

A14.4 Cultural Heritage Impact Tables

- 1.1 This appendix includes details of the non-significant effects on designated and undesignated assets during the construction (Table 1) and operation (Table 2) of the proposed Scheme. The magnitude of impact is adverse unless otherwise stated. The location of archaeological remains and historic buildings are shown on Figure 14.1, with historic landscape types (HLT) shown on Figure 14.2.

Table 1: Potential Non-Significant Construction Impacts on Archaeological Remains

Asset Number	Asset Name	Designation	Value	Effect	Magnitude	Significance
Potential Construction Impacts on Archaeological Remains						
49	Milltown, mill pond and sluice gates (site of)	None	Negligible	Construction of the proposed dual carriageway between ch2540 and ch2700 would result in the complete removal of archaeological remains associated with this asset.	Major	Slight
63	Enclosure at Allanfearn	None	Medium	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 178m south of the asset. This would introduce a temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Slight
75	Ridge and Furrow at Balloch	None	Low	Construction of the proposed dual carriageway between ch4100 and ch4200 would result in the removal of approximately 35m of a section of rig identified in the Aerial Photography Rectification (Appendix A14.3: Results of the Aerial Photography Rectification (Study no. 18)).	Minor	Slight
76	Lower Cullernie, Settlement	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 240m south-east of the asset. This would introduce a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Slight
86	Possible Stone Circle, Upper Cullernie	None	High	Construction of the proposed Scheme would result in the potential partial removal of buried archaeology associated with this asset.	Minor	Slight
87	Cullernie Cairn	None	High	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 85m south of the asset. This would introduce a temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset that would sever its current setting of open fields.	Minor	Slight
93	Upper Cullernie, Hut Circle	None	Low	Construction of the proposed dual carriageway and diversion of the Fiddler's Burn between ch4710 and ch4830 would result in the partial removal of archaeological remains associated with this asset.	Moderate	Slight
95	Upper Cullernie, Pit (2)	None	Low	Construction of the proposed Scheme would result in the partial removal of archaeological remains associated with this asset.	Minor	Slight
100	Lower Cullernie, Ring Ditch	Scheduled Monument	High	Construction of the proposed Balloch Junction and dual carriageway approximately 97m south of the asset would introduce a temporary source of visual intrusion as a result of construction activities and new elements of infrastructure in the setting of the asset.	Minor	Slight

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Asset Number	Asset Name	Designation	Value	Effect	Magnitude	Significance
107	Newton Cropmarks	None	Medium	Construction of the proposed dual carriageway approximately 137m south of the asset would introduce a temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility with Assets 100, 105, 113 and 464 would be maintained.	Minor	Neutral
108	Newton Cropmarks (1)	None	Medium	Construction of the proposed dual carriageway would result in the potential removal of archaeological remains associated with the asset.	Minor	Slight
109	Newton Unenclosed Settlement	None	High	Construction of the proposed dual carriageway approximately 137m south of the asset would introduce a temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility with Assets 100, 105, 113 and 464 would be maintained.	Minor	Slight
111	Possible Neolithic occupation, Balmachree	None	Low	Construction of the proposed dual carriageway approximately 137m south of the asset would introduce a temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility with Assets 109 and 112 would be maintained.	Minor	Neutral
112	Balmachree Burnt Mound	None	Low	Construction of the proposed dual carriageway approximately 113m south of the asset would introduce a temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility with Assets 111 and 112 would be maintained.	Minor	Neutral
113	Newton Possible Enclosure	None	Low	Construction of the proposed dual carriageway approximately 33m south of the asset would introduce a temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility with Assets 107, 242, 244 and 464 would be maintained.	Minor	Slight
115	Newton Enclosure	None	Medium	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 15m north of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility with Assets 107, 242, 244 and 464 would be maintained.	Minor	Slight
118	Newton Smithy (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 175m south of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility with assets 119 and 120 would be maintained.	Minor	Neutral
119	Farmstead and Offices at Newton of Petty (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 175m south of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility with assets 118 and 120 would be maintained.	Minor	Neutral

