 540m to the east of the Proposed Scheme. The Church and Burial ground have open and extensive views across the length of Loch Alvie to the east. Some established woodland screening is present between the church and burial ground and the Proposed Scheme and would provide a degree of screening from construction works. The church and burial ground will not be directly impacted on by any construction however views from the Church towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the church and burial ground will be compromised during the construction phase and it will retain its key and focused views across the expanse of Loch Alvie as too will the rural setting on the shores of Loch Alvie and Loch Beag. These temporary visual intrusions would unlikely affect the ability to appreciate and understand the asset. Due to the distances involved and the expanse of the loch between the Proposed Scheme and the Church, any visual changes will be on the periphery and will be Minor. As a result, the significance of impact to the Church and Burial Ground has been assessed as Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.</p>
<b>Site 5</b>	<b>Alvie Manse (former Church of Scotland Manse) and steading Ground</b>
	<p>The Category B listed Church and Burial Ground is located approximately 500m to the east of the Proposed Scheme. The Manse has immediate open views across south end of Loch Alvie. A small portion of established woodland screening is present between the Manse and the Proposed Scheme which would provide a degree of screening from construction works. The Manse will not be directly impacted on by any construction however views from the Manse towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the Manse will be compromised during the construction phase, it will retain its rural setting on the shores of Loch Alvie and Loch Beag and any temporary visual intrusions would unlikely affect the ability to appreciate and understand the asset. Due to the distances involved and the expanse of the loch between the Proposed Scheme and the Manse, any visual changes will be on the periphery and will be Minor. As a result, the significance of impact to the Manse has been assessed as Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.</p>



<b>Site 30</b>	<b>The Doune, Rothiemurchus</b>
	<p>The Category B listed Doune is located approximately 670m to the south-east of the Proposed Scheme. The Doune is located on the banks of the River Spey, surrounded by established woodland on the northern and western sides, with open and extensive views to the east and south in the opposite direction from the Proposed Scheme. The proposed Aviemore South Junction is likely to impact visually and encroach on views from the Doune to the north-west across the flat open flood plain surrounding the River Spey. The proposed junction appears set against a backdrop of hills, and views are filtered by the current B9152 and the HML Railway and vegetation existing in the intervening land between. The building will not be directly impacted on by any construction, however views from the building towards the Proposed Scheme and the Aviemore South Junction may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the Doune will be compromised during the construction phase and it will retain its remote and rural setting on the banks of the River Spey. Due to the distances involved and the expanse of the natural screening and filtering between the Proposed Scheme and the Doune, any visual changes will be on the periphery and will be Minor. It is not envisaged that these temporary visual intrusions will affect the ability to appreciate and understand the asset. As a result, the significance of impact to the Doune has been assessed as Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.</p>
<b>Site 32</b>	<b>The Doune Farm Cottages</b>
	<p>The Category B listed Doune Farm Cottages are located approximately 520m to the south-east of the Proposed Scheme. The cottages are located on the banks of the River Spey, surrounded by established woodland on their south side and retain open and unobstructed views across the River Spey flood plain to the north-east. The proposed Aviemore South Junction is likely to impact visually and encroach on views from the cottages to the north-west across the flat open flood plain surrounding the River Spey. The proposed junction appears set against a backdrop of hills, and views are filtered by the current B9152 and the HML Railway and vegetation existing in the intervening land between. The buildings will not be directly impacted on by any construction, however views from the buildings towards the Proposed Scheme and the Aviemore South Junction may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the cottages will be compromised during the construction phase and it will retain its remote and rural setting on the banks of the River Spey. Due to the distances involved and the expanse of the natural screening and filtering between the Proposed Scheme and the cottages, any visual changes will be on the periphery and will be Minor. As a result, the significance of impact to the cottages has been assessed as Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.</p>
<b>Site 190 - 193</b>	<b>Carrbridge Station including platform shelters and foot bridge</b>
	<p>The Category B listed Carrbridge Station and its component structures are located approximately 100m to the north-east of the Proposed Scheme, west of Carrbridge. The station includes sites 190 to 193 encompassing the platform, shelters, goods shed and footbridge. The structures are closely associated with the HML Railway with focus on the ornate structures and historical association with the railway and its direct line to Inverness. Their architecture and historic interest is evidence of the development of this regional railway network. The Proposed Scheme includes localised widening along this portion of the A9 and the upgrades to the structure spanning the River Dulnain. While construction works will be visible and audible with the increase in infrastructure and construction activities, these temporary works would unlikely impact on the setting of the station as it is located adjacent to the existing A9 and the setting aspect does not contribute significantly to the asset's value. The temporary intrusion would not affect the ability to understand the relationship between the station and the HML Railway. It is unlikely that Carrbridge Station or structures will be compromised during the construction period phase and</p>

it will retain part of its remote and rural setting. Due to the presence of natural screening and filtering between the Proposed Scheme and the station, any visual changes will be Minor. As a result, the significance of the overall impact to the station has been assessed as Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.

## Non-statutory Protected Historic Buildings

### Summary

- 15.4.17. Construction of the Proposed Scheme will likely impact on ten un-designated assets, which represent Historic Buildings. Of these ten, none are considered to receive significant impacts (i.e. Moderate and above). The sites affected, magnitude and significance of impact are presented in Table 15.15 below.

**Table 15.15: Construction Phase Impacts: Non-statutory Protected Historic Buildings**

Site	Site name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
<b>Impacts Predicted</b>					
34	Easter Lynwilg Bridge	Bridge	Negligible	Moderate	Neutral/Slight
48	Birch View Cottage	House	Low	Moderate	Slight
151	Avielochan Bridge	Bridge	Low	Minor	Neutral/Slight
173	Possible structure, Kinveachy	Structure	Negligible	Minor	Neutral/Slight
181	Kinveachy Lodge	Hunting Lodge	Low	Minor	Neutral/Slight
194	Broom Cottage no. 1 and no. 2, Carrbridge	House	Negligible	Minor	Slight/Neutral
198	Bogbain Bridge	Bridge	Negligible	Minor	Neutral/Slight
207	Slochd Bridge Three, A9	Bridge	Negligible	Minor	Neutral/Slight
208	Slochd Bridge Two, A9	Bridge	Negligible	Minor	Neutral/Slight
209	Slochd Bridge One, A9	Bridge	Negligible	Minor	Neutral/Slight

### Direct Impacts Predicted

- 15.4.18. No direct impacts are predicted on any of the un-designated assets representing Historic Buildings that have been identified and assessed within the baseline.

### Indirect Impacts Predicted

- 15.4.19. Six of the un-designated assets representing Historic Buildings identified and assessed within the baseline will receive indirect impacts during the construction phase. These impacts will not be significant impacts and are highlighted in Table 15.16 below.

**Table 15.16: Construction Phase Impacts: Non-statutory Protected Historic Buildings with Impacts Predicted**

Non-statutory Protected Historic Buildings	
Impacts Predicted	
Site 34	<b>Easter Lynwilg Bridge</b>
	<p>The Easter Lynwilg Bridge is located adjacent to the current A9, east of Lynwilg Farm where the B9125 road crosses the Allt na Chriche. It is described on the HHER and likely relates to the current concrete structure that crosses the river. The structure does not appear to have any architectural or historical note, other than its association with the original crossing point prior to the construction of the A9. The bridge itself has confined views due to the presence of the HML Railway and current topography. The potential for an earlier structure may exist, as this would have been the likely route to cross the river, however there is no evidence at present to prove this.</p> <p>The bridge will not be directly impacted on by any construction however views from the bridge towards the Proposed Scheme may be visually impacted on or receive minor visual and audible changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the bridge plays a role in the understanding and appreciation of the asset. As a result, the significance of impact to the bridge has been assessed as Neutral/Slight adverse.</p>
Site 48	<b>Birch View Cottage</b>
	<p>The Birch View Cottages are located adjacent to the current A9, south of Aviemore. The cottages are currently surrounded by established woodland on their south side and have obstructed immediate views. The buildings will not be directly impacted on by any construction however views from the buildings towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the cottages plays an important role in the ability to appreciate and understand them, with emphasis on the fabric and nature of construction and historical association with the HML Railway. During construction, the cottages will be impacted on visually and audibly and as a result, the significance of impact to the cottages has been assessed as Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.</p>
Site 151	<b>Avielochan Bridge</b>
	<p>The Avielochan Bridge is located adjacent to the A9 to the west of Avielochan. The ruined rubble bridge is currently surrounded by established commercial forestry plantation and due to this, current views to and from the structure are heavily obstructed. The bridge will not be directly impacted on by any construction, however views from the buildings towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the bridge plays a key role in the ability to appreciate and understand it, with emphasis on the fabric and nature of construction and historical association with the Military Road. During construction, the bridge may be impacted on visually and audibly, and as a result, the significance of impact to the bridge has been assessed as Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.</p>
Site 173	<b>Possible Structure Kinveachy</b>
	<p>The Kinveachy Structure is located adjacent to the A9 to the south of Kinveachy. The remains of what appear to be a structure survive "below ground" and could not</p>

	<p>be identified or assessed on any survey work. These remains likely fall under the remit of “Archaeological Remains” however as the true location could not be ascertained, they remain in the Historic Buildings section. The location identified for the structure is currently surrounded by established commercial forestry plantation and due to this, current views to and from the structure are heavily obstructed. The structure will not be directly impacted on by any construction, however views from the structure towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the structure plays a key role in the ability to appreciate and understand it, however this could not be assessed. During construction, the structure has the potential to be impacted on visually and audibly, and as a result, the significance of impact to the structure has been assessed as Neutral/Slight adverse should any current vegetation surrounding the current A9 be temporarily removed</p>
<b>Site 181</b>	<b>Kinveachy Lodge</b>
	<p>Kinveachy Lodge is located to the west of the Proposed Scheme, north-west of Kinveachy. The lodge is currently surrounded by established woodland with obstructed views towards the Proposed Scheme. The structure itself, although not listed, is modest in character and fabric, retaining an exceptional setting and character associated with a hunting lodge.</p> <p>The building will not be directly impacted on by any construction, however views from the buildings towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the lodge will be compromised during the construction phase and it will retain its remote rural character and setting. Due to the distances involved and the expanse of the natural screening and filtering between the Proposed Scheme and the lodge, any visual changes will be on the periphery and will be Minor. As a result, the significance of impact to the lodge has been assessed as Neutral/Slight adverse should any current vegetation surrounding the current A9 be temporarily removed.</p>
<b>Site 194</b>	<b>Broom Cottage no.1 and no. 2, Carrbridge</b>
	<p>The Broom Cottages are located adjacent to the current A9, adjacent to its crossing point of the River Dulnain at Carrbridge. The cottages are currently surrounded by established woodland on their southern side, the river to the north and the HML Railway to the north-east. Some open and unobstructed views are visible to the south-east although impacted by an access road. The buildings will not be directly impacted on by any construction, however views from the buildings towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the cottages plays an important role in the ability to appreciate and understand them, with emphasis on the fabric and nature of construction and historical association with the HML Railway. During construction, the cottages will be impacted on visually and audibly, and as a result, the significance of impact to the cottages has been assessed as Slight/Neutral adverse should any current vegetation surrounding the current A9 be temporarily removed.</p>
<b>Site 198</b>	<b>Bogbain Bridge</b>
	<p>The Bogbain Bridge is located adjacent to the HML Railway at Baddengorm. The concrete bridge is currently surrounded by established commercial forestry plantation and due to this, current views to and from the structure are heavily obstructed. Views to the Proposed Scheme are also obstructed by the HML Railway. The bridge will not be directly impacted on by any construction, however views from the bridge towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the bridge plays a key role in the ability to appreciate it. During construction, the bridge may be impacted on visually and audibly, and as a result, the significance of impact to the bridge has been assessed as Neutral/Slight adverse should any current vegetation surrounding the current A9 be temporarily removed</p>

