

## 7 CULTURAL HERITAGE

### 7.1 Introduction

This Chapter provides an assessment of the potential effects of the construction and operation of the proposed A96 Inveramsay Bridge Improvements (the Scheme) on cultural heritage (built heritage, archaeology and designed historic landscapes). As a highways Scheme, this assessment has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Detailed Assessment (DMRB Volume 11 Section 3, Part 2 Cultural Heritage HA 208/07, 2007).

In accordance with advice contained in DMRB Volume 11, an Options Appraisal (Stage 2 Simple Assessment) was undertaken in September 2011. This determined that the cultural heritage resource had the potential to be impacted by the Scheme. This was confirmed as part of a Scoping exercise (April 2012) which concluded that a detailed assessment was required.

The objective of a DMRB Detailed Assessment (Volume 11, Parts 2 and 3), as required for inclusion in the Environmental Statement, is to:

- undertake sufficient assessment to identify the location, type and importance of cultural heritage constraints;
- characterise and assess the importance of the cultural heritage of the study area;
- determine the likely nature and scale of potential impacts from construction and operation of the Scheme; and
- determine mitigation measures to reduce or remedy any adverse impacts.

### 7.2 Approach & Methods

#### 7.2.1 *Plans and Policies*

This assessment has been undertaken in accordance with current legislation and planning policy. The following relevant documents have been used in the preparation of this report:

- The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2011;
- Historic Environment (Amendment) (Scotland) Act 2011;
- Scottish Historic Environment Policy (SHEP) 2011;
- Scottish Planning Policy (2010); and
- Planning Advice Note 2/2011 – Planning and Archaeology (2011).

Local planning policy is provided by the Aberdeenshire Local Development Plan (2012), specifically Policy 13 Protecting, improving and conserving the historic environment. Policy is also provided by the Aberdeen City and Shire Structure Plan (2009) which highlight the maintenance and improvement of the region's 'important built, natural and cultural assets' as an objective for future growth. The contents of the Proposed Aberdeen City & Shire Strategic Development Plan (2013), which seeks to protect and enhance the region's cultural heritage assets, have also been considered as part of this assessment.

- Scottish Archaeological Research Framework (ScARF, 2012).

### 7.2.2 **Study Area & Data Collection**

A baseline search area was set at 250m either side of the route. A search was undertaken for all designated and non-designated assets, both statutory and non-statutory held by Historic Scotland and the Aberdeenshire Sites and Monuments Record (SMR). The Aberdeenshire SMR also provided aerial photographs of the area. Further information on the designated assets was obtained from Historic Scotland.

Online resources such as PASTMAP and Canmore provided by the Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS) were also accessed for information on non-designated assets and further historic mapping was obtained from the National Library of Scotland website ([www.maps.nls.uk](http://www.maps.nls.uk))

This information was collated alongside a review of documentary evidence held at Aberdeenshire Archives.

### 7.2.3 **Consultation**

A scoping exercise was undertaken in May 2012. Responses were received from Historic Scotland and Aberdeenshire Council. Comments raised during this exercise have been incorporated into this report. Further consultation was undertaken with Historic Scotland and the County Archaeologist for Aberdeenshire during the writing of this report. Details of this consultation are provided in Chapter 3 – Scoping and Consultation. The main issues raised are as follows:

- The Aberdeenshire Council's Archaeologists confirmed they had no concerns regarding the improvement of the A96 in this area;
- Historic Scotland advised that all direct and indirect impacts on receptors should be recorded. The inclusion of Pitcaple Castle and Harlaw battlefield in the assessment was welcomed and it was noted the Mains of Balquhain (stone circle), a Scheduled Monument, is located 420m from buffer zone. Specific mention was made of the close proximity of Pitcaple Castle and its boundary walls.

### 7.2.4 **Site Visit**

A site visit was undertaken in July 2012 by two heritage consultants from URS. The purpose of the visit was to establish the current baseline conditions of the proposed route and to assess the condition and setting of the identified archaeological assets. During the site visit the potential for any previously unrecorded archaeological remains within the site corridor was also examined.

### 7.2.5 **Assumptions and Limitations**

It has been assumed that the proposed scheme would be constructed in one phase of development. It has also been assumed that all data that has been supplied is accurate and up to date as of the date of issue of this report.

No limitations have been identified during the preparation of this report.

### 7.2.6 **Geology & Topography**

Chapter 9 – Geology and Soils contains a detailed description of the geological baseline for the Proposed Scheme and the impacts upon this.

The superficial geology of the study area consists of made ground recorded at the existing bridge, along the railway and beneath the road embankment. Alluvial deposits comprising gravel, sand and silt river terrace deposits underlie organic and peaty silt and clay deposits in

certain areas. This is recorded to a depth of between 0.4 and 1.45m. Areas of glacial till and glacio-fluvial deposits were also recorded across the site.

The solid geology of the site comprises Dalradian age metasedimentary rocks of the Ordovician and Aberdeen formation era,

The topographical description of the study area is described in Chapter 1 – Introduction.

### 7.2.7 *Methodology*

The assessment methodology follows guidance set out in DMRB, Volume 11, Section 3, Part 2, Cultural Heritage (Highways Agency 2007). Application of appropriate mitigation measures follows guidance set out in DMRB Volume 10, Section 6 (Highways Agency 2001). Assessment of residual effects is undertaken in two stages. The magnitude of impact is first assessed without reference to the value of the feature, but taking into account any appropriate mitigation. The findings of this assessment are then cross-referenced with the value rating of the feature (see Section 7.3 below) to establish the significance of residual effect that is likely to result from the Scheme. This is calculated by the use of a matrix shown in Table 7.1 that balances the importance of a feature against the magnitude of impact, taking into account any mitigation measures proposed.

**Table 7.1: Matrix for Determination of Significance of Effect**

Magnitude of Impact	Sensitivity of Receptor				
	Very High	High	Medium	Low	Negligible
Major	Very Large	Large or Very Large	Moderate or Large	Slight or Moderate	Slight
Moderate	Large or Very Large	Moderate or Large	Moderate	Slight	Neutral or Slight
Minor	Moderate or Large	Slight or Moderate	Slight	Neutral or Slight	Neutral or Slight
Negligible	Slight	Slight	Neutral or Slight	Neutral or Slight	Neutral
No Change	Neutral	Neutral	Neutral	Neutral	Neutral

### 7.3 **Assessing Value**

The value of a structure, area, site or landscape reflects its significance as a historic asset and, therefore, its sensitivity to change. For the purposes of this report, value has been assessed in accordance with DMRB Volume 11, Section 3, Part 2, Cultural Heritage (Highways Agency 2007). Designations and other criteria currently vary depending on the nature of the asset and therefore the evaluation of archaeological remains, historic buildings and the historic landscape is undertaken by reference to different sets of criteria as outlined in Tables 7.2 to 7.4. The purpose of the evaluation is to allow an objective assessment of the significance of an effect on that heritage asset in accordance with Table 7.1.

Historic Scotland has outlined a number of values which contribute to an asset's value, including evidential, historical, aesthetic and communal value. Non-designated assets may exhibit equivalent values to those which have been granted statutory protection and have been assessed accordingly.

**Table 7.2: Guide for Assessing the Value of Archaeological Assets (DMRB 2007)**

Importance	Description
Very High	World Heritage Sites Assets of acknowledged international importance Assets that can contribute significantly to acknowledged international research objectives
High	Scheduled Monuments Undesignated assets of schedulable quality and importance Assets that can contribute significantly to acknowledged national research objectives
Medium	Designated or undesignated assets that contribute to regional research objectives
Low	Undesignated assets of local importance Assets compromised by poor preservation and/or poor survival of contextual associations Assets of limited value, but with potential to contribute to local research objectives
Negligible	Assets with very little or no surviving archaeological interest
Unknown	The importance of this resource cannot be ascertained

**Table 7.3: Guide for Establishing Value of Historic Buildings (DMRB 2007)**

Criteria for establishing value of historic buildings	
Very High	Standing structures inscribed as being of universal importance, such as World Heritage Sites Other buildings of recognised international importance
High	Scheduled Monuments with standing remains Category A and Category B Listed Buildings Other listed buildings that can be shown to have exceptional qualities in their fabric or historical association not adequately reflected in their listing grade Conservation Areas containing very important buildings Undesignated structures of clear national importance
Medium	Grade C(S) Listed Buildings Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historic association Conservation Areas containing important buildings Historic Townscape or built-up areas with historic integrity in their buildings, or built settings (e.g. including street furniture and other structures)
Low	'Locally 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

**Table 7.4: Guide for Assessing the Value of Historic Landscape Character Units (DMRB 2007)**

Importance	Description
Very High	World Heritage Site 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 factor(s)
High	Designated historic landscapes of outstanding interest Undesignated landscapes of outstanding interest Undesignated landscapes of high quality and importance, and of demonstrable national value Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factor(s)
Medium	Designated special historic landscapes Undesignated that would justify special historic landscape designation, landscapes of regional value Averagely well-preserved historic landscapes with reasonable coherence, time-depth or other critical factor(s).

Importance	Description
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

## 7.4 Level of Impacts

Impacts of the Scheme upon cultural heritage assets can be positive or negative; direct or indirect; long term or temporary and/or cumulative. They may arise from the construction and/or the operation of the works.

Positive impacts may arise from the cessation of erosion, intrusion or damage that would continue if the Scheme were not built.

Negative impacts can arise from new effects, or an increase in the rate of existing deterioration over what would otherwise be the case.

Direct impacts are those that arise as straightforward consequences of the Scheme. For archaeological remains and historic structures, this can mean physical damage to, or physical improvement of, the fabric of the asset, but it can also mean impacts on the setting of cultural heritage assets. For instance an increase in noise and pollution as a result of the Scheme would constitute a direct impact.

An indirect impact is an impact arising from the Scheme via a complex route, where the connection between the Scheme and the impact is complicated, unpredictable or remote.

Long-term impacts can be related to either the construction or the operation of the Scheme. Long-term construction impacts include topsoil stripping, geotechnical investigations, hedgerow removal, excavations for borrow pits, drainage and communications, the movement and installation of heavy machinery and plant, and mitigation works in connection with other environmental topics. Long-term operational impacts are those that would arise from the use of the road once built, for example new lighting, noise, dust, vibration, and visual intrusion by traffic or planting.

Temporary impacts are mainly related to the construction of the Scheme. These include noise, dust, visual intrusion and disruption of access during construction, all of which may cease with the completion of the road. Temporary impacts arising from the operation of the Scheme may be the result of noise caused by traffic diverted during predictable maintenance or other traffic management operations.