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125	Morayston Burnt Mound	None	Low	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 186m south of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Neutral
136	Kerrowaird Settlements and Funerary Remains	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 270m north-west of the asset and would introduce a new source of temporary visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Slight
145	Building at Dalcross Station (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of a new access road approximately 97m south-east of the asset, introducing temporary visual intrusion from construction activities. Intervisibility with Asset 146 would be maintained.	Minor	Neutral
146	Weighing Scales at Dalcross Station (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of a new access road approximately 58m south of the asset, introducing temporary visual intrusion from construction activities. Intervisibility with Asset 145 would be maintained	Minor	Neutral
149	Tornagrain Wood Plantation Bank	None	Negligible	Construction of the proposed Scheme would result in the potential removal of archaeological remains associated with this asset	Moderate	Slight
150	Tornagrain Wood Plantation Bank (1)	None	Negligible	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 141m north of the asset, introducing a temporary source of visual intrusion as a result of construction activities.	Minor	Neutral
157	Drumine Ring Ditch	None	High	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 151m north of the asset, introducing temporary visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Neutral
158	Mains of Croy Enclosure	None	Medium	The proposed dual carriageway and Sustainable Drainage System e.g. Basins and Ponds (hereafter referred to as SUDS) approximately 66m south-west of the asset would introduce temporary visual intrusion as a result of construction activities and a new element of infrastructure in setting of the asset.	Minor	Neutral
160	Possible Corn-Drying Kiln, Tirfogrein (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of the dual carriageway and Brackley Junction approximately 28m south of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Slight
165	Lochside Farmstead (site of)	None	Negligible	Construction of the proposed dual carriageway between ch14800 and ch14900 would result in the partial removal of archaeological remains associated with this asset.	Minor	Slight

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173	Drumdivan Farm (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 10m north of the asset introducing a new source of temporary visual intrusion as a result of construction activities and a new element of infrastructure in the asset's setting and may result in the partial loss of archaeological remains associated with this asset. Intervisibility with Asset 174 would be maintained.	Minor	Slight
174	Drumdivan Building (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 116m north of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the asset's setting. Intervisibility with Asset 173 would be maintained.	Minor	Neutral
176	Mosshall Possible Enclosure	None	Low	Construction of the local road between ch19450 and ch19520 would result in the partial removal of archaeological remains associated with this asset.	Minor	Slight
196	Cropmark at Lochdhu Farm	None	Medium	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 20m south of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Slight
206	Broadley Unenclosed Settlement	None	High	Construction of the proposed Scheme would result in the upgrade of a slip road approximately 17m south of the asset which could result in the partial removal of archaeological remains associated with this asset.	Minor	Slight
209	Cropmarks at Blackpark	None	Low	Construction of the overbridge (PS16: A939 Overbridge) would result in the partial removal of archaeological remains associated with the asset.	Minor	Slight
210	Bognafuran Wood Possible Settlement	None	Low	Construction of the proposed dual carriageway at ch24400 would result in the partial removal of any archaeological remains associated with the asset.	Minor	Slight
211	Enclosure at Kinnudie	None	Low	Construction of the proposed Scheme would result in the creation of the dual carriageway and SUDS approximately 34m west of the asset introducing a new temporary source of visual intrusions as a result of construction activity and a new element of infrastructure in the setting of the asset.	Minor	Neutral
220	Blackcastle Farmstead (site of)	None	Negligible	Construction of the proposed dual carriageway between ch17300 and ch17400 would result in the partial removal of archaeological remains associated with the asset.	Major	Slight
242	Balmachree Enclosures	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of the dual carriageway and associated SUDS approximately 244m north of the asset and	Minor	Slight