<b>Site 207</b>	<b>Slochd Bridge Three, A9</b>
	Slochd Bridge Three is located adjacent to the HML Railway at Slochd. The bridge is currently surrounded by unobstructed immediate views, however, views are constrained due to the current A9 to the east and the HML Railway to the west. The bridge will not be directly impacted on by any construction, however views from the bridge towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the bridge plays a key role in the ability to appreciate it. During construction, the bridge may be impacted on visually and audibly, and as a result, the significance of impact to the bridge has been assessed as Neutral/Slight.
<b>Site 208</b>	<b>Slochd Bridge Two, A9</b>
	Slochd Bridge Two is located adjacent to the HML Railway at Slochd. The bridge is currently surrounded by unobstructed immediate views, however, views are constrained due to the current A9 to the east and the HML Railway to the west. The bridge will not be directly impacted on by any construction, however views from the bridge towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the bridge plays a key role in the ability to appreciate it. During construction, the bridge may be impacted on visually and audibly, and as a result, the significance of impact to the bridge has been assessed as Neutral/Slight.
<b>Site 209</b>	<b>Slochd Bridge One, A9</b>
	Slochd Bridge One is located adjacent to the Current A9 at Slochd. The bridge is currently surrounded by unobstructed immediate views, however, views are constrained due to the current A9 to the west and the imposing sides of Slochd Summit on the east. The bridge will not be directly impacted on by any construction, however views from the bridge towards the Proposed Scheme may be visually impacted or receive minor changes due to the increase in infrastructure from construction activities. It is unlikely that the setting of the bridge plays a key role in the ability to appreciate it. During construction, the bridge may be impacted on visually and audibly and as result, the significance of impact to the bridge has been assessed as Neutral/Slight.

## Historic Landscapes

### Summary

- 15.4.20. Construction of the Proposed Scheme would have an impact upon eight Historic Landscape Types. Of these, none are considered to be significant impacts. The sites affected, magnitude and significance of impact are presented in Table 15.17 below.

**Table 15.17: Construction Phase Impacts: Historic Landscapes**

Site	Historic Landscape Type	Value	Potential Impacts	
			Magnitude	Significance
HL1	Agriculture and Settlement	Medium	Minor	Slight
HL2	Built-up Area	Low	Negligible	Neutral/Slight
HL3	Moorland and Rough Grazing	Low	Minor	Neutral/Slight
HL4	Transport	Low	Minor	Neutral/Slight
HL5	Water Body	Low	Negligible	Neutral/Slight
HL6	Woodland and Forestry	Low	Minor	Neutral/Slight
HL7	Designed Landscape	Medium	Minor	Slight
HL8	Energy, Extraction and Waste	Low	No Change	Neutral

HL9	Leisure and Recreation	Low	Minor	Neutral/Slight
HL10	Spiritual and Ritual	Medium	Minor	Slight

15.4.21. The Proposed Scheme passes through an extensive rural landscape which has seen little change in the recent past. The Proposed Scheme consists mainly of the widening of the existing A9 road which will have a minimal impact upon the integrity and readability of the Historic Landscape types present. The Proposed Scheme is situated in a narrow corridor which already contains the existing A9, the HML Railway and a National Cycle Network route (NCN7), and it is considered that the construction of these existing transport networks would have had a much greater impact in the Historic Landscape than the Proposed Scheme. Ultimately during the construction phase there will be a temporary noise and visual impact related to the presence of plant and infrastructure.

**Table 15.18: Construction Phase Impacts: Historic Landscapes**

Historic Landscapes	
Impacts Predicted	
HL1	Agriculture and Settlement
	<p>The impacts on landscapes comprising Agriculture and Settlement along the length of the Proposed Scheme (site HL1), include impacts on a number of land units with fields and farms, cultivated former parklands, unenclosed improved pasture and smallholdings. This majority of this Historic Landscape reflects the reorganisation of agricultural land during the 'improvement period', in the 17<sup>th</sup> to 19<sup>th</sup> centuries, which resulted in the development of the pattern of straight sided field boundaries seen today.</p> <p>Other types which also fall under this designation include areas associated with Later Prehistoric settlement and agriculture which also have the potential to be impacted, alongside Medieval/Post-Medieval sheilings, settlement and agriculture.</p> <p>A number of assets that will receive direct impacts from the Proposed Scheme, and which fall into this Historic Landscape type, include:</p> <ul style="list-style-type: none"> <li>- Alvie Sheiling (site 6), Alvie Cairnfield (site 9), Loch Alvie – Linear Stone Feature (site 216), Loch Alvie – Kiln (site 218), Slugangrannish Settlement (site 136), Shunem – Enclosure (site 142/143), Balnabruich – Building (site 159) and Loch Vaa – Enclosure (site 219).</li> </ul> <p>These assets date primarily to the Prehistoric period, however further remains of this type identified in the assessment may date to the later Medieval and Post-Medieval periods. Assets which also fall into this Historic Landscape type, and will receive indirect impacts, include:</p> <ul style="list-style-type: none"> <li>- Loch Alvie – Hut Circle (site 11), Loch Alvie – Clearance Cairn (site 12), Loch Alvie - Field System (site 13), Loch Alvie – Settlement (site 14), Loch Alvie – Settlement (site 16), Doune Motte (site 31), Slugganrannish- Settlement (site 130), Slugganrannish- Settlement (site 131), Slugganrannish- Settlement (site 134), Tor Beag – Fort (site 163), Avielochan – Township (site 155) and Tor Mor – Hut Circle (site 204).</li> </ul> <p>The value of this particular landscape type is derived both from its physical remains, but also its setting. This is one of the larger Historic Landscape types to be impacted by the Proposed Scheme and as a result, the significance of that impact has been assessed as Slight adverse. This is due to a number of changes in key historic landscape elements and the removal of parcels or components of these particular landscapes – especially at Loch Alvie. Minor and temporary visual and noise changes may also be introduced into these areas with the increase in infrastructure from construction activities. It is unlikely however, that this will adversely affect our ability to appreciate the landscape. However, it should be noted that the possibility also exists for the presence of unknown or subsurface</p>



	archaeological remains to exist in these areas due to lack of development over time.
<b>HL2</b>	<b>Built-Up-Areas</b>
	<p>The impacts on Built-Up-Areas (site HL2), include a number of urban areas along the Proposed Scheme, as well as industrial and commercial areas. This Historic Landscape reflects the growth of rural settlements as a result of perceived agricultural improvements during the 'improvement period'. A number of aspects also relate to more modern urban developments beyond the edge of larger centres and include small clusters of new build housing which today have little or no specific link to rural land use, other than being sited within the countryside.</p> <p>The road widening is likely to impact on a number of these areas, however it is likely that any sub-surface or unknown archaeology that may have existed within these locations may have been previously disturbed by development. The value of this landscape type is derived primarily from its physical remains and due to the limited historical significance of this landscape type, the significance of impact on sites associated has been assessed as Neutral/Slight adverse</p>
<b>HL3</b>	<b>Moorland and Rough Grazing</b>
	<p>The impacts on areas comprising Moorland and Rough Grazing (site HL3) are again likely to be minor. The value of this landscape type is derived both from its physical remains but also its setting and character. The landscape has likely have been rough grazed since at least the 20<sup>th</sup> century and most likely since Prehistoric times, with settlements being concentrated on the flat valley floors, close to sources of water. A number of areas of Moorland and Rough Grazing also correspond with known sites of Prehistoric clearance which would support the theory that the land here has been utilised since the Prehistoric period. Sites associated with the landscape that will receive direct impacts include:</p> <ul style="list-style-type: none"> <li>- Loch Alvie – Sheiling (site 6), Loch Alvie – Clearance Cairn (site 12) and Loch Vaa – Enclosure (site 219).</li> </ul> <p>This is again one of the larger Historic Landscape types within the northern extent of the Proposed Scheme and as a result the significance of impact has been assessed as Neutral/Slight adverse. The possibility exists for the presence of unknown or subsurface archaeological remains to be present in these areas due to lack of development over time.</p>
<b>HL4</b>	<b>Transport</b>
	<p>Landscapes comprising Transport (site HL4), include trunk road and railway features, and appear to be the one of the largest Historic Landscape types to be impacted on along the full length of the Proposed Scheme. This is due to the online nature of the proposed work, and the proximity to the HML Railway along a number of sections of the Scheme. Assets associated with this landscape type which will be directly impacted by the Proposed Scheme include:</p> <ul style="list-style-type: none"> <li>- Former access track to railway tunnel at Kinakyle (site 46), High Burnside – Track (site 125), Allt na Criche – Road (site 144), Laggantygowan – Military Road (site 162), General Wades Military Road (site 169) and Dunkeld – Dalnacardoch – Ruthven – Aviemore - Inverness Military Road (site 170).</li> </ul> <p>These assets date primarily to the Post-Medieval periods. Assets which also fall into this Historic Landscape will also receive indirect impacts and include:</p> <ul style="list-style-type: none"> <li>- Loch Alvie Bridge on B1952 (site 3) and Carrbridge Station including platform shelters and footbridge (site 190 – site 193).</li> </ul> <p>The value of this landscape type is derived primarily from its physical remains and as a result, the significance of impact has been assessed as Neutral/Slight adverse.</p>
<b>HL5</b>	<b>Water Body</b>
	Further impacts, although indirect, are likely to be associated with Water Bodies (site HL5), and include indirect impacts on a number of assets associated with larger freshwater areas along the Proposed Scheme. Activity has been noted