Setting is a material consideration in Scottish planning policy and guidance relating to archaeological remains, historic buildings and designed landscapes and should be assessed as part of the EIA process. Historic Scotland have published specific guidance relating to the setting of heritage assets (Historic Scotland 2010). The guidance note does give a broad description of how Historic Scotland view setting. It states '*setting should be thought of as the way in which the surroundings of a historic assets or place contribute to how it is experienced, understood and appreciated.*' In managing change within the historic environment, the SHEP emphasises the need to maintain an appropriate setting for a heritage asset.

Cumulative impacts can arise from the multiple effects of the same Scheme on a single asset, different multiple effects of the Scheme and other sources on the same asset, or incremental effects arising from a number of small actions over time. Interactions may arise from activities related to other topics, such as drainage schemes, endangered species relocation, sound attenuation measures or access arrangements, taken together with any cultural heritage impacts.

The magnitude of impacts on built heritage assets has been judged in accordance with the factors described in DMRB Volume 11.3.2 (2007). Annex 5 to 7 of DMRB suggests that when assessing magnitude of impact, any proposed mitigation should be taken into account. Tables 7.5 – 7.7 below includes a description of the magnitude of impact without mitigation and also the magnitude of impact once mitigation has been applied.

**Table 7.5: Guidance Factors in the Assessment of Magnitude of Impacts on Archaeology**

Impact	Magnitude
Change to most or all key archaeological elements, such that the resource is totally altered Comprehensive changes to setting	Major
Changes to many key archaeological elements, such that the resource is clearly modified Considerable changes to setting that affect the character of the asset	Moderate
Changes to key archaeological elements, such that the asset is slightly altered Slight changes to setting	Minor
Very minor changes to elements or setting.	Negligible
No change	No change

**Table 7.6: Guidance Factors in the Assessment of Magnitude of Impacts on Built Heritage**

Impact	Magnitude
Change to key historic building elements, such that the resource is totally altered Comprehensive changes to the setting	Major
Change to many key historic building elements, such that the resource is significantly modified Changes to the setting of an historic building, such that it is significantly modified	Moderate
Change to key historic building elements, such that the asset is slightly different Change to setting of an historic building, such that it is noticeably changed	Minor
Slight changes to historic building elements or setting that hardly affect it	Negligible
No change to fabric or setting	No change

**Table 7.7: Guidance Factors in the Assessment of Magnitude of Impacts on Historic Landscape Character Units**

Impact	Magnitude
Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit.	Major
Changes to many key historic landscape elements, parcels or components, visual change to many key aspects of the historic landscape, noticeable differences in noise or sound quality, considerable changes to use or access; resulting in moderate changes to historic landscape character.	Moderate
Changes to few key historic landscape elements, parcels or components, slight visual changes to few 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.	Minor
Very minor changes to key historic landscape elements, parcels or components, virtually unchanged visual effects, very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character.	Negligible

Impact	Magnitude
No change to elements, parcels or components, no visual or audible changes; no changes arising from in amenity or community factors.	No change

**7.5 Baseline Conditions**

**7.5.1 Archaeological Baseline**

This section of the report outlines the heritage baseline of the route corridor and a 250m study corridor to either side of the route and concerns the Archaeological receptors within. This section describes all of the identified receptors within the study area, both designated and undesignated and their setting and gives a value rating in accordance with DMRB methodology (as set out in Section 7.3. No Scheduled Monuments (SM) are located within the 250m search buffer. The closest SM is located approximately 700m to the southwest of the proposed development and is a stone circle known as the Mains of Balquhain (reference no. 3961). Although not located within the 250m search buffer, as a site of national importance with potential views towards the new bridge and road diversions, the SM is included for completeness. The designated assets can be seen on [Figure 7.1 – Designated Heritage Assets](#).

A search was undertaken of the Aberdeenshire Historic Environment Record (HER) for undesignated assets within the 250m buffer. This identified 14 undesignated assets within the buffer area. None of the assets will be physically impacted by the proposed development. These can be seen on [Figure 7.3 – Undesignated Heritage Assets](#). The assets, including the SAM of Mains of Balquhain are discussed in the chronology below and summarised in Table 7.8.

**Prehistoric (10,000BC – 800BC)**

Five assets dating from the prehistoric period have been identified within the 250m search area. Two of these assets are cropmarks identified from aerial photography of the area. The first cropmark (**105**) was identified in the vicinity of Pitcaple Castle. This cropmark is visible as a circular mark with traces of a rectangular feature within it. Although no firm dating evidence has been found within it, the general shape identifies this as a potentially prehistoric monument. The other cropmark (**104**) is located on the northern bank of the River Urie to the north of the present A96 Inveramsay rail bridge. This is the cropmark of an enclosure with possible internal features visible on the aerial photographs. Once again, there is no evidence that dates it positively to the prehistoric period, but the form indicates that it is a type that belongs to this period. Both of these assets are of low value. The assets are of unknown evidential value and as they have not been archaeologically tested, and contribute little to local research agendas.

There are further prehistoric assets identified in the vicinity of Pitcaple Castle. A findspot of two stone axes (**101**) was recovered to the northeast of the stable buildings of the castle, made from metamorphosed greywhacke. These two axes have been tentatively dated to the Neolithic period and are of low value. Their form and the materials used have the potential to contribute to regional research agendas regarding the distribution of material culture in the prehistoric period, however the lack of prehistoric context means that are of limited value as evidence of wider prehistoric activity. A further findspot of a possible Bronze Age food vessel (**102**) was made to the west of Pitcaple Castle which has also been identified as a tripartite vase with cord decoration (**103**). There is the possibility that these are two separate items, but it is likely that there was some mis-identification and this is actually the same item. The food vessel was uncovered during digging for the foundations for an ice-house within the grounds of the castle. This item, or items are of low value as they are chance finds and were not found within a prehistoric context. They have some evidential value for the manufacture of vessels in the Bronze Age.

The assets found within the search area give an indication of some level of prehistoric activity in this area. There is also evidence for prehistoric activity in the wider surrounding area. The nearest Scheduled Monument is located approximately 700m to the southwest of the A96 and is the site of a recumbent stone circle at Balquhain (3961) ([Appendix 7.1](#) – Cultural Heritage Plates, Plate 4). The circle is only partially visible with 6 stone surviving out of a possible 12 with an outlying stone of white quartz outside the circle to the south. Many of the surviving stones also have cup marks on the surface and the recumbent stone and the two flanking stones survive along with an outlying stone of white quartz. These stone circles are a unique type of this monument form that are found exclusively in Aberdeenshire. They were built in the 2<sup>nd</sup> and 3<sup>rd</sup> millennia BC and consist of a stone circle, but in the southerly or southwesterly arc of the circle is a recumbent stone flanked by the two tallest standing stones within the circle. The recumbent stone was often raised and positioned to create a level surface. It is thought that the flat surface and the flanking stone created a framed view for the rising or setting standstill moon which occurs approximately every 18 years ([www.aberdeenshire.gov.uk](http://www.aberdeenshire.gov.uk)). The existence of this stone circle within 1km of the A96 indicates the presence of prehistoric ritual activity and it has been suggested that Garioch, to the southwest was a focus for prehistoric settlement due to the four stone circles located in the area. As a scheduled monument, this asset is of high value. It has the potential to contribute towards the understanding of prehistoric ritual activity in the area and the use of the landscape during this period. It also has evidential value in that it helps towards the understanding of the construction techniques for these unique stone circles and may eventually assist in the understanding of their purpose. It seems clear that the recumbent stone was made as either an altar or a platform to frame the view of the rising moon and therefore views in this easterly direction contribute towards the key characteristics of the asset.

#### Iron Age & Roman (800BC – AD500)

No assets dating from this period have been recovered from within the search area. This period in Aberdeenshire is noted for the establishment of hillforts, a number of which are located on Bennachie and in the surrounding area. There appears to have been periods of conflict followed by more settled activity with the appearance of souterrains or underground store houses which indicate that the tribes were peaceful enough to gather and store food supplies in one vulnerable location.

The tribe who lived in this area at the time were recorded as the Taexali in the *Geographica* written by Ptolemy and only two incursions by the Romans are known to have penetrated this far north, once in 83AD and again in the 3<sup>rd</sup> century. Evidence for the first excursion by the Romans can be attested by the discovery of a large Roman temporary camp at Durno, outside of the study area to the northwest. This camp was discovered by aerial reconnaissance in the late 1970s and partially excavated and has since been scheduled (4123). The size and location of this Roman camp has given rise to the theory that the battle of Mons Graupius took place in Aberdeenshire to the north of Bennachie or *Mons Graupius*, to the northwest of the camp at Durno and to the west of Pitcaple. The camp is the largest known Roman camp north of the Antonine Wall and has been estimated as being able to hold 20,000 men, or the entire Roman field army in Britain (Marran 1990, 15). The location of the camp did not conform to the normal Roman spacing system and the topography of the site, with the northfacing slopes of Bennachie forming a natural amphitheatre towards the Roman camp conforming very closely with the description of the battlefield site in Tacitus. The battle was fought between Agricola, Governor of the new province of Britain and the commander of the invading Roman force and one of the last hostile tribes in Scotland, the Caledonians in 83AD. Agricola and the Roman troops had been pursuing an aggressively expansionist agenda and had pushed deep into Scotland. Tacitus states that the battle was caused by the Romans who were moving to burn the Caledonian harvested supplies, leaving them with no choice but to fight or risk starvation. The battle was fought and won by the Romans, who again according to Tacitus won an overwhelming victory with the death of 10,000 Caledonians to a total loss of Roman auxiliary of 360 ([www.romanscotland.org.uk](http://www.romanscotland.org.uk)). Following this victory, Agricola was recalled to Rome

and the Roman army gradually retreated from the northern part of Scotland and from the areas hard won by Agricola and the army. This rapid expansion and equally rapid retreat by the Roman army is the reason why there is not evidence for a more permanent Roman presence in Aberdeenshire and with the exception of the incursion in the 3<sup>rd</sup> century, the Romans never left a permanent garrison here.

The 1867 Ordnance Survey map labels the remnants of a Roman road leading northwards through the forest to the south of Pitcaple Castle which is then truncated by the A96 and the railway route, resuming to run to the west of Pitcaple Castle along the northern banks of the River Urie. The road is indicated as leading to a Roman Camp, but there is no further evidence of this. The earthwork remains have now been extensively ploughed and were probably misidentified in the first place as a Roman camp. The site is still shown as an earthwork on modern mapping and is now listed as the remains of a moated settlement which is discussed below. Given the location of the large camp to the northwest at Durno, it is likely that the road, if indeed of Roman construction was leading here, possibly taking the route west of Pitcaple to find a suitable crossing point for the River Urie.