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Asset Number	Asset Name	Designation	Value	Effect	Magnitude	Significance
				would introduce a new temporary source of visual intrusion as a result of construction activities and new elements of infrastructure in the setting of the asset that are closer to the asset.		
244	Enclosure at Newton	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of the dual carriageway and access road approximately 186m north of the asset and would introduce a new temporary source of visual intrusion as a result of construction activities and new elements of infrastructure in the setting of the asset that are closer to the asset.	Minor	Slight
250	Pit Allignment at Ballagan Farm	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of new access roads approximately 108m north-east and 200m south-west of the asset and would introduce a new temporary source of visual intrusion as a result of construction activity and new elements of infrastructure in the setting of the asset that are closer to the asset.	Minor	Slight
251	Enclosure at Ballagan Farm (1)	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of new access roads approximately 108m north-east and 200m south-west of the asset and would introduce a new temporary source of visual intrusion as a result of construction activity and new elements of infrastructure in the setting of the asset that are closer to the asset .	Minor	Slight
254	Possible Ring Ditch at Ballagan Farm	None	High	Construction of the proposed Scheme would result in the partial removal of archaeological remains associated with the asset.	Minor	Slight
255	Enclosure at Ballagan Farm (2)	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of a new access road approximately 61m north of the asset and would introduce a new source of temporary visual intrusion and a new element of infrastructure in the setting of the asset that is closer to the asset.	Minor	Slight
264	Loch Flemington Barrow	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of the Brackley Junction and associated slip roads approximately 241m north-west of the asset and would introduce a new element of temporary visual intrusion as a result of construction activities and new elements of infrastructure in the setting of the asset that are closer to the asset.	Minor	Slight
266	Blackcastle Cottage Trackway (site of)	None	Negligible	Construction of the proposed dual carriageway between ch17290 and ch17300 would result in the partial removal of archaeological remains associated with the asset	Minor	Slight
268	Blackcastle Trackway (site of)	None	Negligible	Construction of the proposed dual carriageway between ch17400 and ch17500 would result in the partial removal of archaeological remains associated with the asset.	Minor	Slight

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274	Newlands of Delnies Farmstead (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of a new slip road approximately 122m west of the asset introducing a new source of temporary visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Neutral
302	Millhill Wind Pump (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 164m south of the asset introducing a new source of temporary visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Neutral
305	Millhill Dam and Sluice (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 176m south of the asset introducing a new source of temporary visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Neutral
312	Pit Cluster at Millhill	None	Medium	Construction of the proposed dual carriageway and diversion of the Auldearn Burn at ch26750 would result in the partial removal of archaeological remains associated with the asset.	Minor	Slight
314	Castle of Auldearn, Dooket Hill	None	High	Construction of the proposed Scheme would result in the creation of the dual carriageway and the Nairn East Junction approximately 890m west of the asset introducing a new source of temporary visual intrusion as a result of construction activities and new elements of infrastructure in the setting of the asset.	Minor	Slight
379	Enclosure at Gallows Hill	None	Medium	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 191m north-east of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility would be maintained with Asset 380.	Minor	Slight
380	Enclsoure at Meadowfield	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of the dual carriageway and associated SUDS approximately 313m north of the asset and would introduce a new source of temporary visual intrusion as a result of construction activities and new elements of infrastructure in the setting of the asset.	Minor	Slight
402	Possible Ring Ditch at Courage Cottage	None	Medium	Construction of the proposed Scheme would result in the creation of the dual carriageway, access road and SUDS approximately 112m north of the asset introducing a new temporary source of visual intrusion as a result of construction activities and new elements of infrastructure in the setting of the asset. Intervisibility with Assets 401, 403 and 404 would be maintained.	Minor	Neutral
403	Ring Ditch at Courage Cottage (2)	None	Medium	Construction of the proposed Scheme would result in the creation of the dual carriageway, access road and SUDS approximately 143m north of the asset introducing a new temporary source of visual intrusion as a result of construction activities and new elements of infrastructure in the setting of the asset. Intervisibility	Minor	Neutral