	<p>around Loch Alvie, from the Prehistoric period and beyond, and again at Avielochan and Loch Vaa and these areas have concentrations of sites dating to this period. The value of this landscape type is derived primarily from its physical remains and as a result the significance of impact has been assessed as Neutral/Slight adverse.</p>
<b>HL6</b>	<b>Woodland and Forestry</b>
	<p>Woodland and Forestry, (site HL6) is prevalent along much of the Proposed Scheme, and includes plantations, plantation enclosures and managed woodland. Any loss of landscape of this type is likely to be offset with planting elsewhere across the scheme. The value of this landscape type is derived primarily from its physical remains and as a result the significance of impact has been assessed as Neutral/Slight adverse. Even with the loss of a number or areas of Woodland and Forestry, it is likely that the integrity of this Historic Landscape will remain largely intact. It should be noted that the possibility also exists for the presence of unknown or subsurface archaeological remains to exist in these areas due to lack of development over time.</p>
<b>HL7</b>	<b>Designed Landscapes</b>
	<p>Designed Landscapes (site HL7), include a number of designated sites. Two designated Gardens and Designed Landscapes (GDL) have the potential to be visually impacted upon by the Proposed Scheme mainline and Aviemore South Junction during winter months, or if existing tree cover is reduced:</p> <ul style="list-style-type: none"> <li>- Kinrara (site 1) and Doune of Rothiemurchus (site 2).</li> </ul> <p>These GDL's are both located at the southern extent of the Scheme on the western and eastern sides of the River Spey. The B9152 and HML Railway are located on the intervening land between the current A9, filtering the views to the west. The Landscape Chapter recognises the importance of these two assets but has assessed these in relation to the relevant Landscape Character Area (LCA) within which they sit. This is due to both the GDLs falling as part of the Cairngorms National Scenic Area (CNSA) and the Cairngorms National Park (CNP). The landscape assessment considered the Special Landscape Qualities of the CNP (also similar to the Special Qualities of the CNSA) and the features and elements of these Special Landscape Qualities comprise the elements and features of the GDLs (policy woodland, craggy rock outcrops, Duke of Gordon's Monument etc).</p> <p>The heavily wooded nature of both GDLs and the intervening topography and/or vegetation, visibility has been assessed and is considered to be restricted to open elevated areas. It is from these such areas that the existing A9 would be visible so that the dualling would not be a new infrastructure element in such views. The methodology for the LVIA was to assess from publicly accessible areas only, and this, coupled with the views being likely restricted to open elevated areas has resulted, in terms of viewpoint selection, the Duke of Gordon's Monument being the only recognised viewpoint representing views from the GDLs. The introduction of the Aviemore South Junction in addition to part of the mainline, appears visible from the monument when looking west.</p> <p>The construction phase will result in the increase in infrastructure and earthworks. The cuttings and embankments may result in the possible loss of existing roadside vegetation, however the current heavily wooded nature of the Kinrara and Doune estates result in restricted views to the proposals and from the core of the GDL. However, there may be a visual impact from higher ground within the core of the GDL. The proposals remain set against the backdrop of the hills to the west of Loch Alvie, and it is unlikely that there will be any resultant setting issues. Although construction would lead to some woodland loss between the current A9 and the River Spey, this would not lead to the loss of any Historic features and would not affect the legibility of the layout of the GDL.</p> <p>Neither GDL will be directly impacted on by any construction, however as mentioned, restricted elevated views from the centre of the Designed Landscapes towards the Proposed Scheme may receive minor visual and noise impacts related to the presence of plant due to the increase in infrastructure from construction activities.</p>

	It is unlikely that the setting of the GDL's will be affected during the construction phase and it will retain its setting. Any visual changes will be on the periphery and will be Minor. The temporary intrusion would not affect the ability to appreciate the setting and aesthetics of both GDL's, and as a result, the significance of impact has been assessed as Slight adverse. It is noted that more significant impacts would arise if any vegetation removal took place for construction. In this instance, the re-instatement of the vegetation following the construction works would remove this potential impact entirely in the longer term. It should also be noted, that re-planted vegetation will take time to mature and may not entirely mirror the vegetation which is currently present.
<b>HL9</b>	<b>Leisure and Recreation</b>
	A further Historic Landscape likely to be impacted by the Proposed Scheme is Leisure and Recreation (site HL9). This includes recreation areas along the route and a number of golf courses on the periphery of the survey area. No assets relating to this landscape type will be directly impacted by the Proposed Scheme, and as a result, the significance of impact on these areas has been assessed as Neutral/Slight adverse.
<b>HL10</b>	<b>Spiritual and Ritual</b>
	The final Historic Landscape likely to be impacted on by the Proposed Scheme is Spiritual and Ritual (site HL10). The three Prehistoric assets relating to this landscape type that will be directly impacted on include: <ul style="list-style-type: none"> <li>- Loch Alvie – Burial Cairn (site 7), Loch Alvie – Cist (site 8) and Avielochan – Cairn (site 154).</li> </ul> <p>With indirect impacts on assets including:</p> <ul style="list-style-type: none"> <li>- Loch Alvie – Ring Cairn (site 10) and Milton Wood – Cup Marked Stone (site 106).</li> </ul> <p>The value of this landscape type is derived primarily from its physical remains but also its setting and as a result the significance of impact has been assessed as Slight adverse.</p>

- 15.4.22. With the exception of the current A9, the integrity of the historic landscape is largely intact and maintains its rural and remote character. Dualling the A9 in this area is unlikely to adversely affect the integrity of the historic landscape, however, the junctions would introduce major infrastructure into the area which will have an adverse impact upon the historic landscape. Mitigation measures, in the form of screening and landscaping will be discussed with Historic Environment Scotland and The Highland Council HET. The significance of impact has been assessed as Slight adverse.
- 15.4.23. The landscape surrounding the current A9 retains its rural upland nature. The settlements are small and dispersed, with the exception of the main settlements of Aviemore and Carrbridge. Large tracts of land comprise managed woodland, and lochs with far reaching views of the Cairngorms. The majority of the route of the current A9, lacks large scale modern development which would adversely impact the historic landscape. The introduction of a number of new junctions, over bridges and earthworks will have an adverse visual impact upon the Historic Landscape throughout the full length of the Proposed Scheme, and therefore the overall impact significance upon the Historic Landscape has been assessed as Slight adverse.

## Operational Phase Impacts

### *Archaeological Remains*

- 15.4.24. No significant impacts have been identified for designated or un-designated archaeological remains during the operational phase. The assessment has highlighted

two designated sites and twenty un-designated sites representing archaeological remains. The assets magnitude and significance of impact are presented in Table 15.19.

**Table 15.19: Operational Phase Impacts: Archaeological Remains**

Site	Site Name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
<b>Statutory Protected Sites</b>					
31	Doune Motte	Motte	High	No Change	Neutral
163	Tor Beag Fort	Fort	High	Negligible	Slight
<b>Non-statutory Protected Sites</b>					
10	Loch Alvie	Ring Cairn	Medium	Negligible	Neutral/Slight
11	Loch Alvie	Hut Circle	Medium	Negligible	Neutral/Slight
12	Loch Alvie	Clearance Cairn	Medium	Negligible	Neutral/Slight
13	Loch Alvie	Field System	Low	Negligible	Neutral/Slight
14	Loch Alvie	Settlement	Low	Negligible	Neutral/Slight
16	Loch Alvie	Settlement	Low	Negligible	Neutral/Slight
46	Former access track to railway tunnel at Kinakyle	Road, Track	Low	No Change	Neutral
106	Milton Wood	Cup Marked Stone	Medium	Negligible	Neutral/Slight
125	High Burnside	Track	Negligible	Negligible	Neutral
130	Sluggangranish	Settlement	Low	No Change	Neutral
131	Sluggangranish	Settlement	Low	No Change	Neutral
134	Sluggangranish	Unenclosed Settlement	Low	No Change	Neutral
136	Sluggangranish	Lime Kiln	Low	No Change	Neutral
144	Allt na Criche	Road	Medium	Negligible	Neutral/Slight
155	Avielochan	Township	Low	No Change	Neutral
161	Cairns with finds, Avielochan	Cairn	Medium	Negligible	Neutral/Slight
162	Laggantygown	Military Road	Low	No Change	Neutral
169	General Wade's Military Road	Military Road	Medium	No Change	Neutral
170	Dunkeld – Dalnacardoch – Ruthven – Aviemore - Inverness Military Road	Military Road	Medium	No Change	Neutral

Site	Site Name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
204	Tor Mor	Hut Circle	Medium	Negligible	Neutral/Slight

- 15.4.25. The potential impacts during operation of Slight adverse significance are predicted on the Scheduled Monument of Tor Beag Fort due to the addition of infrastructure and very minor changes in views from the asset including the increase in presence of traffic and associated noise from increased speed limits. It is unlikely that these factors will detract in our ability to appreciate or understand the monument. These impacts are based on existing vegetation, which currently provides filtering and screening, being removed.
- 15.4.26. The potential impacts during operation, ranging from Neutral to Neutral/Slight are predicted for the un-designated sites representing archaeological remains highlighted in Table 15.19. As before, the addition of infrastructure and very minor changes in views from each of the assets, including the increase in presence of traffic and associated noise from increased in speed limits will impact on the sites. It is unlikely that these factors will detract in our ability to appreciate or understand the monument. These impacts are based on existing vegetation, which currently provides filtering and screening, being removed.

### *Historic Buildings*

- 15.4.27. No significant impacts have been identified for designated or un-designated Historic Buildings during the operational phase. The assessment has highlighted nine designated sites and ten un-designated sites representing Historic Buildings. The assets magnitude and significance of impact are presented in Table 15.20.