### **Early Medieval (AD500 – 1100)**

There are no assets from this period within the search area.

In the area beyond the search area there are a number of Pictish symbol stones, and evidence for early medieval activity. These include the Maiden Stone located to the east of Garioch, southwest of Pitcaple Castle. This stone is covered with carvings of a mirror and comb, a man stood between two fish beasts and a ring headed cross indicating that this stone was erected after the conversion of the Picts to Christianity in the 7<sup>th</sup> and 8<sup>th</sup> centuries. In close proximity to this is the stone at Logie Elphinstone to the west of Pitcaple Castle and to the southeast of the Inveramsay Bridge is a symbol stone in the village of Drimmies to the south along the A96. It is likely that this area was utilised by the Picts, possibly for agricultural purposes and using the River Urie for transport and trade.

### **Medieval (1100 – 1540)**

There are only two records on the Aberdeenshire HER which date from this period in addition to the records of the Battle of Harlaw, however this lack of physical evidence is not indicative of a low phase of activity in this area. It is during this period that many of the settlements were established in this area and in particular, many of the larger houses, such as Pitcaple and Balquhain Castle.

The first records of the name Inveramsay appear from 1257 which state that Inveramsay was bestowed by Christian Bruce upon Andrew Buttergask in the reign of David II. Following this, the lands appear in the ownership of the Erskine family, and were in the ownership of Sir Robert Erskine between 1355 and 1357. The lands were presented to him by Earl Thams on behalf of the King. A house is mentioned in association with Sir Robert Erskine at Inveramsay which was still standing in 1811, but had fallen into disrepair by 1850 when it was demolished. By this time, the seat of Inveramsay had moved to the Mains of Inver. It is said that an avenue of beech trees marks the old driveway to the house (McCallam 2011, 48). Modern aerial photographs of the general area do reveal an avenue of beech trees to the north of the River Urie, leading off Gunhill to the west towards an area of rough pasture. There is also a further avenue of beech trees situated to the north of the proposed Scheme leading southwards from an unlabelled road. This drive also leads to a copse of trees which could mark the site of the Erskine house.

The Leslie family were the lairds of Pitcaple between 1457 and 1757. However when Jane Leslie married John Lumsden the property continued in the Lumsden family and played a major part in the Battle of Harlaw which is described in detail below. Pitcaple Castle was constructed c.1470 and is a category A listed building (204), however the name is mentioned

in documents dating to 1411 where Alan of Erskyn paid rent of 1 penny or a pair of gloves for land at *Petkapill*. Following this, the land was granted to David Leslie in 1457 by James II of Scotland and Leslie expanded upon an already extant tower. In 1511, David Leslie played host to King James IV who bestowed upon Pitcaple the right to hold trials there and baronial courts. The current Z-plan castle with two large round towers on opposite corners with a moat and drawbridge, features which are no longer extant, was probably not created until the 17<sup>th</sup> century (Shepherd 2006). Associated with this is the designed historic landscape (106) which was established along with the first castle building in the late 15<sup>th</sup> century. It is likely that only the boundaries of the estate survive from this medieval period and the remnants of designed landscape that survive are the results of centuries of redesign and incorporation of medieval elements. Largely, the designed historic landscape consists of elements that were added in the later 18<sup>th</sup> and 19<sup>th</sup> centuries which include the walled garden and stables as well as landmark trees and avenues which remain along the river's edge. The estate and gardens are very self-contained and there is a sense when standing by the castle of not being aware of the surrounding landscape. The parkland remains containing a number of veteran trees and woodland with avenues. The landscape does not contain enough original elements to designate it as of national importance and therefore does not appear on the Inventory of Gardens and Designed Landscapes. It should be noted that a study was carried out by Robert Gordon University in 1995 which assessed local level Historic Gardens and Designed Landscapes and Pitcaple Castle was included in this assessment as being of local importance. The construction of the A96 in the 19<sup>th</sup> century had an adverse impact on this landscape by severing the woodland areas from the more formal designed elements of the garden which was further reinforced by the construction of the Great North of Scotland Railway. This had the effect of removing some of the historic characteristics and legibility of the landscape, however significance is added to this landscape by its still extant relationship with Pitcaple Castle. This therefore indicates that this is an asset of medium value. There is also no indication that this garden has any outstanding characteristics or historical value.

The Battle of Harlaw has been identified on the Inventory of Battlefields compiled by Historic Scotland as a site of national significance. Although more accurately an element of the historic landscape, the role of the battle in the general narrative history of the site makes it more appropriate to discuss within the archaeological baseline. This receptor will be considered as an historic landscape asset within the impacts section below. The site of the Battle of Harlaw was fought on 24th July 1411 on the plateau of high ground around the settlements at Harlaw to the east of the proposed Scheme. It is listed in the Inventory of Historic Battlefields and the boundary of this battle encroaches into the 250m search area. This battle is said to have originated as a result of the tensions between the Gaelic Highlanders and the more anglicised Lowlanders, however it was equally a bog standard medieval feudal dispute which was aggravated by the uneasy relationship that was developing between the two groups. The situation was also made worse because the King of Scotland, James I was in prison in England whereas previously he may have been able to mediate in the matter. The main protagonists of the battle were Donald MacDonald, Lord of the Isles who was a Highlander and Alexander Stewart, Earl of Mar and nephew of the Duke of Albany, the acting regent of Scotland in James' absence.

The initial problems came about when Alexander Stewart seized the earldom of Mar by throwing the rightful heir into his dungeon and having him killed, then marrying his wife. Rather than taking action against this, the Duke of Albany did nothing and let Alexander keep the earldom. Following this, Albany forced the heir of the earldom of Ross, Euphemia Leslie, to relinquish the title and moved her into a nunnery and give the title to his son, the Earl of Buchan. This move angered Donald, the second Lord of the Isles who had his own claim to the title through his wife. In addition, the lands within the earldom of Ross acted as a buffer between the lands of the MacDonalds and the Stewarts and so Donald decided to act to resolve this situation. Donald raised English support for his claim and by 1411, had vowed to claim the earldom by force. He gathered an army of Highland clans, mustering an army of around 6,000 men and initially marched on Dingwall. Here, the Highland army defeated the

Mackays and marched on to Inverness which was taken and the castle burnt. Spurred by this success, more clans joined Donald swelling his army to around 10,000 men including the MacLeans, the MacLeods and the Camerons. Having gathered this force, Donald began the march towards Aberdeen, possibly with the purpose of marching all the way to the Tay (Marran 1990, 93). News of this attack reached the Duke of Albany who sent his nephew, Alexander Stewart, the Earl of Mar to defend Aberdeen and to muster an army. The army included many local families including the Leslie's of the nearby Balquhain Castle, the Irvines and the Leiths, but it is generally thought that Mars army was outnumbered by the Highlanders.

Donald approached Aberdeen using the King's Highway which ran from Inverness through the Enzie, Strathbogie and Garioch ending in Aberdeen and set up camp on the high plateau of land around Harlaw known as Pley Fauld. This road is not shown on the William Roy Military Survey of the Highlands drawn between 1747 – 52 but is depicted on the 1822 Topographical Map of by James Robertson. The road is no longer extant, but portions of it remain within the minor roads and a posited route is marked on [Figure 7.1](#) – Designated Heritage Assets. The plateau was a strong position with a steep slope to the west down to the marshy valley of the River Urie and to the marshy areas of the Lochter Burn guarding the eastern flank. The only possible approach to this camp was from the south along the long slope towards Inverurie, making a surprise attack impossible. Upon hearing of Donald's approach along the low road to Aberdeen, Mar arranged a rendezvous point for all of the various troops at Inverurie.

On the morning of the 24<sup>th</sup> July, Mar marched northwestwards from Inverurie to meet Donald in battle. The high lying plateau on which Donald had positioned his troops allowed the Highlanders to see the approach of the enemy up the long south facing slope. There is little documentary evidence for the battle itself with most of the information coming from 16<sup>th</sup> century ballads and early chroniclers who were greatly biased against the Highlanders. It is thought that the majority of the fighting was undertaken as hand to hand combat, with spearmen arranged in close ranks or schiltrons forming a large section of both armies. This seems to have been an infantry fight, with no reference to archers or cavalry indicating that this was not a sprawling battle, ranging over a wide area, but instead a bloody and fierce battle of close quarters. Fighting ceased at the end of the day with both sides withdrawing from the field of battle, but there was no clear victor. The Lowlanders had held their ground and Aberdeen was saved, but the Highlanders were undefeated. Both sides lost a large number of men in particular the Lowlanders lost a number of titled men including six sons of Sir Alexander Leslie. The scale of loss of each army was claimed to be 900 Highland and 600 Lowland losses. Following the battle, the defences of Aberdeen were strengthened and the Duke of Albany recovered the Earldom of Ross the following year. In 1412, Donald, Lord of the Isles signed the Treaty of Lochgilphead in which he was allowed to retain his lands in return for giving up his claim to Ross. The battle was seen as a close call by the Scottish government at the time but served as a portent of the later divisions of Scotland into Highland and Lowland and the intense ill-feeling between the two areas.

There are a number of monuments scattered across the battlefield, including the main monument erected in 1914 ([Appendix 7.1](#) - Cultural Heritage Plates, Plate 3) which is a hexagonal granite tower standing 12m high. It was designed by Dr. William Kelly and is said to stand in the centre of the battle. From the monument are views across the Urie valley to Bennachie and the field of battle can also be seen from this point. There were also a number of cairns on the battlefield marking the positions where significant figures in the battle reportedly fell. Drum's Cairn marked the spot where Sir Alexander Irvine of Drum died during hand to hand combat with Hector Maclean of Duart who also died during this battle and was commemorated with Maclean's Cairn. These cairns are no longer extant but were in the field named Pley Fauld to the west of West Balhalgardy Cottages. The key characteristics of this battle include its role in the history of Scotland, as part of the narrative of the tensions rising between the Highland and the Lowland. The battle is also a well remembered folk tale and the subject of many poems and ballads including the *Battel of Hayrlay* first published in 1548.