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				with Assets 401, 402 and 404 would be maintained.		
404	Ring Ditch at Courage Cottage (3)	None	Medium	Construction of the proposed Scheme would result in the creation of the dual carriageway, access road and SUDS approximately 150m north of the asset introducing a new temporary source of visual intrusion as a result of construction activities and new elements of infrastructure in the setting of the asset. Intervisibility with Assets 401 to 403 would be maintained.	Minor	Neutral
419	Hardmuir Building, Walled Garden and track (site of)	None	Negligible	Construction of the proposed Scheme would result in the creation of the dual carriageway and upgrading of the existing A96 approximately 117m south of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Neutral
427	Braicklaich chapel and Cemetery (site of)	None	High	Construction of the proposed Scheme would result in the creation of a new slip road approximately 30m south of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure the setting of the asset.	Minor	Slight
430	Cup marked Stone St Ewan's Churchyard	None	High	Construction of the proposed Scheme would result in the creation of a new slip road approximately 30m south of the asset introducing a new temporary source of visual intrusion in the setting of the asset as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Slight
456	Hollow at Tornagrain Wood, Petty	None	Negligible	Construction of the proposed dual carriageway between ch9970 and ch9980 would result in the complete removal of any archaeological remains associated with this asset.	Major	Slight
460	Upper Cullernie, Ring Ditch and Barrow	None	High	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 73m south of the asset introducing a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset. Intervisibility with Asset 100 would be maintained.	Minor	Neutral
464	Newton of Petty Ring Cairn	Scheduled Monument	High	Construction of the proposed Scheme would result in the creation of the dual carriageway approximately 280m south-east of the asset and would introduce a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Neutral
487	Milton of Culloden Clearance Cairns	None	Negligible	Construction of the proposed dual carriageway between ch2515 and ch2525 would result in the complete removal of archaeological remains associated with this asset.	Major	Slight
491	Blackcastle Quarry Scoop	None	Negligible	Construction of the SUDS between ch17000 and ch17100 would result in the complete removal of archaeological remains associated with this asset.	Major	Slight

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503	Morayhill Field Boundary	None	Low	Construction of the proposed dual carriageway between ch8590 and ch8700 would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
504	Kerrowaird Possible Drainage Ditches	None	Low	Construction of the proposed dual carriageway between ch8610 and ch8800 would result in the almost complete removal of any archaeological remains associated with this asset.	Major	Slight
505	Tornagrain Possible Field Boundaries	None	Low	Construction of the proposed dual carriageway between ch9200 and ch9300 would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
506	Culblair Field Boundary	None	Low	Construction of the proposed Mid Coul Junction and the dual carriageway would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
507	Culblair Possible Ditches	None	Low	Construction of the proposed Mid Coul Junction, dual carriageway and associated SUDS would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
508	Brackley Possible Drainage Ditches	None	Low	Construction of the proposed Brackley Junction would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
509	Blackcastle Possible Enclosures	None	Low	Construction of the proposed dual carriageway and associated SUDS between ch17090 and ch17410 would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
510	Drumdivan Geophysical Survey Results	None	Low	Construction of the proposed dual carriageway between ch18620 and ch18780 would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
511	Kildrummie Possible Enclosures	None	Low	Construction of the proposed dual carriageway and associated local road between ch19300 and ch20300 would result in the partial removal of archaeological remains associated with this asset.	Moderate	Slight
512	Balnaspirach Field Boundary	None	Low	Construction of the proposed dual carriageway between ch20990 and ch21000 would result in the partial removal of archaeological remains associated with this asset.	Minor	Slight
513	Balnaspirach Possible Enclosures	None	Low	Construction of the proposed dual carriageway between ch20700 and ch20950 would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
517	Waterloo Cottages Possible Enclosures	None	Low	Construction of the proposed Nairn East Junction and dual carriageway between ch25700 and ch26590 would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight

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518	Mill of Boath Possible Enclosures	None	Low	Construction of the proposed dual carriageway between ch26700 and ch27450 would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
519	Penick Possible Enclosures	None	Low	Construction of the proposed dual carriageway and overbridge (PS19: Hardmuir Overbridge No 1) ch28600 and ch29500 would result in the almost complete removal of archaeological remains associated with this asset.	Major	Slight
520	Courage Possible Enclosures	None	Low	Construction of the proposed dual carriageway alignment ch29150 and ch29600 would result in the partial removal of archaeological remains associated with this asset.	Moderate	Slight
523	Morayston Possible Enclosure	None	Low	Construction of the proposed Scheme would result in the construction of the dual carriageway approximately 20m south of the asset introducing a new temporary source of visual intrusion as a result of construction activities and in the setting of the asset and would introduce a new element of infrastructure in predominately rural views to the south of the setting of the asset.	Moderate	Slight
526	Mid Coul Possible Pits	None	Low	Construction of the proposed Scheme would result in the partial removal of archaeological remains associated with the asset.	Moderate	Slight
530	Tirfoglein Possible Field Boundary and Pits	None	Low	Construction of the proposed dual carriageway and Brackley Junction ch13700 and ch14100 would result in the partial removal of archaeological remains associated with this asset.	Minor	Slight
531	Balspardon Possible Field Boundary and Pit	None	Low	Construction of the proposed Brackley Junction would result in the partial removal of archaeological remains associated with this asset and would introduce a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Minor	Slight
532	Brackley Enclosure	None	Low	Construction of the proposed Brackley Junction would result in the partial removal of archaeological remains associated with this asset and would introduce a new temporary source of visual intrusion as a result of construction activities and a new element of infrastructure in the setting of the asset.	Moderate	Slight
534	Balnaspirach Possible Enclosures	None	Low	Construction of the proposed dual carriageway between ch20850 and ch20950 would result in the severance and partial removal of archaeological remains associated with this asset.	Moderate	Slight
546	Allanfearn Possible Settlement	None	Medium	Construction of the proposed Scheme would result in the potential partial removal of buried archaeological remains associated with this asset.	Minor	Slight
547	Balloch Possible Field Boundary	None	Low	Construction of the proposed dual carriageway and the Balloch Junction would result in the complete removal of archaeological remains associated with this asset.	Major	Slight