**Table 15.20: Operational Phase Impacts: Historic Buildings**

Site	Site name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
<b>Statutory Protected Sites</b>					
3	Loch Alvie Bridge on B1952	Bridge	Low	Negligible	Neutral/Slight
4	Alvie Parish Church and Burial Ground	Church	Medium	Negligible	Neutral/Slight
5	Alvie Manse (former Church of Scotland Manse and steading)	Manse	Low	Negligible	Neutral/Slight
30	The Doune, Rothiemurchus	Mansion	Medium	Negligible	Neutral/Slight
32	The Doune Farm Cottages	Cottages	Medium	Negligible	Neutral/Slight

Site	Site name	Site Type	Value	Potential Impacts	
				Magnitude	Significance
190	Carrbridge Station including platform shelters and footbridge	Goods Shed	Medium	Negligible	Neutral/Slight
191	Carrbridge Station including platform shelters and footbridge	Footbridge	Medium	Negligible	Neutral/Slight
192	Carrbridge Station including platform shelters and footbridge	Railway Station site (waiting room)	Medium	Negligible	Neutral/Slight
193	Carrbridge Station including platform shelters and footbridge	Railway Station	Medium	Negligible	Neutral/Slight
<b>Non-statutory Protected Sites</b>					
34	Easter Lynwilg Bridge	Bridge	Negligible	Moderate	Neutral/Slight
48	Birch View Cottage	House	Low	No Change	Neutral
151	Avielochan Bridge	Bridge	Low	No Change	Neutral
173	Possible structure, Kinveachy	Structure	Negligible	No Change	Neutral
181	Kinveachy Lodge	Hunting Lodge	Low	Negligible	Neutral/Slight
194	Broom Cottage no. 1 and no. 2, Carrbridge	House	Negligible	Minor	Neutral/Slight
198	Bogbain Bridge	Bridge	Negligible	No Change	Neutral
207	Slochd Bridge Three, A9	Bridge	Negligible	No Change	Neutral
208	Slochd Bridge Two, A9	Bridge	Negligible	No Change	Neutral
209	Slochd Bridge One, A9	Bridge	Negligible	No Change	Neutral

- 15.4.28. During operation, there is potential for Neutral/Slight adverse visual impacts on nine designated Historic Buildings along the shores of Loch Alvie which is localised along areas of the Proposed Scheme, like the current A9, that are not situated within a cutting.
- 15.4.29. These assets include the Category C listed Loch Alvie Bridge (site 3), the Category B Listed Doune (site 30) and Doune Farm Cottages (site 32), and the Category C Listed Alvie Manse (site 5). This impact is due to the addition of infrastructure and very minor changes in views from the assets including the increase in presence of traffic and associated noise from increased speed limits. It is unlikely that these factors will detract in our ability to appreciate or understand the buildings. These impacts have been assessed as Neutral/Slight adverse based on existing vegetation, which currently provides filtering and screening, being removed.
- 15.4.30. Further designated Historic Buildings likely to be impacted during operation are the Category B Listed structures that make up the Carrbridge Railway Station, Goods Shed, Footbridge and Waiting Room (sites 190-193). Screening from current vegetation exists along the sides of the current A9 in this location, however the impact has been assessed as Neutral/Slight adverse. It is unlikely that the increase in traffic and the permanent widening of the current A9 in this location will detract in our ability to appreciate and understand the building and its function, with the key historical association towards the adjacent HML Railway. These impacts are based on existing vegetation which currently provides filtering and screening being removed.
- 15.4.31. Ten un-designated Historic Buildings also have the potential for impacts during operation, ranging from Neutral to Neutral/Slight. These impacts are highlighted in Table 15.20. As before, the addition of infrastructure and very minor changes in views from each of the assets including the increase in presence of traffic and associated noise from increased speed limits will impact on the sites. As before, it is unlikely that these factors will detract in our ability to appreciate or understand each Historic Building. These impacts are based on existing vegetation, which currently provides filtering and screening, being removed.

### *Historic Landscapes*

- 15.4.32. No significant operational impacts have been identified for Historic Landscapes during the operational phase.
- 15.4.33. The potential for impacts during operation range from Neutral to Slight. These impacts are highlighted in Table 15.21. As before, the addition of infrastructure and very minor changes in views from each of the Historic Landscapes including the increase in presence of traffic and associated noise from increased speed limits will impact on these landscapes. As before, it is unlikely that these factors will detract in our ability to appreciate, understand and enjoy each Historic Landscape. These impacts are based on existing vegetation, which currently provides filtering and screening, being removed.

**Table 15.21: Operational Phase Impacts: Historic Landscapes**

Site	Historic Landscape Type	Value	Potential Impacts	
			Magnitude	Significance
HL1	Agriculture and Settlement	Medium	Minor	Slight
HL2	Built-up Area	Low	Negligible	Neutral/Slight
HL3	Moorland and Rough Grazing	Low	Minor	Neutral/Slight
HL4	Transport	Low	Minor	Neutral/Slight
HL5	Water Body	Low	Negligible	Neutral/Slight

HL6	Woodland and Forestry	Low	Minor	Neutral/Slight
HL7	Designed Landscape	Medium	Minor	Slight
HL8	Energy, Extraction and Waste	Low	No Change	Neutral
HL9	Leisure and Recreation	Low	Minor	Neutral/Slight
HL10	Spiritual and Ritual	Medium	Minor	Slight

## 15.5. Mitigation

- 15.5.1. Mitigation identified early in the process, or embedded mitigation, is integral to the design and has been described in earlier chapters (Chapter 4: Design Development and Chapter 5: The Proposed Scheme).

### Mitigation during and prior to Construction

- 15.5.2. Close consultation has been maintained with the environmental and design teams during the development of the landscape and ecological mitigation plans to ensure that any potential impacts on cultural heritage assets, both physical and on setting, have been considered and integrated into mitigation plans, highlighted and described in Chapter 13 & 14 (Landscape and Visual) and Chapter 12 (Ecology and Nature Conservation).

### Archaeological Remains

- 15.5.3. Cultural Heritage assets, including archaeological remains, are a finite resource and therefore non-renewable. The preferred option for the mitigation of archaeological remains is preservation *in situ*. However, this is not always possible, and in these instances, preservation by record will allow the remains to be fully investigated and recorded prior to construction. The results of these investigations can then be included in a report and disseminated to the local Historic Environment Record to provide a permanent record of the works.
- 15.5.4. Once the results of these investigations have been deposited within the HHER, it is hoped that the results will be available and be drawn upon and included within the "Highland Archaeology Research Framework" (HARF)<sup>xlii</sup>. This is currently in the early stages of drafting by Archaeology for Communities in the Highlands (ARCH) on behalf of the Society of Antiquaries for Scotland. It is hoped that information recovered during the mitigation, can help set future research agendas.
- 15.5.5. It is anticipated that HARF will draw on the information collated and deposited during the work of the A9 dualling programme, and that this information will be integral in the advancement of our knowledge of the Historic Environment in the Highlands region.
- 15.5.6. To mitigate the identified physical impacts to known remains presented in the tables above, and physical impacts to currently unknown remains, a programme of archaeological works will be implemented in consultation with The Highland Council HET – curators of the HHER and the CNPA. This will involve a staged programme of evaluation, which will be followed by detailed mitigation where appropriate. Details of the proposed mitigation is presented within Chapter 21 (Schedule of Environmental Commitments), and includes details of the previously agreed A9 wide standard mitigation (CH1) as well as Scheme specific mitigation measures.



**Table 15.22: Cultural Heritage Mitigation**

Mitigation Item	Description
SMC-CH1	The Contractor will consult with the relevant local authority and Historic Environment Scotland (HES) 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.
P11-CH2	Archaeological Trial Trenching will be undertaken in advance of construction to mitigate the impact on a number of potential archaeological sites. These final locations and percentage proposed for trenching will be discussed and agreed with Transport Scotland's Archaeological Advisor and the Highland Council Historic Environment Team. The Trial Trenching will inform the nature and scope of any subsequent mitigation if required.
P11-CH3	A permanent record of any affected, previously unknown archaeological remains to be made which can include the use of Archaeological Strip, Map and Excavate measures in advance of construction, to mitigate the impact upon any such sites discovered during the course of the works.
P11-CH4	A permanent record of any affected archaeological remains to be made through a targeted Archaeological Watching Brief to be undertaken during construction in order to mitigate the impact on the Dunkeld – Inverness Military Road
P11-CH5	An earthwork (measured) survey to be carried out at sites 7 (burial cairn), 9 (cairnfield), 154 (cairn), 159 (structure), 160 (cairn), 216 (field boundary), 217 (cairn) and 218 (kiln) prior to any phases of Archaeological Strip Map and Excavate. To allow for a permanent record of any upstanding archaeological features or remains.
P11-CH6	Archaeological Strip Map and Excavate of areas around sites 7, 8, 9, 217 & 218. This will be undertaken in advance of construction to highlight, locate and infer subsequent mitigation on any remains which may be present, relating to known Prehistoric activity within the area.
P11-CH7	Archaeological Strip Map and Excavate of area around sites 154 (cairn). This will be undertaken in advance of construction to highlight, locate and infer subsequent mitigation on any remains which may be present relating to known Prehistoric activity within the area.
P11-CH8	Archaeological Strip Map and Excavate of area around sites 159 (structure) & 160 (cairn). This will be undertaken in advance of construction to highlight, locate and infer subsequent mitigation on any remains which may be present relating to known Prehistoric activity within the area.
P11-CH9	An Earthwork (measured) Survey to be carried out at sites 144 & 162. To allow for a permanent record of any upstanding archaeological features or remains relating to the Military Road. This includes the section of the military road at Granish Junction, likely to be affected by access tracks to the SuDS ponds.
P11-CH10	A Level 2 survey will be made of site 6 (Sheiling Hut) and 142/143, the remains of the Shunem Structure, to provide a permanent record prior to demolition during any construction.
P11-CH11	Archaeological Excavation will be undertaken in advance of construction (if possible) to mitigate the impact upon any remains which are uncovered during the trial trenching. Other sites, such as those located during the Geophysical Survey may also be candidates for full excavation, rather than Trial Trenching. Exact areas will be discussed and agreed with the Highland Council Historic Environment Team.
P11-CH12	A photographic record of the current landscape (particularly in areas where large new infrastructure, such as junctions and bridges) will be undertaken to record the existing landscape prior to construction of the Proposed Scheme.

Mitigation Item	Description
P11-CH13	Site 219 (enclosure) and site 220 (earthwork) will be marked and avoided during construction. The implementation of a toolbox talk for construction taking place around the area near the structure will negate the need for archaeological monitoring.