Although effectively a stalemate, the battle also saw the bringing to heel the biggest internal threat to the Duke of Albany's regency. By making Donald, Lord of the Isles sign the Treaty of Lochgilphead he relinquished his claim to Ross and left Albany unchallenged. The topography of the landscape means that it is unlikely any part of the battle took place in the footprint of the proposed Scheme. The setting of the battlefield includes the town of Inverurie and the approach along the King's Highway to the north, including Harlaw and the buildings of Balhagardy. The views from the battlefield contribute to its setting, however due to the limited opportunity for approach, the views that are of significance are those to the south along the slope to Inverurie and to the north back along the approach route. Views across the battlefield are also of value as they would have helped the commanders of the armies devise their attacking strategies. The setting also includes the landscape around the battlefield, the natural topography of which effectively chose the battle site for Donald.

To the south of the A96 is an area of rig and furrow (107), still partially extant. The rig measures 8m in breadth and is probably a remnant of a much larger area of rig and furrow which may have extended to the northwest to join with another remnant area of rig and furrow which has been identified on the northern side of the railway and road but outside of the search area. The existence of this rig and furrow indicates that the area was largely used for agriculture and this area probably belonged to the Pitcaple Estate, however this asset is of low value. The asset has the contextual association with the portion of rig and furrow to the north but has limited potential to contribute to local research agendas.

#### **Post-medieval (1540 – 1750)**

This period saw more royalty visit Pitcaple Castle as in 1562, Mary Queen of Scots is said to have visited the area. Pitcaple Castle plays a central role in the failed attempt to restore Charles II to the throne in 1650. The owners were always staunch Royalists and the castle acted as the headquarters of the Marquis of Huntly, Lord Lieutenant for Charles I. James Graham, the Duke of Montrose had campaigned in northern Scotland for the restoration but had been defeated by General Leslie at the Pass of Invercharran. Whilst on the journey southwards to hand over the prisoner, General Leslie stopped at Pitcaple Castle to spend the night. The lairds wife was the Duke of Montrose's cousin and offered to help him to escape. The Duke refused to try and was instead carried onwards as a prisoner to Edinburgh. He was beheaded on 21st May 1650. Following this, Pitcaple Castle became host to Charles II on his return from exile in Holland in July 1650. On his journey south, Charles sent word to Leslie of Pitcaple that he was to visit and dine there in the evening. This necessitated the purchase of all of the claret at the St. Sair's fair for the Royal party.

There are no heritage assets identified from the HER within the search area from this period, but the development of the area can be mapped as the earliest mapping of Aberdeenshire dates to the 17<sup>th</sup> century onwards. The Blaeu Atlas of Scotland from 1654 shows a number of small settlements and farmsteads along the route of the River Urie including Harlaw and Pitcaple, labelled here as Petcapill and Legnes. The Blaeu map does not show any road systems, but roads are shown on the 1747 William Roy military map of the Highlands ([Appendix 7.1](#) – Cultural Heritage Plates, Plate 1). The roads shown run to the south of the River Urie, through Inveramsay to the south of Pitcaple Castle. Pitcaple Castle is now labelled as House of Pitcaple and is shown surrounded by a square of trees, perhaps outlining the moat that was once extant.

The historic maps consistently show an area of trees to the south of Pitcaple Castle which are still extant and must have been part of the evolving designed landscape. In the mid-18th century, Sir James Leslie of Pitcaple made a claim through his mother to the castle at Balquhain, however this was soon revoked and Pitcaple eventually changed ownership from the Leslie family to the Lumsden family in 1757 via the marriage of Jane Leslie to John Lumsden the Professor of Divinity at Kings College, Aberdeen, however the couple did not reside at the castle and it was allowed to fall into disrepair. The 1776 Taylor and Skinner map

of the road from Aberdeen to Huntly shows Pitcaple Castle as owned by the Leslie family and for the first time shows a road running to the north of the river, running through Bridgend. The historic maps from the 18th and 19th centuries show that the River Urie changes course slightly throughout this period with the eventual alignment seen today established in the 1st edition Ordnance Survey mapping.

In 1754, Inveramsay was held by the Smith family. Following the death of a Patrick Smith, the sasines of the property and another property of Drimmies were divided between five daughters and one son. Eventually, Inveramsay came into the ownership of Alexander Sharpe (Davids, Rev. J 1878, 63).

### 19th Century – 1914

The topographical and military map of the counties of Aberdeenshire and Banff surveyed by James Robertson in 1822 ([Appendix 7.1](#) – Cultural Heritage Plates, Plate 2) is the first to show the road running to the south of Pitcaple Castle, which became the future A96. This road severed the designed landscape of Pitcaple Castle, leaving the woodland area to the south of the road and the more formal elements of the parkland and gardens to the north and is therefore an impact in itself to the designed landscape of the castle. The lodge and Pitcaple Castle boundary wall were also constructed at this time, thereby creating the boundary that is seen today probably as a result of the changes made by Hugh Lumsden who had inherited Pitcaple in 1830 and who restored the old castle, employing the Edinburgh architect William Burn to make modern additions to the structure.

Communication routes were added to in this period with the arrival of the railway, shown on the 1<sup>st</sup> edition Ordnance Survey map of 1870. All of the assets dating from this period within the 250m search area are associated with the Macduff Section of the Great North of Scotland railway line which connected at Inveramsay Junction positioned beneath the proposed Scheme. The railway line (**110**) and station (**109**) opened in 1854 along with the associated infrastructure of a railway bridge (**111**) and a viaduct (**108**) which carried the line over the River Urie. This railway was part of the Great North of Scotland Railway (GNSR) which was intended to connect Aberdeen with Inverness and that received Royal Assent in June 1846. The intention was to connect this railway to the Aberdeen railway which had recently been approved and would connect Inverness with the railways to the south. In 1923, the GNSR was succeeded by the London and North East Railway (LNSR).

Throughout its lifetime, the GNSR/LNER made very little profit with Inveramsay Station closing in 1951, but managed to survive until the line and Pitcaple Station were closed to passengers in 1968. All of the features mention above are now either in ruins or have been removed. The line of the railway is extant but the rails have been removed. The railway features are of low significance. They have evidential and historical value in the story of the emerging communication network in Scotland, but the fragmentary nature of the remains means that although they have an intrinsic value, their main characteristics lie with their historical associations. A further section of railway running along the same route of the current railway line is shown on the 1870 Ordnance Survey map as an Electric Telegraph line. This is then upgraded to a full gauge railway line on the 1896 Ordnance Survey map, carried over the road which was to become the A96 on a bridge and was an extension of the Great North of Scotland Railway.

### Modern (1914 – present)

There are no assets dating to the modern period within the search area. The landscape in this area remains rural and agricultural with isolated small farmsteads and small settlements scattered along the river valley. Small groupings of housing have appeared along the roads into Pitcaple and along the A96, but there is no sense of an urban sprawl from Inverurie, or from any of the larger settlements such as Whiteford or Chapel of Garioch.

In the modern period, Pitcaple Castle was owned by Rear Admiral Walter Lumsden who passed it to his daughter Margaret. Through her marriage and name change, the castle is in the hands of the Burges - Lumsdens.

### Unknown

There are three assets, all cropmarks visible on the aerial photographs of the area which are not distinct enough to assign a date to. The assets are all grouped in close proximity to Pitcaple Castle. To the northwest of the castle, on the northern bank of the River Urie is the cropmark of an enclosure (112) and almost immediately to the west of this are two linear cropmarks (113) one running east – west and the other running northeast – southwest. There are also other linear cropmarks and evidence of pits and rig and furrow. The final unknown site is located to the south of Pitcaple Castle, south of the A96, and consists of a cropmark of an enclosure (114). The asset is oval in plan and also survives as an earthwork with a bank up to 0.5m in height. There is an entrance visible in the northwestern quadrant.

The value of all of these assets is unknown. Until they have been archaeologically tested, they remain of an unknown date and therefore cannot contribute to any research aims. They are of limited evidential or historical value. They demonstrate human activity but there is no way to date this activity.

### Archaeological Potential

In addition to the known historic resources, this section will assess the potential for unrecorded archaeology to be present within the footprint of the proposed development.

There is evidence for prehistoric activity in the wider area with the presence of possibly prehistoric cropmarks, however no cropmarks have been identified in the area of the proposed Scheme and this area is also much closer to the course of the river which changed course a number of times. It is likely that this area would have been too marshy and waterlogged for any settlement activity and therefore the potential is low.

The presence of a major Roman camp and possible Roman road in relatively close proximity does indicate a major Roman presence in this area, with the tantalising prospect also of the area to the west of the proposed development being the frontrunner for the site of Mons Graupius, one of the most famous 'lost' battles in history. However, without firm evidence for this and the likelihood that due to the close proximity of the camp at Durno, Roman activity would have been focussed in that location along with the swift withdrawal of Roman troops from Durno the potential for the recovery of material from this date is very low.

There is very low potential for archaeology from the early medieval period. Due to the proximity of the Battle of Harlaw, and the establishment of the houses at Balquhain and Pitcaple, there is the potential for archaeology dating from the medieval period; however again, due to the waterlogged nature of this area, it is unlikely that it was used for anything other than grazing of livestock. The potential therefore is low.

There is the possibility of the recovery of previously unknown archaeological deposits (URS1) within the footprint of the proposed scheme. This area for unknown archaeological potential is limited to the area of land south of the River Urie and north of the extant railway line. This potential is low given the changing route of the River Urie which has potentially removed large sections of this area through scour and fluvial action.

**Table 7.8 - Baseline Archaeological Assets**

UID	Name	Designation	Value	Setting
<b>3961</b>	Mains of Balquhain recumbent stone circle.	Scheduled Monument	High	Setting is the surrounding landscape including the other prehistoric monuments in close proximity in particular around Garioch. Due to the unknown function of the circle, the setting also includes the view through the frame of the recumbent stone which is in the southeastern portion of the circle.
<b>101</b>	Site of findspot of two stone axes; 194mm by 130mm; petrologically identified as metamorphosed greywacke; in Inverurie Museum.	Undesignated	Low	Setting limited to its findspot and immediate surroundings.
<b>102</b>	Site of findspot of a food vessel; found while digging foundations for an ice-house on a small knoll; a tripartite vase with a heavy square rim & AO cord decoration on top 2/3's of the body. There appears to be some confusion with this & NJ72NW0.	Undesignated	Low	Setting limited to its findspot and immediate surroundings.
<b>103</b>	Site of findspot of a beaker; type 'B'; there appears to be confusion with/ mis-identification of the tripartite vase food vessel found at the same spot in precisely similar circumstances.	Undesignated	Low	Setting limited to its findspot and immediate surroundings.
<b>104</b>	Cropmarks of an enclosure; possible internal structures; blobs and lunates to W & S.	Undesignated	Low	Setting is the landscape within which it sits, although the setting does not contribute to the key characteristics of this asset.
<b>105</b>	Cropmark; possible circular cropmark with traces of rectangular feature within.	Undesignated	Low	Setting is the landscape within which it sits, although the setting does not contribute to the key characteristics of this asset.
<b>106</b>	Remains of a designed landscape. Landscaped parkland, veteran trees, woodland and avenues. House and possibly estate boundaries dates back to medieval period. Size about 100 ha's.	Undesignated – identified as a locally important landscape	Medium	Setting includes Pitcaple Castle and the surrounding landscape. No designed views have been identified and no estates associated with Pitcaple have been identified thus limiting the setting to the identified designed landscape.