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548	Upper Cullernie Possible Ring Ditch (2)	None	Medium	Construction of the proposed Scheme would result in the potential removal of buried archaeology associated with this asset.	Minor	Slight
558	Kerrowaird Possible Trackway	None	Negligible	Construction of the proposed Scheme would result in the complete removal of archaeological remains associated with this asset.	Major	Slight

Table 2: Potential Non-Significant Construction Impacts on Historic Buildings

Asset Number	Asset Name	Designation	Value	Effect	Magnitude	Significance
Potential Construction Impacts on Historic Buildings						
37	Cairnlaw, buildings	None	Negligible	Construction of the proposed Scheme would result in the complete removal of this derelict building	Major	Slight
52	Railway Cottages, Milton of Culloden	None	Low	Construction of the carriageway to the immediate south of the cottage and the SUDS approximately 175m to the east of the cottages would result in noise and visual impacts on the setting of this cultural heritage asset. The proposed Scheme would increase the visibility of the road infrastructure into the setting of the cottages with the construction of the carriageway and SUDS across rural fields to the south and east.	Minor	Slight
62	Allanfearn Farm and Chimney	None	Low	The construction of the proposed Scheme would result in the creation of the dual carriageway approximately 150m to the south of the asset. This would introduce new road infrastructure into the setting of the asset and would result in visual intrusion from construction activities. The construction of the proposed dual carriageway would also sever the farm from the open arable agricultural landscape to the south, reducing the legibility of the farmstead in the landscape.	Moderate	Slight
114	Newton Farmstead	None	Low	The construction of the proposed Scheme would result in the creation of the dual carriageway approximately 150m to the south and the creation of SUDS approximately 150m south-east of the farmstead at ch6200 to ch6500. This would introduce new road infrastructure into the setting of the asset and would result in visual intrusion from construction activities.	Moderate	Slight
120	Newton Post Office	None	Low	The construction of the dual carriageway approximately 200m to the south would increase the prominence of road infrastructure into the setting of the asset and would result in visual intrusion from construction activities.	Moderate	Slight
144	Dalcross Railway Station	None	Low	Construction of the proposed access track (located approximately 50m to the south) and overbridge (PS04: C1020 Dalcross Station Road Overbridge) at ch9600	Minor	Slight