- 15.5.7. A Watching Brief on GI works and a Geophysical Survey of a number of areas of increased archaeological potential have already been carried out. This included areas on the north side of Loch Alvie, the site of the Proposed Aviemore South Junction, and areas to the west and south-west of Loch Vaa. However, in order to fully understand the nature of the archaeological remains identified during this assessment and the Geophysical Survey, and to fully investigate areas which are seemingly blank or uncertain, further investigation in the form of archaeological trial trenching will be required (P11-CH2). Full excavation (P11-CH8) may be more appropriate in areas where the Geophysical Survey clearly shows archaeological remains and it may also be required following on from the Trial Trenching in order to fully investigate and record any features which are revealed at this stage.
- 15.5.8. Earthwork Surveys (P11-CH5), which will involve creating a measured survey of any surviving upstanding earthworks (either by hand or digitally) may be required where sites containing upstanding remains will be subject to physical impacts. This includes the Cairn and Cairnfield (sites 7 & 9), another Cairn (site 154), a structure and a Cairn (sites 159 & 160), and a Field Boundary, Cairn and Kiln (sites 216, 217 & 218). These sites will survive as raised earthworks and will need recorded prior to any subsequent excavations that may take place.
- 15.5.9. A programme of Archaeological Strip Map and Excavation (P11-CH6) will involve the monitored removal of topsoil and overburden around sites 7, 8 & 9, within the area to be affected by works. This will allow for the identification and subsequent excavation of any sub-surface archaeological remains that may be present. This will aid preservation by record prior to any construction.
- 15.5.10. A programme of Archaeological Strip Map and Excavation (P11-CH7) will involve the monitored removal of topsoil and overburden around site 154, within the area to be affected by works. This will allow for the identification and subsequent excavation of any sub-surface archaeological remains that may be present. This will aid preservation by record prior to any construction.
- 15.5.11. A programme of Archaeological Strip Map and Excavation (P11-CH8) will involve the monitored removal of topsoil and overburden around sites 159 & 160, within the area to be affected by works. This will allow for the identification and subsequent excavation of any sub-surface archaeological remains that may be present. This will aid preservation by record prior to any construction.
- 15.5.12. Earthwork Surveys (P11-CH9), which will involve creating a measured survey of any surviving upstanding earthworks (either by hand or digitally) may be required where sites containing upstanding remains will be subject to direct physical impacts, such as sections of General Wade's Military Road (sites 144 & 162) which are known to survive as a slight earthwork in places. This includes the section of road at Granish likely to be affected by SuDS access tracks.
- 15.5.13. To mitigate the direct physical impact to the Shunem Structure (site 142/143), a Level 2 survey (drawn and photographic) will be undertaken (P11-CH10). This survey will provide a permanent record of the building and its remains in its current form and the

resulting report will be lodged with the HHER. The recording of this structure should be undertaken prior to construction.

- 15.5.14. The marking and avoidance of the Enclosure (site 219) and Earthwork (site 220) will be implemented during construction (P11-CH13). The implementation of a toolbox talk for construction taking place around the area near the structure will also negate the need for archaeological monitoring.
- 15.5.15. The results of the evaluation works will inform the design of the detailed mitigation measures and sufficient time must be allowed in the construction programme to allow for these works to be fully completed. Not programming sufficient time to deal with the evaluations and subsequent excavations (as required) will result in a risk to the overall construction timetable.
- 15.5.16. Other sites, particularly the designated sites, which would not be subject to direct physical impacts would benefit from landscape screen planting which would reduce the visual impact upon them. Sites, such as those associated with the GDL, will benefit from proposals for a planting strategy which will include scattered trees within slip roads and pockets of woodland associated with proposed SuDS ponds. Proposed landscape mitigation is presented within the Landscape and Visual chapters (Chapters 13 & 14).
- 15.5.17. To ensure appropriate reporting and dissemination of the results, all cultural heritage mitigation will include a programme of assessment, reporting, analysis, publication and dissemination of results commensurate with the value of the archaeological remains, historic buildings and historic landscapes affected. This will include the preparation of Reports which will be submitted to the Highland Council Historic Environment Record and the Scottish National Record of the Historic Environment, along with ordered archives which will be submitted to an appropriate repository.
- 15.5.18. The mitigation will be undertaken in line with the following guidance and principals set out by the Chartered Institute for Archaeologists:
- Standards and guidance for archaeological excavation.<sup>xliii</sup>
  - Standards and guidance for archaeological field evaluation.<sup>xliv</sup>
  - Standards and guidance for archaeological watching brief.<sup>xlv</sup>
  - Standards and guidance for archaeological investigation and recording of standing buildings or structures.<sup>xlvi</sup>
  - Standards and guidance for the creation, compilation, transfer and deposition of archaeological archives.<sup>xlvii</sup>
- 15.5.19. The mitigation should follow standard guidance supplied by Highland Council.<sup>xlviii</sup>
- 15.5.20. Prior to any mitigation, a Written Scheme of Investigation will be drafted and in agreement with Transport Scotland's historic environment adviser and the Highland Council Historic Environment Team. This document will detail the precise methodology of any archaeological work to be undertaken and any subsequent phases of assessment. This document will also be the tool against which performance, fitness for purpose and standards can be measured.

### *Historic Buildings*

- 15.5.21. With regard to the Historic Listed Buildings identified, screening from as much of the existing vegetation/trees as possible should be retained as due to the distances and the topography between, this currently provides natural screening to the identified Historic

Buildings. Detail of Project Specific Mitigation can be viewed in the Schedule of Environmental Commitments (Chapter 21) under Table 21.7, Landscape and Visual.

15.5.22. Mitigation to be employed during the construction phase to reduce the impacts on the Historic Environment include;

- Site clearance to take place as close to construction as possible, with seeding and planting taking place as soon after construction as possible;
- Storage areas appropriately sited to minimise landscape and visual impact;
- Construction sites to be kept tidy;
- Work during darkness to be avoided wherever possible and appropriate directional lighting used; and
- The loss of existing vegetation will be minimised.

15.5.23. Further detail of the proposed mitigation above is presented in detail in Chapters 13 & 14, and has been developed in line with the A9 Strategic Environmental Design Principles listed in Appendix 4.1. It is envisaged that this standard mitigation will reduce both direct and indirect impacts on the Historic Environment during Construction.

### *Historic Landscapes*

15.5.24. The integrity of the landscape is largely intact, and although the Proposed Scheme will introduce new infrastructure into an extensive rural landscape (in the form of structures, earthworks and additional land take for junctions), the development of the landscape will still be legible. Photographic recording of the existing landscape (P11-CH12), along with appropriate screening and landscaping are proposed.

15.5.25. Detail of Project Specific Mitigation can be viewed in the Schedule of Environmental Commitments (Chapter 21) under Table 21.7, Landscape and Visual. Mitigation to be employed during the construction phase to reduce the impacts on the Historic Environment include;

- Site clearance to take place as close to construction as possible, with seeding and planting taking place as soon after construction as possible;
- Storage areas appropriately sited to minimise landscape and visual impact;
- Construction sites to be kept tidy;
- Work during darkness to be avoided wherever possible and appropriate directional lighting used; and
- The loss of existing vegetation will be minimised.

15.5.26. Further detail of the proposed mitigation above is presented in detail in Chapters 13 & 14, and has been developed in line with the A9 Strategic Environmental Design Principles listed in Appendix 4.1. It is envisaged that this standard mitigation will reduce both direct and indirect impacts on the Historic Environment during Construction.

### **Mitigation during Operation**

15.5.27. The landscape treatment and screening measures implemented during the construction phase, once mature, will aid in reducing the impacts upon all elements of the Historic Environment.

15.5.28. Embedded mitigation will be employed during operation to reduce impacts on the Cultural Heritage resource. Detail of Project Specific Mitigation can be viewed in the

Schedule of Environmental Commitments (Chapter 21) under Table 21.7, Landscape and Visual. This mitigation includes;

- Avoiding sensitive landscapes, designations, woodland and landscape features where possible;
- Varying the embankment slope gradient and profile;
- Designing irregular rock faces to achieve a 'naturalistic' formation;
- Considerate location of SuDS features;
- Structures have been designed having taken regard of specialist aesthetic advice through the A9 Landscape Design Forum including requirements, in key locations, for finishes that reduce the impact on the landscape resource; and
- Lighting columns are limited to Granish Junction.

15.5.29. Further and key landscape mitigation implement to reduce indirect impacts during Operation include;

- Earthworks to be steepened or relaxed to avoid impact on designated land, retain elements of the landscape which afford screening, or contribute to the landscape character, or to achieve best landscape fit;
- Naturalistic form of SuDS ponds and appropriate planting to integrate into the landscape (in particular at Tor Beag fort (site 163));
- Where noise barriers are used they shall be softened or screened with planting appropriate to the location;
- Retention of existing trees and vegetation wherever possible;
- Mitigation through seeding and planting, to tie in with existing landscape character and to provide replacement screening of the A9;
- Avoidance, or use of light planting form or density, where key views are to be retained or there is an opportunity to enhance views;
- Use of large specification trees in sensitive locations for the purpose of maintaining landscape character or screening views; and
- Lighting columns shall be 6-7m high to avoid being apparent above the tree line and luminaires which avoid upward glare and with G4 glare glass.

15.5.30. Further detail of the proposed mitigation above has been described in Chapter 13 & 14, and has been developed in line with the A9 Strategic Environmental Design Principles listed in Appendix 4.1. Detail of Project Specific Mitigation can be viewed in the Schedule of Environmental Commitments (Chapter 21) under Table 21.7, Landscape and Visual. It is envisaged that this standard mitigation will reduce both direct and indirect impacts on the Historic Environment during Operation.

## 15.6. Residual Impacts

15.6.1. This section presents the assessment of the residual impacts for those assets identified as being affected by the proposed scheme in the sections above.

15.6.2. Residual impacts are those that remain once the described mitigation measures have been implemented. Residual impacts of Moderate and above are considered to be significant. No significant residual impacts are predicted for any asset.

## Construction Phase Impacts

### Archaeological Remains

- 15.6.3. Following mitigation, no significant impacts are predicted on designated or un-designated heritage assets representing Archaeological Remains. Residual impacts of Neutral to Slight are predicted on 36 assets representing Archaeological remains during construction.
- 15.6.4. A summary of mitigation and residual impacts during the construction phase is set out below in Table 15.23. The table highlights the Residual Impacts to Archaeological Remains during the construction phase and assesses the residual impact post mitigation.