<b>107</b>	Remains of rig and furrow. A small area of rig and furrow was recorded by the RCAHMS in 1996. The rigs measure up to 8m in breadth and are aligned NW and SE. They probably once extended NW to form part of a single area of cultivation.	Undesignated	Low	Setting is the agricultural landscape which is retained in the surrounding area.
<b>108</b>	Remains of a railway bridge; a viaduct which is shown on both the 1st and 2nd edition OS maps. It was part of the Great North of Scotland's Macduff Section. It carried the railway over the River Urie.	Undesignated	Low	Setting is the other railway structures extant along the Macduff section of the GNSR and the line of the railway.
<b>109</b>	Remains of a disused railway station; opened on 20 September 1854 and closed to regular passenger traffic on 6 May 1968, the line itself remaining open.	Undesignated	Low	Setting is the other railway structures extant along the Macduff section of the GNSR and the line of the railway.
<b>110</b>	Remains of a section of dismantled railway. It is shown on both the 1st and 2nd edition OS maps and formed part of the formed Great North of Scotland Railway's Macduff Section.	Undesignated	Low	Setting is the other railway structures extant along the Macduff section of the GNSR and the line of the railway.
<b>111</b>	Remains of a railway bridge which is shown on both the 1st and 2nd edition OS maps. It was part of the Great North of Scotland's Macduff Section. The 2005 map shows that only the abutments survive.	Undesignated	Low	Setting is the other railway structures extant along the Macduff section of the GNSR and the line of the railway.
<b>112</b>	Site of an enclosure.	Undesignated	Unknown	Setting is the landscape within which it sits, although the setting does not contribute to the key characteristics of this asset.
<b>113</b>	Cropmarks; two linear cropmarks; one running E/W, the other NE/SW. There are also other linear cropmarks, pits and rig and furrow showing as cropmarks to the south, in the same field.	Undesignated	Unknown	Setting is the landscape within which it sits, although the setting does not contribute to the key characteristics of this asset.
<b>114</b>	Remains of an enclosure. This enclosure, recorded by the RCAHMS on a field visit in 2000, is slightly oval on plan, it measures 10.3m in diameter from NW to SE by 9.3m transversely within a grass-grown bank up to 2.7m in thickness and 0.5m in height.	Undesignated	Unknown	Setting is the landscape within which it sits, although the setting does not contribute to the key characteristics of this asset.
<b>URS1</b>	Location of possible archaeological assets to the north of the proposed scheme and south of the River Urie.	Undesignated	Unknown	n/a

7.5.2 **Built Heritage**

This section of the report concerns the Historic Building receptors within the route corridor. The report describes the appearance and setting of all the listed buildings, conservation areas and locally significant buildings within 250m of the Scheme, discussed in geographical order, running west to east, see Table 7.9. The value of each asset has been assigned in accordance with DMRB methodology (as set out in Section 7.3). Within this area have been identified:

- one category A listed building;
- one category B listed building;
- four undesignated assets identified on the Aberdeenshire HER; and
- two undesignated historic buildings identified during site walkover.

These assets fit into the wider historical background provided in Section 7.5.1 and is not repeated here to avoid duplication of data.

Historic buildings and conservation areas are mapped in [Figure 7.1](#) – Designated Heritage Assets.

**Table 7.9: Historic Buildings Baseline**

UID	Name	Designation	Value	Description	Setting
201	Pitcaple Castle (2830)	Category A Listed	High	The building originated as a late 15th century towerhouse, but was substantially rebuilt as a typical Z plan residence in the early 17th century, of which it remains one of the best examples in the county. Additions to the main building were executed by William Burn in 1830, with further additions, including a service court were made by Duncan MacMillan in 1870. The building is four storeys, rising to five storeys on the opposing corner towers. The exterior is harled with a slate roof, conical in form on the towers. The building survives in good condition and remains in the ownership of the Lumsden family, owners since 1757. The service court has been lost, alongside the defensive wall.	The castle is set within 70 acres of established parkland bounded by the River Urie to the north and the present A96 to the south. The house gardens lie to the southwest of the house, with a formal walled garden to the northeast. The main approach to the house is to the southeast, with a lodge structure (202) at the A96 entrance and the stable block (203) accessed from the driveway. A secondary drive continues to the southwest. There is extensive tree coverage around the house itself, with further tree planting adjacent to the A96 and railway. There is no visual link with the road; however it does form part of its setting as a historic boundary.
202	Pitcaple Castle – Lodge & walls (NJ72N W0073)	Undesignated	Medium	The lodge represents a single storey residential building located at the entrance to Pitcaple Castle. It repeats the stepped parapets of the castle, with tall chimneys and harled exterior. The significance of the lodge is raised by its association	The lodge lies at the entrance to the Pitcaple estate, with associated gates and wall running alongside the present A96. The lodge is enclosed by dense vegetation with the main facade orientated towards

				with the castle and its continued function as an entrance. The walls extend along the present A96 to the east and west where it returns north to follow the existing tree belt. To the west the walls principally consist of large stone blocks with areas of render, while to the east the construction changes to rubblestone with rough stone capping. The wall rises to a maximum of 1m along the road frontage.	the driveway (east). The setting of the lodge is defined by its position at the junction between the road and the estate.
203	Pitcaple Castle – Stable Block (NJ72N W0072)	Undesignated	Low	Originally constructed as an L-shaped range, probably as part of the 19th century works at the castle. Only the western range survives, with the northern range representing a 20th century replacement. The block is two storeys with twin towers on the east facade. The stables have been converted to residential use, but the site does retain evidential value as part of the Pitcaple estate.	The stables lie to the southeast of the castle, adjacent to the main driveway and are enclosed by dense tree planting. Despite the rebuilding of the northern range, the courtyard arrangement remains comprehensible, with a modern garage block to the south. The setting of the stables is defined by the wider Pitcaple parkland, now in agricultural use.
204	Mill of Pitcaple (NJ72N W0071)	Undesignated	Low	Farmstead identified on the first edition Ordnance Survey (1874). Fragmentary remains survive of the main house, with the outbuilding recently restored.	The surviving historic buildings now form part of a small group of residential buildings aligned both sides of the road. The buildings are set within defined gardens with open agricultural land extending to the south. A physical boundary between the farmstead and the present A96 is provided by a former railway embankment.
205	Milton of Inveramsay (NJ72S W0083)	Undesignated	Low	Historic farmstead located on the site of the former Howmill settlement. The farm buildings first appear on the first edition Ordnance Survey (1874), although only the main house and outbuilding survive. The house is much altered with modern conservatory extension, while the outbuildings are still in use.	The farmstead is now screened by a row of 20th century dwellings which front the road. The historic farmstead is not readily legible within the landscape with the farm now isolated by the railway to the east and the A96 to the west. The historic outbuildings now form part of a larger farm complex.

206	Inveramsay Bridge Over River Urie (2850)	Category B listed	Medium	Cast iron road bridge over the River Urie. Dated to 1845-55, the bridge is constructed from three perforated arched girders with ashlar granite abutments. Cast iron plate parapets to each side.	The setting of the bridge is defined by its relationship with the road and river. The location represents an important crossing point associated with the historic farmstead at Milton, with the railway bridge to the east.
207	Station Cottages	Undesignated	Low	Row of cottages aligned along the present A96. The buildings are undesignated, but were established on the first edition Ordnance Survey of the area. The buildings represent elongated, single-storey structures of coursed stone. The row now includes examples from the mid- late 20 <sup>th</sup> century, added to the northern end of the row.	The buildings are located in an isolated position, aligned along the present A96, reinforcing this historic relationship. To the west is open countryside.
208	A96 Inveramsay Rail Bridge	Undesignated	Low	Stone bridge carrying the main east coast railway over the present A96. A bridge is indicated in this position as early as 1870; however, it is likely that the bridge was significantly altered by 1896 when the railway line was converted to full gauge. The bridge is still in use.	The setting of the bridge is defined by its relationship with the road and the railway. Due to the alignment of the bridge, it is visible across the open fields to east and forms part of the landmark of the railway itself. In contrast it is only visible to road users at a short distance.

7.5.3 **Historic Landscape Baseline**

The search buffer of 250m either side of the route option identified one battlefield inscribed on the Inventory of Battlefields. The Battle of Harlaw fought in 1411 is located to the east of the proposed development, on the high plateau which overlooks and sweeps down to the new roadbridge. The battlefield is an element of the historic landscape, but has been discussed in the archaeological baseline section above as it forms part of the narrative history of the site. It has been included in Table 7.10 below. The HLC units can be seen on [Figure 7.2](#) – Historic Landscape Character Units.

Three non-designated areas of historic landscape character (HLC) units have been identified within the search buffer, see Table 7.10. The first HLC unit is the designed historic landscape of Pitcaple Castle. These landscape elements are inextricably associated with Pitcaple Castle and are already identified as a heritage asset on the HER and therefore to avoid the double counting of features, this asset was assessed under its HER number of **106**.