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				would result in temporary impacts on the setting of this asset. The removal of existing trees and the resultant construction activities would result in increased visual intrusion on the setting of the station.		
159	Polfalden Farmstead	None	Low	Construction of the proposed dual carriageway approximately 200m to the south of the asset at ch13300 to ch13700 would result in the increased prominence of road infrastructure in the principal vista of this cultural heritage asset. The construction of a new access road to the immediate north and east of the farmstead would also increase the visibility of road infrastructure in its setting, resulting in visual intrusion from associated construction activities.	Moderate	Slight
162	Brackley Farmstead	None	Low	Construction of the proposed Scheme would introduce new elements of road infrastructure into the principal vista and setting of the asset and would result in temporary noise and visual intrusion from construction activities.	Moderate	Slight
258	Balspardon Post Office	None	Low	Construction of the proposed Scheme would result in the creation of a new local road approximately 50m south of the asset and would introduce new temporary noise and visual impacts on the setting of the asset and introduce a new element of infrastructure in the setting of the asset.	Minor	Slight
422	Railway Bridge, Inverness Airport	None	Low	The proposed Scheme would result in the construction of the Mid Coull Junction, associated slip roads, dual carriageway and SUDS approximately 50m to the south of the bridge at ch10200 to ch11300. This would introduce prominent new elements of road infrastructure in the setting of the asset and would result in temporary visual intrusion, detracting from its rural setting.	Moderate	Slight
431	Gate Lodge at Gollanfield Mains	None	Low	The construction of the proposed overbridge (PS21: Gollanfield Road Overbridge) and associated slip roads approximately 100m to the south of the asset at ch15300 would result in increased prominence of road infrastructure in the principal vista of this cultural heritage assets and increase visual intrusion on its setting due to associated construction activities.	Minor	Slight
488	Upper Cullernie Field Boundary	None	Low	Construction of the proposed dual carriageway and access road between ch5360 and ch5420 would result in the removal of approximately 161m of this asset and would introduce new elements of road infrastructure in the rural setting of this asset.	Minor	Neutral
489	Morayston Field Boundaries	None	Low	Construction of the proposed access track to the SUDS between ch6310 and ch6330 would result in the removal of approximately 15m of this asset. Construction of the proposed dual carriageway at ch7130 and ch7900 would result in the removal of c. 15m and c. 76m of this asset, respectively. This would introduce new elements of road infrastructure in the rural setting of this asset.	Minor	Neutral
490	Clach na Chattanach	None	Low	Construction of the proposed dual carriageway and the realignment of the Rough Burn between ch7400 and ch7600 would result in noise and visual impacts on the	Minor	Slight

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				setting of this asset and introduce new elements of road infrastructure in its rural setting.		
493	Blackpark Field Boundary	None	Low	Construction of the proposed dual carriageway between ch24610 and ch24650 would result in the removal of approximately 95m of this asset and introduce new elements of road infrastructure in the setting of this asset.	Minor	Neutral
494	Mill of Boath Bridge	None	Low	Construction of the proposed SUDS and dual carriageway between ch26570 and ch26900 would result in the introduction of new road infrastructure in the setting of the asset and would result in noise and visual intrusion from construction activities.	Minor	Slight
549	Morayston Farm Bridge	None	Low	Construction of the proposed dual carriageway and the realignment of the Rough Burn between ch7400 and ch7600 would result in the introduction of new highways infrastructure in the setting of the asset and would result in noise and visual intrusion from construction activities.	Minor	Slight

Table 3: Potential Non-Significant Construction Impacts on Historic Landscape Types

Asset Number	Asset Name	Designation	Value	Effect	Magnitude	Significance
Potential Construction Impacts on Historic Landscape Types						
HLT 3	Rectilinear Fields and Farms	None	Low	Construction of the proposed Scheme would result in the partial removal of historic landscape elements and changes in use.	Minor	Slight
HLT 4	Managed Woodland	None	Low			
HLT 5	Planned Rectilinear Fields and Farms	None	Low			
HLT 14	Plantation	None	Negligible			
HLT 16	Holdings	None	Low			
HLT 19	Opencast Site	None	Negligible			
HLT 23	Rough Grazing	None	Low			

Table 4: Potential Non-Significant Operation Impacts on Historic Buildings

Asset Number	Asset Name	Designation	Value	Effect	Magnitude	Significance
Potential Operation Impacts on Historic Buildings						
52	Railway Cottages, Milton of Culloden	None	Low	The cottage would remain in a roadside setting; however, the dominance of the road on the setting of the cottages would be slightly increased.	Negligible	Neutral
62	Allanfearn Farm and Chimney	None	Low	The carriageway at ch3000 to ch5000 would form a prominent new feature within the rural landscape setting of the asset. Visual intrusion would result from the movement of vehicles along the proposed Scheme. The proposed dual carriageway would sever the farm and chimney from the open arable agricultural landscape to the south, diminishing its historical setting.	Moderate	Slight
114	Newton Farmstead	None	Low	Operation of the proposed Scheme would result in the presence of additional elements of road infrastructure into the setting of the farmstead. The presence of the proposed SUDS approximately 150m south-east of the farmstead at ch6200 to ch6500, and dual carriageway would be visually intrusive on its setting, diminishing its principal rural agricultural vista.	Moderate	Slight
114	Newton Farmstead	None	Low	The proposed Scheme approximately 150m to the south of the asset would reduce the volume of traffic using the existing A96 road to the immediate south of the property. This would result in less visual intrusion as a result of the movement of	Negligible beneficial	Neutral