**Table 15.23: Construction Phase Residual Impacts: Archaeological Remains**

Site	Site Name	Proposed mitigation	Pre- Mitigation Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
<b>Construction</b>						
6	Alvie	Photographic and written record	Major	Moderate/ Slight	Minor	Slight
7	Loch Alvie	Earthwork Survey and detailed excavation	Major	Moderate/ Large	Minor	Slight
8	Loch Alvie	Detailed excavation	Major	Moderate/ Large	Minor	Slight
9	Loch Alvie	Earthwork Survey and detailed excavation	Major	Moderate/ Large	Minor	Slight
10	Loch Alvie	None	Minor	Slight	Minor	Slight
11	Loch Alvie	None	Minor	Slight	Minor	Slight
12	Loch Alvie	None	Minor	Slight	Minor	Slight
13	Loch Alvie	None	Minor	Neutral/Slight	Minor	Neutral/Slight
14	Loch Alvie	None	Minor	Neutral/Slight	Minor	Neutral/Slight
16	Loch Alvie	None	Minor	Neutral/Slight	Minor	Neutral/Slight
31	Doune Motte	Natural and existing planting and screening retained	Minor	Slight	Minor	Slight



Site	Site Name	Proposed mitigation	Pre- Mitigation Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
46	Former access track to railway tunnel at Kinakyle	None, however would benefit from Photographic Recording during watching brief element	Moderate	Slight	Minor	Neutral/Slight
76	Earthwork -s west of Macdonald Centre	None, however would benefit from Photographic Recording during watching brief element	Major	Moderate/Slight	Minor	Neutral/Slight
106	Milton Wood	None	Minor	Slight	Minor	Slight
125	High Burnside	None, however would benefit from Photographic Recording during watching brief element	Minor	Neutral/Slight	Minor	Neutral/Slight
130	Sluggan-granish	None	Minor	Neutral/Slight	Minor	Neutral/Slight
131	Sluggan-granish	None	Moderate	Slight	Moderate	Slight
134	Sluggan-granish	None	Moderate	Slight	Moderate	Slight
136	Sluggan-granish	None	Minor	Neutral/Slight	Minor	Neutral/Slight
142/143	Shunem	Photographic and written record	Major	Negligible	Minor	Slight
144	Allt na Criche	Earthwork Survey	Moderate	Moderate	Minor	Slight
154	Avielochan	Earthwork Survey and detailed excavation	Major	Moderate/Large	Minor	Slight
155	Avielochan	None	Minor	Neutral/Slight	Minor	Neutral/Slight

Site	Site Name	Proposed mitigation	Pre- Mitigation Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
159	Balnabruich	Earthwork Survey and detailed excavation	Major	Moderate/ Large	Minor	Slight
160	Balnabruich	Earthwork Survey and detailed excavation	Major	Moderate/ Large	Minor	Slight
161	Cairn with finds, Avieloch-an	None	Negligible	Neutral/ Slight	Negligible	Neutral/ Slight
162	Laggantygowan	Earthwork Survey	Moderate	Slight	Minor	Slight
163	Tor Beag Fort	Natural and existing planting and screening retained	Minor	Moderate/ Slight	Minor	Moderate/ Slight
169	General Wade's Military Road	None	Minor	Slight	Minor	Slight
170	Dunkeld – Dalnacardoch – Ruthven – Aviemore – Inverness Military Road	None	Minor	Slight	Minor	Slight
204	Torr Mor	None	Minor	Slight	Minor	Slight
216	Loch Alvie, linear stone feature	Earthwork Survey	Major	Slight/ Moderate	Minor	Slight
217	Loch Alvie, Cairn	Earthwork Survey and detailed excavation	Major	Slight/ Moderate	Minor	Slight
218	Loch Alvie, Kiln, Structure	Earthwork Survey and detailed excavation	Major	Slight/ Moderate	Minor	Slight



Site	Site Name	Proposed mitigation	Pre- Mitigation Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
219	Loch Vaa, Enclosure	Highlighting and avoidance of asset (toolbox talk)	Minor	Neutral/Slight	Minor	Neutral/Slight
220	Slochd Earthwork	Highlighting and avoidance of asset (toolbox talk)	Minor	Neutral/Slight	Minor	Neutral/Slight

### *Direct Impacts*

- 15.6.5. Direct residual impacts are predicted on fourteen sites representing Archaeological Remains, in part due to their complete or part removal by the mitigation highlighted in Table 15.23. None of these residual impacts are considered to be significant.
- 15.6.6. A Slight residual impact is predicted for the Alvie - Sheiling (site 6), as following the proposed mitigation of a Photographic and Written record of the structures remains, the feature will be wholly destroyed and even after subsequent preservation by record, the feature will no longer exist.
- 15.6.7. A Slight residual impact is predicted for Loch Alvie – Burial Cairn (site 7) and Loch Alvie – Cist (site 8) as following the proposed mitigation of an Earthwork Survey and Detailed Excavation, the features will be wholly destroyed and even after subsequent preservation by record, the feature will no longer exist.
- 15.6.8. A Slight residual impact is predicted for Loch Alvie – Cairnfield (site 9), as following the proposed mitigation of an Earthwork Survey and Detailed Excavation, some elements of the cairnfield will be partially destroyed and even after subsequent preservation by record, aspects of the feature will no longer exist.
- 15.6.9. A Slight residual impact is predicted for the Allt na Criche (site 144) and Laggantygowan (site 162) and Loch Alvie Linear Stone Feature (site 216) as following the proposed mitigation of an earthwork survey of the remains, the features will be partially destroyed in this section and even after subsequent preservation by record, the feature will no longer exist intact in these locations
- 15.6.10. A Slight residual impact is predicted for Avielochan Cairn (site 154), Balnabruich – Building (site 159) and Balnabruich – Cairn (site 160), Loch Alvie Cairn (site 217) and Loch Alvie Kiln (site 218) as following the proposed mitigation of an Earthwork Survey and Detailed Excavation, the features will be wholly destroyed and even after subsequent preservation by record, the features will no longer exist.
- 15.6.11. A Slight residual impact is predicted for the Shunem Structure (site 142/143), as following the proposed mitigation of a Photographic and Written record of the structures remains, the feature will be wholly destroyed and even after subsequent preservation by record, the feature will no longer exist.
- 15.6.12. Archaeological recording will ensure that any archaeology that does survive is either preserved 'in situ' or preserved 'by record' and will add further to our knowledge of the history and development of this region of the Highlands with the results disseminated into the public domain. This will in part reduce the overall magnitude of change.

### *In-direct Impacts*

- 15.6.13. In-direct residual impacts are predicted on 22 sites representing Archaeological Remains, due to the temporary presence of infrastructure associated with construction and widening of the road. These are highlighted in Table 15.23. None of these residual impacts are considered to be significant.
- 15.6.14. A Slight residual impact is predicted for Doune Motte (site 31) during construction due to the indirect effect from construction activities, and the impact from the increase in infrastructure associated with construction and widening of the road, in views to the west from the site.
- 15.6.15. A Moderate/Slight residual impact is predicted for Tor Beag Fort (site 163) during construction due to the indirect effect from construction activities, and the impact from the increase in infrastructure associated with construction and widening of the road, in views to the east from the site.
- 15.6.16. A Neutral/Slight residual impact is predicted for Loch Vaa Enclosure (site 219) and Slochd Earthwork (site 220) during construction, due to the proximity of the construction activities and due to the indirect effect from construction activities, and the impact from the increase in infrastructure associated with construction and widening of the road. Mitigation through the highlighting of these assets for avoidance during site work is proposed.
- 15.6.17. No mitigation is proposed during the construction phase for a number of assets, as a result a Slight residual impact is predicted for Loch Alvie – Ring Cairn (site 10), Loch Alvie - Hut Circle (site 11), Loch Alvie – Clearance Cairn (site 12), Milton Wood – Cup Marked Stone (site 106), Sluggangranish – Field System (site 131), Sluggangranish - Settlement (site 134), General Wade's Military Road (site 169), Dunkeld – Dalnacardoch – Ruthven – Aviemore – Inverness Military Road (site 170), Torr Mor – Hut Circle (site 204) due to the proximity of the features to the Proposed Scheme, the indirect impacts from construction activities, and the increase in noise and infrastructure associated with construction and widening of the road.
- 15.6.18. A Neutral/Slight residual impact is predicted for Loch Alvie – Field System (site 13), Loch Alvie - Settlement (site 14) and Loch Alvie - Settlement (site 16), Former access track to railway tunnel at Kinakyle (site 46), Earthworks west of MacDonald Centre (site 76), High Burnside (site 125), Sluggangranish (site 130), Sluggangranish (site 136), Avielochan Township (site 155), Cairn with finds, Avielochan (site 161) due to the proximity of the features to the Proposed Scheme, the indirect impacts from construction activities, and the increase in noise and infrastructure associated with construction and widening of the road.

## **Operational Phase Impacts**

### *Archaeological Remains*

- 15.6.19. Following mitigation and construction, no significant residual impacts are predicted on designated or un-designated heritage assets representing Archaeological Remains. Residual impacts of Neutral to Slight are predicted on 36 assets representing Archaeological remains during operation.
- 15.6.20. A summary of mitigation and residual impacts after mitigation and construction is set out below in Table 15.24. The table highlights the Residual Impacts to Archaeological Remains after the construction phase and assesses the residual impact, post mitigation, during the operational phase of the road.

**Table 15.24: Operation Phase Residual Impacts: Archaeological Remains**

Site	Site Name	Proposed mitigation	Post- Mitigation and Construction Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
<b>Operation</b>						
6	Alvie	None	Minor	Slight	No Change	Neutral
7	Loch Alvie	None	Minor	Slight	No Change	Neutral
8	Loch Alvie	None	Minor	Slight	No Change	Neutral
9	Loch Alvie	None	Minor	Slight	No Change	Neutral
10	Loch Alvie	Natural and existing planting and screening retained	Minor	Slight	Negligible	Neutral/ Slight
11	Loch Alvie	Natural and existing planting and screening retained	Minor	Slight	Negligible	Neutral/ Slight
12	Loch Alvie	Natural and existing planting and screening retained	Minor	Slight	Negligible	Neutral/ Slight
13	Loch Alvie	Natural and existing planting and screening retained	Minor	Neutral/Slight	Negligible	Neutral/ Slight
14	Loch Alvie	Natural and existing planting and screening retained	Minor	Neutral/Slight	Negligible	Neutral/ Slight
16	Loch Alvie	None	Minor	Neutral/Slight	Negligible	Neutral/ Slight
31	Doune Motte	Natural and existing planting and screening retained	Minor	Slight	Negligible	Slight
46	Former access track to railway tunnel at Kinakyle	Natural and existing planting and screening retained	Minor	Neutral/Slight	Negligible	Neutral/ Slight

Site	Site Name	Proposed mitigation	Post- Mitigation and Construction Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
76	Earthwork -s west of Macdonald Centre	None	Minor	Neutral/Slight	No Change	Neutral
106	Milton Wood	Natural and existing planting and screening retained	Minor	Slight	Negligible	Neutral/Slight
125	High Burnside	Natural and existing planting and screening retained	Minor	Neutral/Slight	No Change	Neutral
130	Sluggan-granish	Natural and existing planting and screening retained	Minor	Neutral/Slight	Negligible	Neutral/Slight
131	Sluggan-granish	Natural and existing planting and screening retained	Moderate	Slight	Negligible	Neutral/Slight
134	Sluggan-granish	Natural and existing planting and screening retained	Moderate	Slight	Negligible	Neutral/Slight
136	Sluggan-granish	Natural and existing planting and screening retained	Minor	Neutral/Slight	Negligible	Neutral/Slight
142/143	Shunem	None	Minor	Slight	No Change	Neutral
144	Allt na Criche	None	Minor	Slight	Minor	Slight
154	Avieloch-an	None	Minor	Slight	No Change	Neutral
155	Avieloch-an	Natural and existing planting and screening retained	Minor	Neutral/Slight	Negligible	Neutral/Slight
159	Balnabruich	None	Minor	Slight	No Change	Neutral