The remaining two landscape character units and the battlefield are illustrated on [Figure 7.2](#) – Historic Landscape Character Units and are described in the table below:

**Table 7.10 – Historic Landscape Character Baseline**

UID	Name	Designation	Value	Description	Setting
n/a	Battle of Harlaw	Included in the Inventory of Battlefields	High	Site of the battle fought in 1411 between Donald of the Isles, and Alexander Stewart, the Earl of Mar over control	The setting of the battlefield is the general surroundings, particularly the plateau upon which Donald sited his troops. The setting also

		Ids		of the Earldom of Ross and attempt to sack Aberdeen. No decisive victor triumphed, but a large number of lives and noble men were lost in the battle, with both sides later claiming the upper hand.	includes the town of Inverurie where the Earl of Mar marched his troops from and the old King's Highway, now the B9001 along which Donald marched to reach the battlefield. The significant views from the site are to the north and to the south, towards Inverurie and across the battlefield itself.
<b>301</b>	Fields and farming	Undesignated	Low	This HLC make up the largest area of historic landscape in the search area. Agriculture has formed a large part of this economy for many centuries and there are remnants of this in the landscape in the form of rig and furrow and enclosures which may have a medieval origin. The agricultural landscape underwent changes when the field were enclosed and the introduction of firstly the roads and then the railway introduced a linear element into this landscape. The agricultural fields and farming have a low value. There is historical and evidential value in the extant rig and furrow.	The setting of this HLC is the surrounding agricultural landscape, which contributes little to the value of the asset. The setting of this HLC already contains the A96 road and railway.
<b>302</b>	Woodland and forestry	Undesignated	Negligible	The woodland and forestry area is confined to the south of the A96 and consists of a large swathe of woodland which is depicted on 18th century maps of the area. It is likely this was part of the Pitcaple medieval estate and possibly used for hunting. The woodland that is present today however contains very few remnants of older forest, with a few landmark trees remaining on the periphery of the area. It is likely that this area is maintained as plantation for commercial forestry and is therefore of negligible	The setting of the woodland is the commercial plantations that appear frequently in this area. They contribute little to the value of the site. The setting of this asset already contains the present A96 and railway.

				value.	
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**7.6 Predicted Impacts**

**7.6.1 Construction**

The construction of the embankment, road and cutting has the potential to physically and directly impact on the dismantled remains of a section of the Great North of Scotland Railway (GNSR), the Macduff section (110), an asset of low value. The proposed Scheme will cut across the line of the dismantled railway as it rejoins the main A96 carriageway with an area of embankment, cutting and with the carriageway itself. The construction of these elements have the potential to remove a portion of the dismantled line, which although now devoid of the rails, is still a visible element in the landscape. The construction will also sever the connection between the Macduff section of the GNSR and the extant section of railway which exists today. The construction of the road, embankment and cutting will reduce the value of this asset by reducing some of its key characteristics such as its ability to add evidence to the story of the emerging transport and communications network in the north of Scotland. However, due to the fragmentary nature of the railway line its value as a heritage asset is low. In addition the survival of other historical assets close by which are associated with the Macduff section such as the railway bridges (108, 111) means that the understanding of this railway is still intact. Therefore the impact from construction is judged to be minor adverse. Before mitigation this will result in a slight adverse effect on all three assets.

The construction of the scheme in the area to the south of the River Urie and north of the extant railway line has the potential to physically impact upon unknown archaeological deposits (URS1). In this section, the proposed new road is on embankment which will require the topsoil to be stripped from this area and hardcore laid down before the embankment is constructed in stages. The value of these unknown archaeological deposits is low negligible. The changing course of the River Urie, together with the construction of the Macduff line will have disturbed a large portion of this area. The aerial photographs of this area are clear when identifying enclosures nearby and none have been sighted in this location. Therefore given the negligible value and low potential for the survival of any unknown archaeological the potential impact from construction is judged to be moderate. Before mitigation this will therefore result in a slight adverse.

Due to the removal of the intersection between the Macduff line and the GNSR, there is also the possibility for the reduction in value of the associated features of the two railway bridges (108, 111), assets of low value. The construction of the Scheme will occur within the setting of the two bridges and this setting contributes towards the understanding of the assets. However, the Scheme will not sever the line between the two bridges and therefore the relationship between the two can still be understood as can the relationship with the surviving elements of the line. Therefore the construction of the Scheme is judged to be a negligible impact. Before mitigation, this will result in a neutral effect.

The construction phase will not impact upon the remainder of the archaeological assets (101 – 107, 109, 112 – 114).

There will be no physical impacts upon the Battle of Harlaw, an asset of high value and its boundary as inscribed within the Inventory. The construction of the Scheme will involve an increase in noise and the construction of the embankment will introduce a large mass with greater vertical height than what is currently present. The additional noise has the potential to impact upon the tranquil nature of the battlefield and may affect peoples experience when visiting key sites such as the Harlaw Monument (see [Appendix 7.1](#) – Cultural Heritage Plates, Plate 5). The construction works to create the embankment may be visible from certain points within the battlefield. However, it has been established that due to the elevated nature of the battlefield, there are panoramic views available. Therefore only those views which are of significance and help with the understanding and interpretation of the battle site are considered to contribute to the key characteristics of the asset. The proposed Scheme is located in the

valley to the west from which no advance could be made and no elements of the battle were fought here due to the terrain. Therefore this area, although situated within the setting of the asset does not contribute to its importance and therefore views towards this do not contribute to the significance. The construction of the road will not diminish to any significant extent the ability to understand the flow of the battle, the approaches taken by both forces and the possible retreats. The impact from the construction of the Scheme is considered to be minor adverse due to the temporary construction activity. This will result in a moderate adverse effect before mitigation.

There will be no physical impacts on the historic buildings as a result of the Scheme. It is not considered that construction will generate any impacts on the historic built environment.

The construction may bring increased noise and traffic to historic landscape character units **301** and **302**, assets of low value which may impact upon the setting, however it has been stated that the setting of the HLC units does not add to their value and therefore this increase will not impact upon the ability to understand the agricultural nature of the area. In addition, the HLC units already experience noise, traffic and visual impacts from the current A96 and railway and the construction will represent a temporary increase in traffic. The impact is therefore considered to be No Change for both units. Before mitigation, this will result in a neutral effect.

### 7.6.2 *Operation*

The main view from the Mains of Balquhain stone circle (**3961**) is through the frame of the recumbent stone and two flanking stones looking to the southeast. The constructed Scheme may be visible from certain points within the circle; however it will not be visible within this key view and therefore will not impact upon the key characteristics of the asset. In addition, the constructed Scheme represents a continuation of the current situation within the landscape; a busy A road which already brings noise and a moving visual element into the landscape. The constructed Scheme, although larger in mass with the embankment, will not result in any additional noise or movement within the visual envelope. It will also not reduce the ability to understand this asset or its relationship with the surrounding landscape and therefore the impact is judged to be negligible. Before mitigation, the significance of effect is considered to be slight adverse.

There will be no physical or setting impacts upon the remainder of the archaeological assets (**101 – 114**). The constructed Scheme represents a continuation of a road within this landscape.

There will be no physical impacts on the historic built environment as a result of the Scheme; therefore, the following discussion concentrates on potential impacts to the setting of the assets. Pitcaple Castle (**201**) and associated lodge and walls (**202**) and stables (**203**) form a distinct group, the significance of which is enhanced by their relationship to one another. The group is set within parkland setting with dense vegetation planting to its boundaries. The significance of this setting will not be impacted by the scheme which will only be visible from the southern boundary. The impact is no change, with a neutral significance of effect.

The Inveramsay Bridge over the River Urie (**206**) represents a crossing point between the access road and the river. The significance of this relationship will not be impacted by the Scheme resulting in a neutral effect.

The re-routing of traffic away from the existing A96 will have a beneficial impact on Station Cottages (**207**) due to the reduction in vehicular traffic within their setting. The relationship with the road will be maintained. The impact of this is considered to be Minor. Before mitigation, the significance of effect is considered to be slight beneficial.

The removal of traffic using the A96 Inveramsay Rail Bridge (**208**) will have a beneficial impact on the historic structure. The Scheme will maintain the bridge in use, both by road and rail, but will reduce the amount of vehicular traffic. This reduces the potential for damage. The impact of

this is considered to be Minor. Before mitigation, the significance of effect is considered to be slight beneficial.

There will be a visual impact on the Milton of Inveramsay farmstead (205) due to the introduction of a new embankment. There will also be a new access road to the north of the asset which will erode the agricultural setting. The historic structures now lie within a complex of modern farm buildings. While these maintain the historic use of the site, they are effective in screening the asset from the Scheme. The impact of the Scheme is, therefore, considered to be Minor. Before mitigation, the significance of effect is considered to be neutral.

The Mill of Pitcaple (204) is located to the northeast of the Scheme. The proposals will bring the road closer to the asset, eroding the existing agricultural landscape. The provision of vegetation screening will limit any urbanising effect and the impact is considered to be Negligible. Before mitigation, the significance of effect is considered to be neutral.

There will be no impact from the operation of the road upon the site of the Battle of Harlaw. This is because the road, though marginally closer in distance to the site of the battle will be a continuation of the road activity which is already extant. The operation of the road will lead to no significant increase in traffic flow and therefore no significant increase in noise or visual impact. The operational road will be situated on an embankment which will be more elevated than the present A96 which will potentially make the traffic more prominent in the view. It will also introduce a land mass into the view. However, it has already been established above that although the road may be visible from the battlefield and is within its setting, it does not contribute anything to the understanding of the asset. The views in the direction of the road are not significant and do not help towards the interpretation of the asset. The operational Scheme will be a continuation of the current situation and therefore the impact of the Scheme is considered to be Negligible. Before mitigation, the effect is judged to be slight adverse.

There will be no impact from the operation of the road upon the HLC units 301 and 302 as it represent a continuation of use of the road within this landscape. Before mitigation, the significance of effect is considered to be neutral.

## 7.7

### Mitigation

The mitigation measures to be incorporated into the project design, implementation and operation to mitigate the impacts described above are detailed below. Any mitigation through design, including landscape planting has been incorporated into the assessment of impact. Only that mitigation relating specifically to the cultural heritage resource is discussed here.

A suggested approach is outlined in 'Planning Advice Note 58 – Environmental Impact Assessment (Scottish Executive; 1999). PAN 58 identifies a hierarchy of mitigations for potential impacts (Prevent, Reduce or Offset). These range from 'best' e.g. preventions through to 'worst' i.e. compensation. Generally the options at the top end of the hierarchy should be considered first and lower alternatives only considered if higher options are not feasible.

No mitigation is proposed for the removal of a portion of the Macduff Railway line. This is due to the low value of the site and the lack of knowledge that would be gained from any excavation. The value of this asset can be seen through its historical value which can be traced through historic mapping and documentary research.

A watching brief is proposed during the topsoil strip for the embankment which could potentially impact upon unknown archaeological assets (URS1) within the Proposed Scheme. The watching brief will be controlled by a written scheme of investigation which will be approved by the statutory authorities. The low to negligible value of the assets and the low potential for recovery of significant archaeological remains indicates that only a low level of mitigation would be required. This mitigation will not reduce the level of effect upon the asset due to the removal of the significance by construction which cannot be replaced by fieldwork. The results of fieldwork could contribute to the objectives of the ScARF if appropriate.

Mitigation for the setting impacts has been proposed incorporated into the scheme design in the form of planting and screening through vegetation. In some instances, the screening options themselves can cause setting impacts. No additional specific mitigation is proposed above and beyond this. Details regarding landscaping and planting is provided in Chapter 5 - Landscape. Where setting impacts have been identified, the mitigation outlined above will help to reduce these impacts, particularly once the vegetation has become established within the landscape.