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Asset Number	Asset Name	Designation	Value	Effect	Magnitude	Significance
				fewer vehicles along the existing road.		
120	Newton Post Office	None	Low	The operation of the proposed dual carriageway approximately 200m to the south would also form a prominent element in the setting of the asset and increase visual intrusion. However, the presence of embankments between ch6600 and ch7000 would partially reduce the visibility of the dual carriageway from the building.	Minor	Slight
143	War Memorial at Petty United Free Church	None	Medium	The overbridge (PS04: C1020 Dalcross Station Road Overbridge) would reroute the road between the existing A96 and the B9039 Newton – Castle Stuart – Ardersier Road away from the War Memorial. This would result in less visual intrusion from traffic running to the north of the monument and remove the prominence of this asset within the landscape, and legibility of the memorial as a landmark.	Minor	Slight
159	Polfalden Farmstead	None	Low	The principal setting of Polfalden Farmstead would remain dominated by road infrastructure; however, operation of the proposed dual carriageway and would increase the visibility of traffic in the setting of the farmstead. Operation of the access road to the immediate north and east of the farmstead would also result in increased visibility of traffic in its setting.	Minor	Slight
422	Railway Bridge, Inverness Airport	None	Low	Operation of the proposed Mid Coul Junction, associated slip roads, dual carriageway and SUDS approximately 50m to the south of the asset would form a new prominent element within the rural setting of the bridge and increase the visibility of traffic. This would result in visual intrusion on the setting of this small rural bridge, changing the topology of the immediate landscape and reducing the legibility of the bridge as a local landmark.	Moderate	Slight
431	Gate Lodge at Gollanfield Mains	None	Low	Operation of the proposed overbridge (PS21: Gollanfield Road Overbridge) and associated slip roads approximately 100m to the south of the asset would widen and increase the height of the road infrastructure; increase the visibility of traffic movement along the proposed Scheme and, increase visual intrusion on the setting of this gate lodge.	Negligible	Slight
488	Upper Cullernie Field Boundary	None	Low	Operation of the proposed dual carriageway and access road would be visually intrusive and diminish the assets rural setting.	Negligible	Neutral
489	Morayston Field Boundaries	None	Low	Operation of the proposed SUDS and associated access track and dual carriageway would form a prominent element in the setting of the asset and increase visual intrusion in the setting of the asset.	Negligible	Neutral
490	Clach na Chattanach	None	Low	Operation of the proposed dual carriageway would form a prominent element and increase visual intrusion in the setting of the asset. However, it would also increase the monuments visibility to passing traffic and may encourage more visitors to the monument.	Negligible	Slight
493	Blackpark Field Boundary	None	Low	Operation of the proposed dual carriageway would form a prominent element in the rural setting of the asset.	Negligible	Neutral

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Asset Number	Asset Name	Designation	Value	Effect	Magnitude	Significance
494	Mill of Boath Bridge	None	Low	Operation of the proposed SUDS and dual carriageway would result in increased traffic in the setting of this bridge.	Negligible	Slight
549	Morayston Farm Bridge	None	Low	Operation of the proposed dual carriageway would result in increased traffic in the setting of this bridge.	Minor	Slight

Table 5: Potential Non-Significant Operation Impacts on Historic Landscapes

Asset Number	Asset Name	Designation	Value	Effect	Magnitude	Significance
Potential Operation Impacts on Historic Landscape Types						
HLT3	Rectilinear Fields and Farms	None	Low	Impacts as a result of changes in use during construction of the proposed Scheme would continue into operation.	Minor	Slight
HLT 4	Managed Woodland	None	Low		Minor	Slight
HLT 5	Planned Rectilinear Fields and Farms	None	Low		Minor	Slight
HLT 14	Plantation	None	Negligible		Minor	Slight
HLT 16	Holdings	None	Low		Minor	Slight
HLT 19	Opencast Site	None	Negligible		Minor	Slight
HLT 23	Rough Grazing	None	Low		Minor	Slight