Site	Site Name	Proposed mitigation	Post- Mitigation and Construction Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
160	Balnabruich	None	Minor	Slight	No Change	Neutral
161	Cairn with finds, Avelochan	Natural and existing planting and screening retained	Negligible	Neutral/ Slight	Negligible	Neutral/ Slight
162	Laggantgowan	None	Minor	Slight	Minor	Neutral/ Slight
163	Tor Beag Fort	Natural and existing planting and screening retained	Minor	Moderate/ Slight	Negligible	Slight
169	General Wade's Military Road	Natural and existing planting and screening retained	Minor	Slight	Negligible	Neutral/ Slight
170	Dunkeld – Dalnacardoch – Ruthven – Aviemore – Inverness Military Road	Natural and existing planting and screening retained	Minor	Slight	Negligible	Neutral/ Slight
204	Torr Mor	Natural and existing planting and screening retained	Minor/ Slight	Slight	Minor	Slight
216	Loch Alvie, linear stone feature	None	Minor	Slight	Minor	Neutral/ Slight
217	Loch Alvie, Cairn	None	Minor	Slight	No Change	Neutral
218	Loch Alvie, Kiln, Structure	None	Minor	Slight	No Change	Neutral

Site	Site Name	Proposed mitigation	Post- Mitigation and Construction Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
219	Loch Vaa, Enclosure	Natural and existing planting and screening retained	Minor	Neutral/Slight	Minor	Neutral/Slight
220	Slochd Earthwork	Natural and existing planting and screening retained	Minor	Neutral/Slight	Minor	Neutral/Slight

- 15.6.21. During operation, Neutral residual impacts are predicted on a number of sites which will have been removed completely by mitigation during the construction phase. These include the sites of Alvie - Sheiling (site 6), Loch Alvie – Burial Cairn (site 7), Loch Alvie – Cist (site 8), Avielochan Cairn (site 154), Balnabruich – Building (site 159) and Balnabruich – Cairn (site 160), Loch Alvie Cairn (site 217) and Loch Alvie Kiln (site 218), and Shunem Structure (site 142/143).
- 15.6.22. Neutral residual impacts are predicted on Alvie – Cairnfield (site 9), which will have been partly removed by mitigation during the construction phase.
- 15.6.23. A Slight residual impact is predicted for the Allt na Criche (site 144) and a Neutral/Slight impact on Laggantygowan (site 162) and Loch Alvie Linear Stone Feature (site 216) as following the proposed mitigation, the features will be partially altered by mitigation.
- 15.6.24. During operation Neutral/Slight residual impacts are predicted for Loch Alvie – Ring Cairn (site 10), Loch - Hut Circle (site 11), Loch Alvie – Clearance Cairn (site 12), Loch Alvie – Field System (site 13), Loch Alvie - Settlement (site 14) and Loch Alvie - Settlement (site 16), Former access track to railway tunnel at Kinakyle (site 46), Milton Wood – Cup Marked Stone (site 106), Sluggangranish – Field System (site 130), Sluggangranish - Settlement (site 131), Sluggangranish – Field System (site 134), Sluggangranish – Field System (site 136), Avielochan Township (site 155), Cairn with finds, Avielochan (site 161), General Wade’s Military Road (site 169), Dunkeld – Dalnacardoch – Ruthven – Aviemore – Inverness Military Road (site 170), Loch Vaa Enclosure (site 219) and Slochd Earthwork (site 220). This is due to the proximity of the sites to the Proposed Scheme, the upgraded infrastructure and the increase in noise associated with the widening of the road.
- 15.6.25. Neutral residual impacts are predicted on Earthwork West of MacDonald Centre (site 76) and High Burnside Track, due to the proximity of the sites to the Proposed Scheme, the upgraded infrastructure, and the increase in noise associated with the widening of the road.
- 15.6.26. Slight residual impacts are predicted for Tor Beag Fort (site 163) and Doune Motte (site 31) and Torr Mor Hut Circle (site 204) this is due to the proximity of the fort to the Proposed Scheme, the upgraded infrastructure, and the increase in noise associated with the widening of the road.
- 15.6.27. It is not considered that survey and excavation of the affected sections of the military road will fully mitigate the impact on the military road. Indeed, the military road has already been subject to significant disturbance and severance. To reflect this, following mitigation, the impact on the military road will reduce from moderate to slight.

15.6.28. For the sites, it is considered that the existing planting and screening will be retained and the further proposed mitigation will aid in reducing the overall impact upon them. It should be noted that residual impacts cannot be assessed for currently unknown sites that may be uncovered during the site evaluations.

### *Historic Buildings*

15.6.29. Following mitigation and construction, no significant residual impacts are predicted on designated or un-designated heritage assets representing Historic Buildings. Residual impacts of Neutral to Slight are predicted on nineteen assets representing Historic Buildings during operation.

15.6.30. A summary of mitigation and residual impacts after mitigation and construction is set out below in Table 15.25. The table highlights the Residual Impacts to Historic Buildings after the construction phase and assesses the residual impact post mitigation during the operational phase of the road.

**Table 15.25: Operation Phase Residual Impacts: Historic Buildings**

Site	Site Name	Proposed mitigation	Post- Mitigation and Construction Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
<b>Operation</b>						
3	Loch Alvie Bridge on B1952	None	Negligible	Neutral/ Slight	No Change	Neutral/ Slight
4	Alvie Parish Church and Burial Ground	Natural and existing planting and screening retained	Negligible	Neutral/ Slight	No Change	Neutral/ Slight
5	Alvie Manse (former Church of Scotland Manse and steading)	Natural and existing planting and screening retained	Negligible	Neutral/ Slight	No Change	Neutral/ Slight
30	The Doune, Rothiemurc hus	Natural and existing planting and screening retained	Negligible	Neutral/ Slight	No Change	Neutral/ Slight
32	The Doune Farm Cottages	Natural and existing planting and screening retained	Negligible	Neutral/ Slight	No Change	Neutral/ Slight
34	Easter Lynwilg Bridge	None	Moderate	Neutral/ Slight	Minor	Neutral/ Slight

Site	Site Name	Proposed mitigation	Post- Mitigation and Construction Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
48	Birch View Cottage	None	No Change	Neutral	No Change	Neutral
151	Avielochan Bridge	None	No Change	Neutral	No Change	Neutral
173	Possible structure, Kinveachy	None	No Change	Neutral	No Change	Neutral
181	Kinveachy Lodge	None	Negligible	Neutral/ Slight	No Change	Neutral
190	Carrbridge Station including platform shelters and footbridge	Natural and existing planting and screening retained	Negligible	Neutral/ Slight	Negligible	Neutral/ Slight
191	Carrbridge Station including platform shelters and footbridge	Natural and existing planting and screening retained	Negligible	Neutral/ Slight	Negligible	Neutral/ Slight
192	Carrbridge Station including platform shelters and footbridge	Natural and existing planting and screening retained	Negligible	Neutral/ Slight	Negligible	Neutral/ Slight
193	Carrbridge Station including platform shelters and footbridge	Natural and existing planting and screening retained	Negligible	Neutral/ Slight	Negligible	Neutral/ Slight
194	Broom Cottage no. 1 and no. 2, Carrbridge	None	Minor	Neutral/ Slight	Negligible	Neutral
198	Bogbain Bridge	None	No Change	Neutral	No Change	Neutral
207	Slochd Bridge Three, A9	None	No Change	Neutral	No Change	Neutral



Site	Site Name	Proposed mitigation	Post- Mitigation and Construction Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
208	Slochd Bridge Two, A9	None	No Change	Neutral	No Change	Neutral
209	Slochd Bridge One, A9	None	No Change	Neutral	No Change	Neutral

- 15.6.31. During operation, Neutral residual impacts are predicted on a number of sites including Birch View Cottage (site 48), Avielochan Bridge (site 151), Possible Structure Kinveachy (site 173), Kinveachy Lodge (site 181), Broom Cottage no. 1 and no. 2, Carrbridge (site 194), Bogbain Bridge (site 198), Slochd Bridge Three, A9 (site 207), Slochd Bridge Two, A9 (site 208) and Slochd Bridge One, A9 (site 209). This is due to the proximity of the sites to the Proposed Scheme, the upgraded infrastructure and the increase in noise associated with the widening of the road.
- 15.6.32. Neutral/Slight residual impacts are predicted on a number of sites including Loch Alvie Bridge on B1952 (site 3), Alvie Parish Church and Burial Ground (site 4), Alvie Manse (former Church of Scotland Manse and steading) (site 5), The Doune, Rothiemurchus (site 30), The Doune Farm Cottages (site 32), Easter Lynwilg Bridge (site 34) and Carrbridge Station including platform shelters and footbridge (site 190 – 193). This is due to the proximity of the sites to the Proposed Scheme, the upgraded infrastructure and the increase in noise associated with the widening of the road.
- 15.6.33. For the sites above, it is considered that the existing natural and existing planting and screening will be retained and will aid in reducing the overall impact upon them.

### Historic Landscapes

- 15.6.34. Following mitigation and construction, no significant residual impacts are predicted for Historic Landscapes. Residual impacts of Neutral/Slight to Slight are predicted on ten Historic Landscape types.
- 15.6.35. A summary of mitigation and residual impacts after mitigation and construction is set out below in Table 15.26. The table highlights the Residual Impacts to Historic Landscapes after the construction phase and assesses the residual impact post mitigation during the operational phase of the road.