## 7.8 Disruption due to Construction

There will be no disruption to any archaeological receptors during construction.

It is anticipated that there will be some disruption to access during construction. However, it is not anticipated that this will impact on the historic buildings or their amenity value.

There is the potential for visual and aural disruption during the construction within the site of the Battle of Harlaw. This has been considered within the construction impacts above. The other historic landscape unit already contain a busy carriageway and therefore will not experience any greater level of disruption from the construction process.

## 7.9 Cumulative Effects

Two major developments have been identified within a 5km search area:

- An application for removal of previous planning condition to allow petrol station to open outwith hours previously specified – Morrisons Supermarket, Blackhall Road, Inverurie; and
- Application for extension/renewal of existing quarry and recycling operations – Pitcaple Quarry, Pitcaple, Inverurie.

Both of these applications are for existing sites and continuation of operation. Therefore the activities associated with these planning applications and subsequent permissions will have no additional impact upon the cultural heritage resource. The renewal of quarrying activities will maintain the level of traffic which currently uses the extant A96 and will therefore use the upgraded road, but this will be a continuation of the visual impact that exists today during the operation of the current A96. There will no cumulative effects on the proposed Scheme.

## 7.10 Residual Effects

The residual effects of the Scheme which remain after mitigation proposals are stated below and the assets are shown on [Figure 7.4](#) – Heritage Assets identified within the EIA:

The residual effect on assets of high value is:

- Mains of Balquhain stone circle – Neutral; and
- Battle of Harlaw – Slight Adverse.

There is no residual effect on assets of medium value.

The residual effect on assets of low value is:

- 108, Remains of railway bridge/viaduct over Macduff Railway – Neutral;
- 110, Dismantled section of Macduff Railway – Slight Adverse;
- 111, Remains of railway bridge over Macduff Railway – Neutral;
- URS1, Unknown archaeological remains – Slight Adverse;
- 204, Mill of Pitcaple – Neutral;

- 205, Milton of Inveramsay – Neutral;
- 207, Station Cottages – Slight Beneficial;
- 208, A96 Inveramsay Rail Bridge – Slight Beneficial;
- 301, Fields and farming – Neutral; and
- 302, Woodlands and Forestry – Neutral.

### 7.11 Compliance with Plans & Policies

It is considered that the scheme complies with national and local planning policy. In accordance with national policy this assessment identifies the significance of the heritage resource and provides provision for mitigation any adverse impacts to ensure new knowledge gain. In accordance with the Aberdeen and Shire Structure Plan, the Proposed Aberdeen City & Shire SDP and the LDP, the scheme will not lead to a decline in the region's cultural assets, with an improvement to the standing remains at station cottages and the Inveramsay Rail Bridge.

### 7.12 Summary

This baseline and impact assessment has identified a number of heritage assets which have the potential to be impacted by the Scheme.

There are identified heritage assets within the search area of 250m either side of the centre route which date from the prehistoric, medieval and modern periods. The study area also contains the site of the Battle of Harlaw, fought in 1411 which is included on the Inventory of Historic Battlefield. Outside of the study, but identified due to potential setting impacts is the scheduled monument of the Mains of Balquhain stone circle.

The impact assessment has analysed the potential impacts from the construction and operation of the Scheme. The EIA examined all of the identified assets in terms of potential impacts and discussed in detail only those which have been judged as having the potential to be "changed" by the Scheme. Following this, appropriate mitigation are proposed to reduce identified impacts and the residual effects then determined. This has identified three Slight Adverse Effects, two Slight Beneficial Effects and seven Neutral Effects.

It is considered that the scheme is in accordance with national and local planning policy. In accordance with national policy this assessment identifies the significance of the heritage resource and provides provision for mitigation any adverse impacts to ensure new knowledge gain. In accordance with the Aberdeen and Shire Structure Plan and the Local development Plan, the scheme will not lead to a decline in the region's cultural assets, with an improvement to the standing remains at station cottages and the Inveramsay Rail Bridge.

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## Aerial Photographs

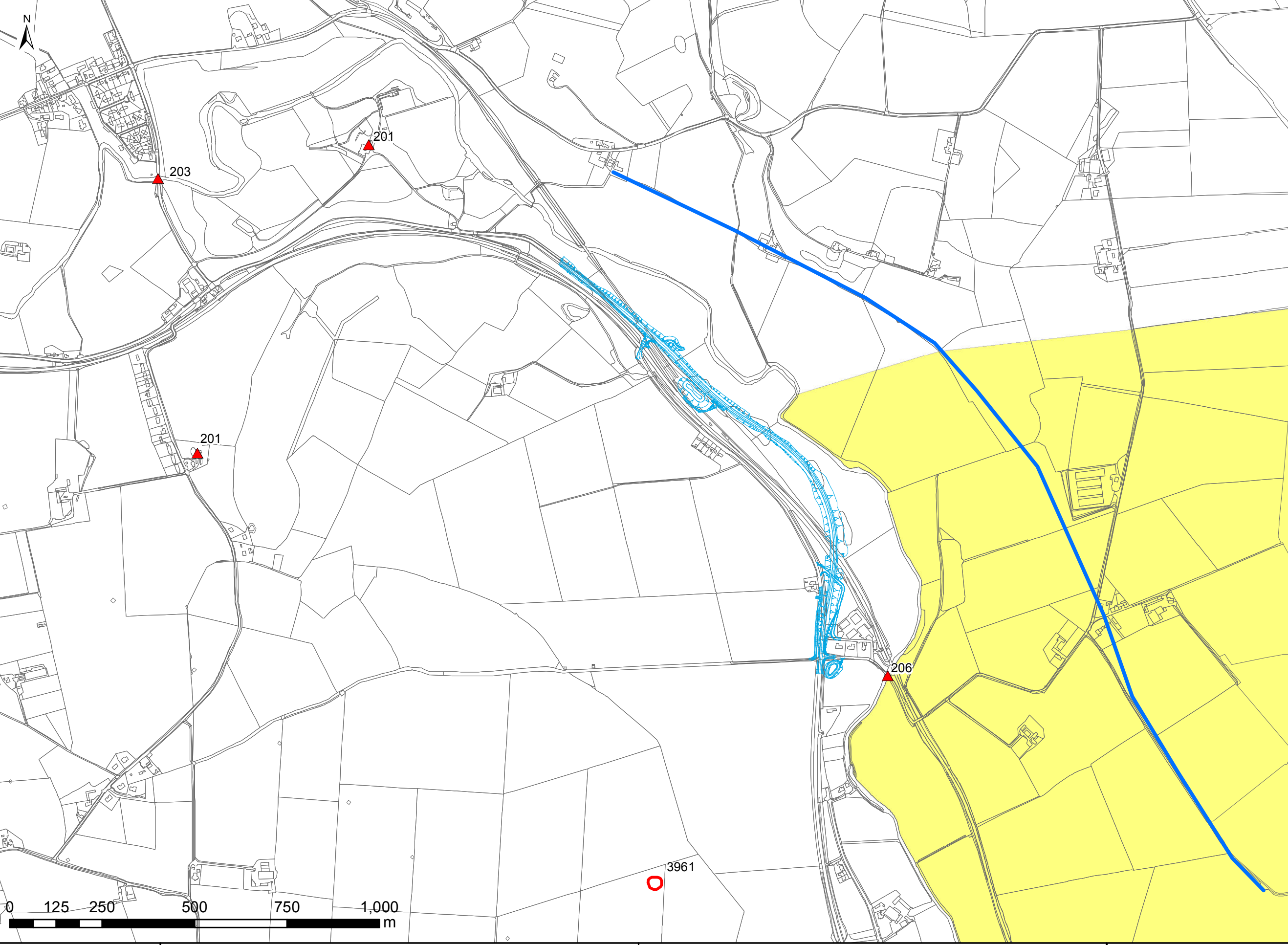
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- NJ72N 2723165

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***Internet Sources***

- [www.theromangaskproject.org.uk](http://www.theromangaskproject.org.uk)
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- [www.maps.nls.uk](http://www.maps.nls.uk)

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- Key
- Proposed Scheme
  - Listed Buildings
  - Scheduled Monument
  - Kings Highway
  - Historic Battlefield

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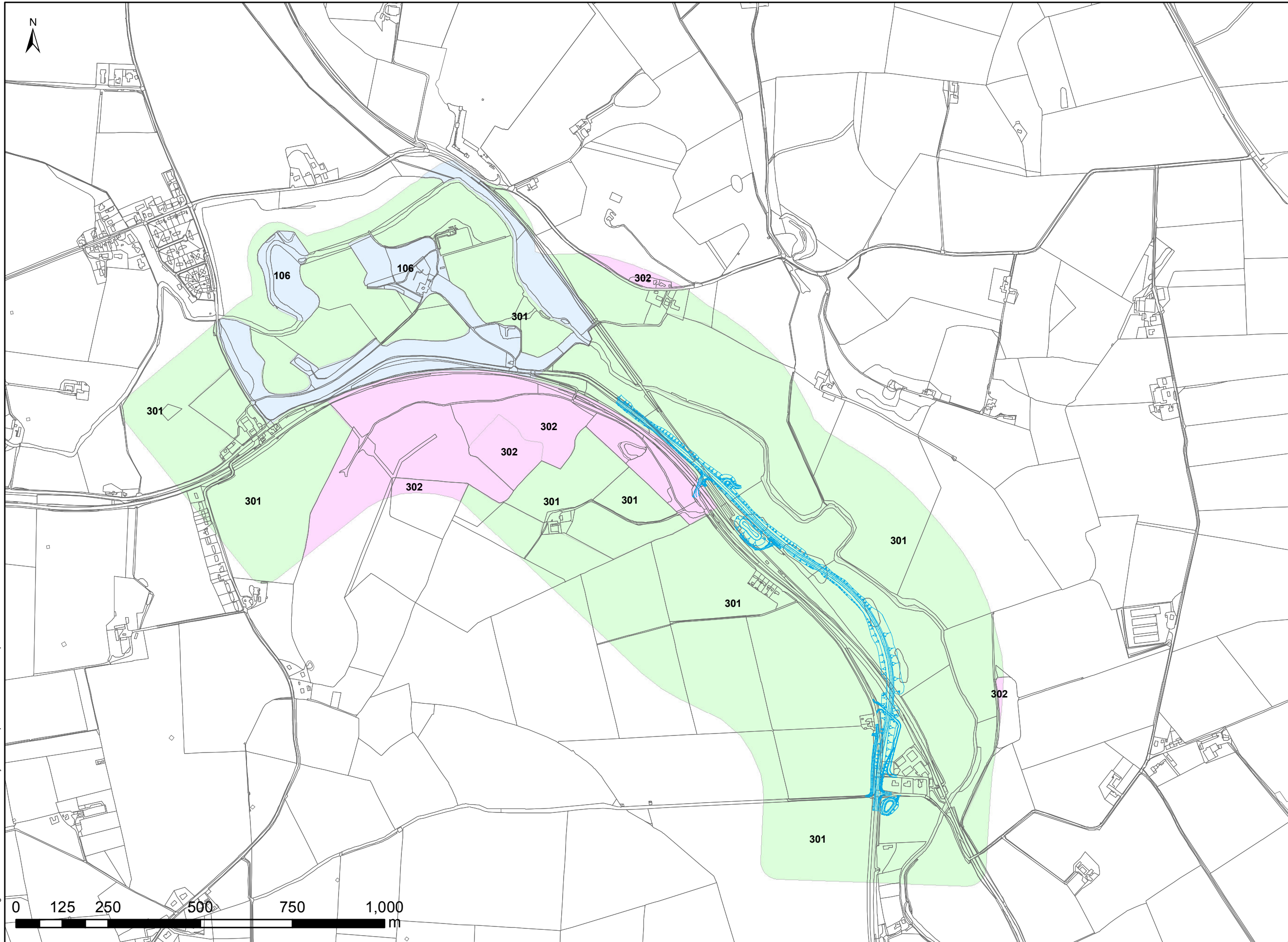
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### A96 INVERAMSAY BRIDGE IMPROVEMENT

### DESIGNATED HERITAGE ASSETS



FIGURE 7.1



- KEY
- Proposed Scheme
  - 106-Designed Landscape
  - 301-Fields and Farming
  - 302-Woodland and Forestry

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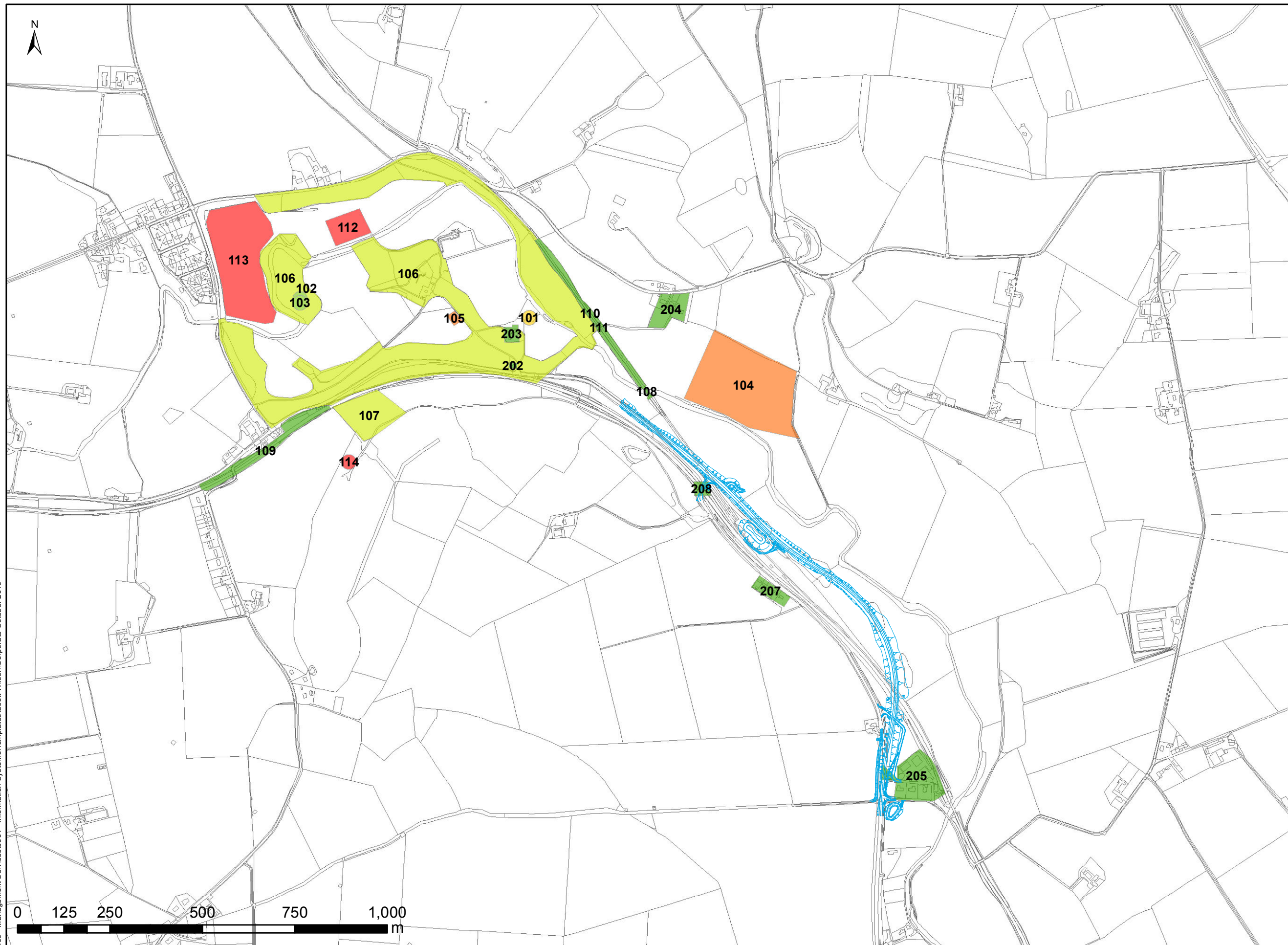
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A96 INVERAMSAY BRIDGE IMPROVEMENT

HISTORIC LANDSCAPE CHARACTER UNITS



FIGURE 7.2



- KEY
- Proposed Scheme
  - UNDESIGNATED HERITAGE ASSETS**
  - Period**
  - 19th Cen.-108-111, 202, 205-208, 210-211
  - Bronze Age-102, 103
  - Medieval-106, 107
  - Neolithic-101
  - Prehistoric-104, 105
  - Unknown-112-114



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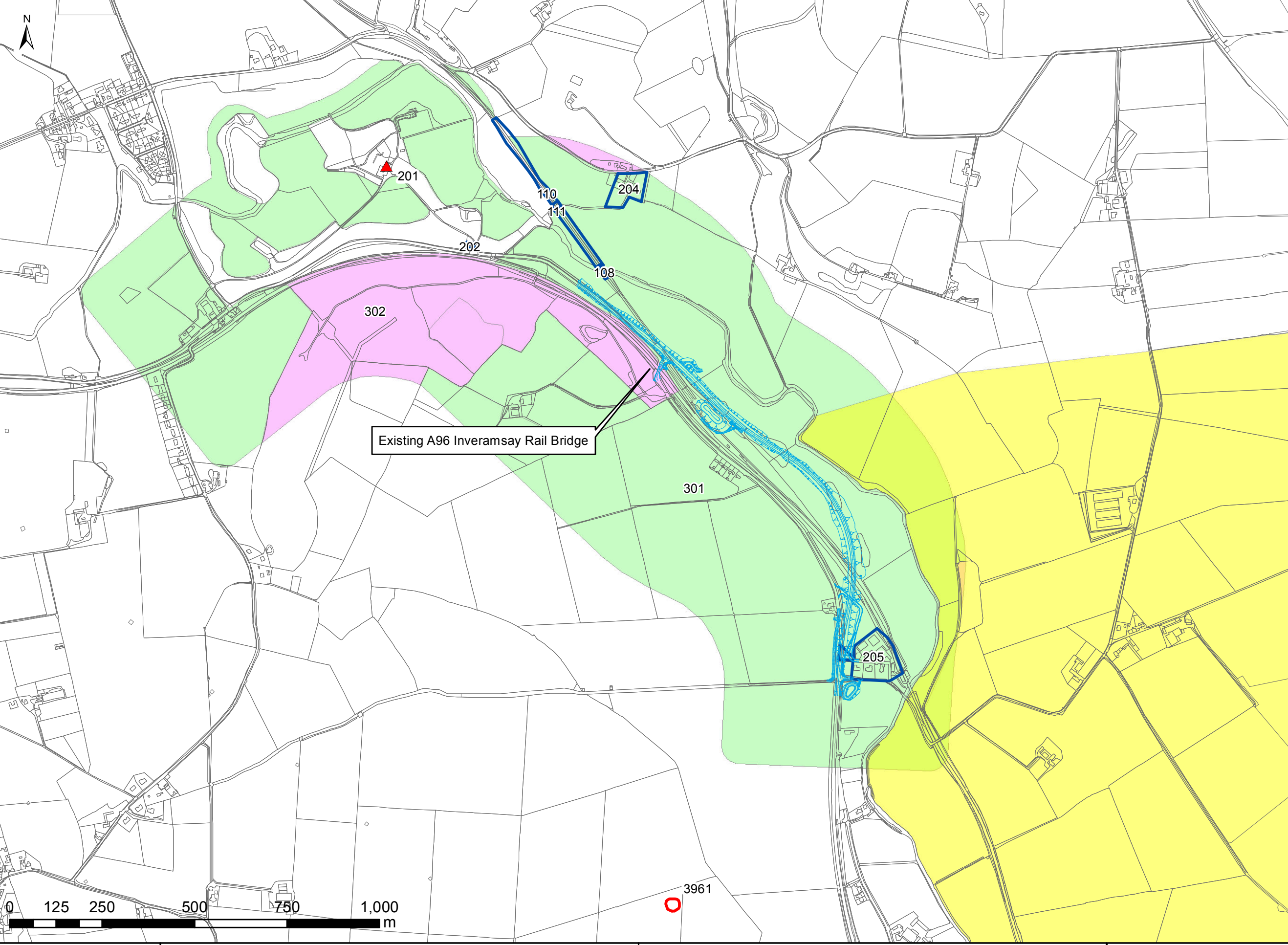
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**UNDESIGNATED HERITAGE ASSETS**



**FIGURE 7.3**

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- KEY
- Proposed Scheme
  - Listed Buildings
  - Scheduled\_Monument
  - Undesignated Asstes
  - Historic Battlefield
  - 301-Fields and Farming
  - 302-Woodland and Forestry

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### A96 INVERAMSAY BRIDGE IMPROVEMENT

### HERITAGE ASSETS IDENTIFIED WITHIN THE EIA



FIGURE 7.4