**Table 15.26: Operational Phase Residual Impacts: Historic Landscapes**

Site	Landscape Type	Proposed mitigation	Post- Mitigation and Construction Impact		Residual Impact	
			Magnitude	Significance	Magnitude	Significance
<b>Operation</b>						
HL1	Agriculture and Settlement	Natural and existing planting and screening retained	Minor	Slight	Minor	Slight

HL2	Built-up-Area	Natural and existing planting and screening retained	Negligible	Neutral/Slight	Negligible	Neutral/Slight
HL3	Moorland and Rough Grazing	Natural and existing planting and screening retained	Minor	Neutral/Slight	Minor	Neutral/Slight
HL4	Transport	Natural and existing planting and screening retained	Minor	Neutral/Slight	Minor	Neutral/Slight
HL5	Water Body	Natural and existing planting and screening retained	Negligible	Neutral/Slight	Negligible	Neutral/Slight
HL6	Woodland and Forestry	Natural and existing planting and screening retained	Minor	Neutral/Slight	Minor	Neutral/Slight
HL7	Designed Landscape	Natural and existing planting and screening retained	Minor	Slight	Minor	Slight
HL8	Energy, Extraction and Waste	Natural and existing planting and screening retained	No Change	Neutral	No Change	Neutral

HL9	Leisure and Recreation	Natural and existing planting and screening retained	Minor	Neutral/Slight	Minor	Neutral/Slight
HL10	Spiritual and Ritual	Natural and existing planting and screening retained	Minor	Slight	Minor	Slight

- 15.6.36. The potential for impacts during operation range from Neutral adverse to Slight adverse. These impacts are highlighted in Table 15.26. The addition of new elements and the widening of existing infrastructure will result in minor changes in views from each of the Historic Landscapes including the increase in presence of traffic and associated noise from increased in speed limits will impact on these landscapes. It is unlikely that these factors will detract in our ability to appreciate, understand, and enjoy each Historic Landscape. These impacts are based on existing vegetation which currently provides filtering and screening being removed.
- 15.6.37. Slight adverse impacts are predicted on HL1 – Agriculture and Settlement, as a number of sites associated with this landscape type will be directly impacted on by the Proposed Scheme and part of the value of this landscape type is derived from physical remains. This includes a number of Prehistoric settlement features along with some later Post-Medieval elements. Some indirect impacts on setting will also occur, however these impacts will be minor and unlikely to affect our ability to understand and appreciate this dominant landscape type in the Highlands.
- 15.6.38. Neutral/Slight adverse impacts are predicted on HL2 – Built-up-Areas, as this landscape type is derived primarily from its physical remains, and in-direct impacts are unlikely to affect our ability to understand this landscape.
- 15.6.39. Neutral/Slight adverse impacts are predicted on HL3 – Moorland and Rough Grazing, as a number of sites associated with this landscape type will be directly impacted on by the Proposed Scheme, and part of the value of this landscape type is derived from physical remains. This includes some agricultural features from the Prehistoric period and beyond. Indirect impacts on setting will also occur, however these impacts are minor and unlikely to affect our ability to understand and appreciate this dominant landscape type.
- 15.6.40. Neutral/Slight adverse impacts are predicted on HL4 – Transport, as a number of sites associated with this landscape type will be directly impacted on by the Proposed Scheme, and part of the value of this landscape type is derived from physical remains. This includes a number of sections of General Wades Military Road. Indirect impacts are also predicted on assets relating to the HML Railway, however these impacts are minor and unlikely to affect our ability to understand and appreciate this landscape type.
- 15.6.41. Neutral/Slight adverse impacts are predicted on HL5 – Water Bodies, as although no direct impacts are predicted on any sites associated with this landscape, activity has been noted around a number of Water Bodies, from the Prehistoric period and beyond. The value of this particular landscape type is derived primarily from its physical remains, however indirect impacts are also predicted on views to and from these areas. These

impacts are minor and unlikely to affect our ability to understand and appreciate this landscape type.

- 15.6.42. Neutral/Slight adverse impacts are predicted on HL6 – Woodland and Forestry as this landscape will be directly impacted on, however any loss of landscape of this type is likely to be offset with planting elsewhere across the scheme. Indirect impacts are also predicted; however, these impacts are unlikely to affect our ability to understand and appreciate this landscape type.
- 15.6.43. Slight adverse impacts are predicted on HL7 – Designed Landscapes of Kinrara and Doune of Rothiemurchus during operation. It is clear that there will not be any direct impacts or any severance of the key aspects/elements of the GDL. The intrusion of new permanent infrastructure would not affect the ability to appreciate the setting and aesthetics of these landscapes and they will continue to contribute significantly to the character of the area.

### Kinrara GDL

#### *Location and Setting*

- 15.6.44. Kinraras' location and setting benefits from the magnificent, panoramic views resulting from its situation. High and low vantage points within the policies focus on the River Spey. The addition of the Aviemore South Junction to part of the mainline will be visible from the monument when looking west, in views from the Duke of Gordon hill. However, the assessment of the visibility from the GDL, is considered to be restricted to open, elevated areas, due to the heavily wooded nature of the intervening topography. The value of this particular landscape type is derived from its physical remains and its setting.

#### *Landscape Components*

- 15.6.45. Kinrara has a number of important architectural features. Kinrara House and the Duchess of Gordon Monument are located on the eastern periphery of the GDL and maintain unobstructed views towards the River Spey, and restricted views towards the Proposed Scheme. Lawns and gardens surrounding the house also provide unobstructed views towards the building and sundial.
- 15.6.46. Ancillary buildings including Farm Buildings, Keeper's Cottage, and Kennels are located to the north-west of Kinrara House, again maintaining unobstructed views to the east and the River Spey. The Waterloo Cairn receives elevated views towards the house, and the Duke of Gordon Monument retains panoramic views in all directions.
- 15.6.47. Kinrara has two approaches from the current B9152 which enter the GDL's policies from the west, through woodland and parkland on the periphery of the estate. A complex network of footpaths and tracks exist within the policies, however many of these are overgrown and unused. Long and open views exist on the eastern and southern periphery of the GDL where it flanks the River Spey, providing long views along the route of the river.
- 15.6.48. The assessment of the visibility from the Kinrara GDL, is considered to be restricted to open, elevated areas, due to the heavily wooded nature of the intervening topography. It is from these such areas that the existing A9 would be visible so that the dualling would not be a new infrastructure element in such views. The impacts are minor and unlikely to affect our ability to understand and appreciate this landscape type.

## Doune of Rothiemurchus GDL

### *Location and Setting*

- 15.6.49. The Doune of Rothiemurchus dominates its surroundings and extends along the east banks of the River Spey. Parkland at the edges of the Spey, within its broad flat floodplain, allows for broad sweeping views to the south. The Doune also provides elevated vantage points within the broad river valley of the surrounding panoramic mountain views. The broad, open strath is flanked by a number of undulating hills. These hills contain views along the length of the broad flat floodplain, mainly southwards, where the parkland extends along the riverside, accentuating the long views. The remains of a formal avenue also serve to draw the eye to the south-east. Due to the heavily wooded nature and the intervening topography and/or vegetation, the visibility from the GDL has again been assessed and is considered to be restricted to open elevated areas. The value of this particular landscape type is derived from its physical remains and its setting.

### *Landscape Components*

- 15.6.50. The Doune has a number of important architectural features including the Doune and the Doune Farm Cottages. The Doune retains unobstructed views across open parkland from the north-east to the south along the length of the River Spey. The Doune Farm Cottages, located to the north retain unobstructed views to the north across a meander on the river. Further assets including The James Martineau Memorial, the Old Church and Burial Ground, and Rothiemurchus Old Manse are located within the policies to the east within mature parkland. A number of archaeological assets are also present within the GDL, noticeably that of a possible motte, but also elements of the old parish church.
- 15.6.51. The GDL maintains three main approaches to the house from the north, east, and south. There is no access from the west due to the presence and constraints of the River Spey. The northern drive extends through woodland west of The Polchan, which it subsequently divides. One branch leads north-westwards to Doune Farm and then through woodland north-west of The Doune. A second branch leads off southwards through the parkland laid out in the bottom of the valley, to then approach The Doune from the south-east.
- 15.6.52. The eastern drive enters the parkland from an elevated gateway on the B970 adjacent to the former Kitchen Garden. It takes a sweeping, informal approach to the south west front of the house. The West Lodge, situated 900m due south of The Doune, stands on the B970. It provides a long, sinuous approach through informal parkland to the house.
- 15.6.53. The GDL woodlands appear long-established and are recorded as early as the 16<sup>th</sup> century. Extensive forest currently survives on the hills, with the parklands on the lower valley and slopes framed by woodland along the course of the Spey, shielding elements of the surrounding landscape.
- 15.6.54. Due to the heavily wooded nature of the Doune of Rothiemurchus GDL and the intervening topography and/or vegetation, visibility has again been assessed and is considered to be restricted to open elevated areas. It is from these such areas that the existing A9 would be visible so that the dualling would not be a new infrastructure element in such views. The impacts are minor and unlikely to affect our ability to understand and appreciate this landscape type
- 15.6.55. During operation, Neutral impacts are predicted on HL8 - Energy Extraction and Waste, as the Proposed Scheme does not impact directly or in-directly on these landscapes.

- 15.6.56. Neutral/Slight adverse impacts are predicted on HL9 – Leisure and Recreation, as the Proposed Scheme does not impact directly or in-directly on these landscapes.
- 15.6.57. A Slight adverse impact is predicted on HL10 - Spiritual and Ritual as a number of sites associated with this landscape will be directly impacted on by the Proposed Scheme. This includes a number of burial cairns and a cist located at the side of Loch Alvie. Indirect impacts are also predicted on a Cup Marked Stone within Milton Wood due to the proximity of the site to the Proposed Scheme, the upgraded infrastructure, and the increase in noise associated with the widening of the road. The value of this particular landscape type is derived primarily from its physical remains but also its setting, and as a result, the significance of impact has been assessed as Slight adverse.

### Overall Impact on the Cultural Heritage Resource

- 15.6.58. After mitigation, the overall impact on archaeological remains has been assessed to be Slight adverse, the overall impact on Historic Buildings has been assessed to be Slight adverse, and the overall impact on the Historic Landscape has been assessed to be Neutral. The overall impact upon Cultural Heritage has therefore been assessed to be Slight adverse.

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<sup>i</sup> Chartered Institute for Archaeologists (2014). By-laws: Code of Conduct

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<sup>iv</sup> Highways Agency et al. (2007). Design Manual for Roads and Bridges, Volume 11 Cultural Heritage, Section 3, Part 2, Revision HA 208/07.

<sup>v</sup> Highways Agency et al. (1993). Design Manual for Roads and Bridges, Volume 5 Assessment and Preparation of Road Schemes, Section 1, Part 2, TA 37/93.

<sup>vi</sup> Scottish Government (2014). Scotland's Third National Planning Framework

<sup>vii</sup> Historic Environment Scotland (2016). Historic Environment Scotland Policy Statement

<sup>viii</sup> Scottish Government (2014). Our Place in Time – The Historic Environment Strategy for Scotland

<sup>ix</sup> Historic Environment Scotland (2016), Managing Change in the Historic Environment: Setting

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<sup>xi</sup> Scottish Government (2011). Planning Advice Note (PAN) 2/2011: Planning and Archaeology

<sup>xii</sup> Town and Country Planning (Scotland) Act 1997

<sup>xiii</sup> Scottish Government (2014). Scottish Planning Policy

<sup>xiv</sup> Highland Council (2012). Highland-wide Local Development Plan

<sup>xv</sup> Highland Council (2013). Historic Environment Strategy

<sup>xvi</sup> Cairngorms National Park Authority (2015). Cairngorms National Park Local Development Plan

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