

Appendix A10.1: Cultural Heritage Baseline Report

1 Introduction

- 1.1 This appendix presents the results of a cultural heritage desk-based survey undertaken by Jacobs UK on behalf of Transport Scotland. Its purpose is to support Chapter 10 (Cultural Heritage) of the Environmental Impact Assessment Report (EIA Report) for the A985 Kincardine Bridge Refurbishment: Piled Viaduct Replacement scheme (hereafter referred to as the proposed scheme).
- 1.2 Under the guidance provided by DMRB Volume 11, Section 3, Part 2, Cultural Heritage (Highways Agency, Transport Scotland, Welsh Assembly Government and the Department for Regional Development Northern Ireland 2007; hereafter referred to as HA208/07), cultural heritage has been considered under the following three sub-topics:
- Archaeological Remains - the material remains of human activity from the earliest periods of human evolution to the present. These may be buried traces of human activities, sites visible above ground, or moveable artefacts. Archaeological remains can encompass the remains of buildings, structures, earthworks and landscapes, human, animal or plant remains, or other organic material produced by or affected by human activities, and their settings (HA208/07, Annex 5, paragraph 5.1.1).
 - Historic Buildings - standing historical structures that are usually formally designed or have some architectural presence. These may include structures that have no aesthetic appeal or structures not usually thought of as 'buildings', such as milestones or bridges (HA208/07, Annex 6, paragraphs 6.1.2 and 6.1.3).
 - Historic Landscape - landscape is an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors (HA208/07, Annex 7, paragraph 7.1.2). The evidence of past human activities is a significant part of the historic landscape and may derive both from archaeological remains and historic buildings within it. To facilitate assessment, the historic landscape has been divided into Historic Landscape Types (HLTs) defined in HA208/07 as 'distinctive and repeated combinations of components defining generic historic landscapes such as ancient woodland or parliamentary enclosure' (Annex 7, paragraph 7.7.3).
- 1.3 A cultural heritage asset is an individual archaeological site or building, a monument or group of monuments, historic building or group of buildings, or an historic landscape which, together with its setting (where relevant), can be considered as a unit for assessment.

2 Legislation, Planning Policy and Best Practice Guidance

- 2.1 Relevant legislation, planning policy and best practice guidance for the historic environment is identified below.

Legislation

- 2.2 Listed Buildings are protected under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended by the Historic Environment Scotland Act 2014) and are recognised to be of special architectural or historic interest. Under Section 59 of the Act, in considering whether to grant planning permission for development which affects a Listed Building or its setting, a planning authority or the Secretary of State, as the case may be, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Additional controls over demolition and alteration exist through the requirement for Listed Building Consent to be gained before undertaking alteration or demolition on a Listed Building.

- 2.3 The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended by the Historic Environment Scotland Act 2014) imposes a duty on local planning authorities to designate and protect the historic character and appearance of some areas through their designation as Conservation Areas. These are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. The main implication of this designation is that consent will be required for specific types of development that would not otherwise require it, such as 'Conservation Area Consent' for applications to demolish unlisted buildings in Conservation Areas.
- 2.4 The Marine (Scotland) Act 2010 enables Scottish Ministers to designate any area of sea within the seaward limits of the territorial sea of the United Kingdom adjacent to Scotland, including the bed and subsoil of the sea (Section 1(1)) but excluding any waters upstream of the fresh-water limit of estuarial waters (Section 65 (1)), as an historic marine protected area. Scottish Ministers can designate a marine historic asset considered to be of national importance within historic marine protected area (Marine (Scotland) Act 2010, Sections 1(1), 65(1), 73(1)).

Planning Policy

- 2.5 The following national and regional policies are relevant to this assessment. This section should be read in conjunction with Appendix A4.1 (Assessment of Policy Compliance) of the EIA Report:
- Scottish Planning Policy (SPP) (Scottish Government 2014a);
 - Planning Advice Note 2/2011: Planning and Archaeology (PAN2/2011) (Scottish Government 2011);
 - Planning Advice Note 71: Conservation Area Management (Scottish Government 2004);
 - Scotland's National Marine Plan: A Single Framework for Managing Our Seas (Scottish Government 2015);
 - Historic Environment Policy for Scotland (HES 2019a);
 - HES Circular – Regulations and Procedures (HES 2019b);
 - Designation Policy and Selection Guidance (HES 2019c);
 - Fife's Local Development Plan (FIFEplan) (Fife Council 2017);
 - Making Fife's Places (Supplementary Guidance) (Fife Council 2018); and
 - Falkirk Local Development Plan 2 (Falkirk Council 2020).

Scottish Planning Policy

- 2.6 Paragraphs 135 to 151 (Scottish Government 2014a), *Valuing the Historic Environment*, deal with the Historic Environment, which includes ancient monuments; archaeological sites and landscape; historic buildings; townscapes; parks; gardens and designed landscapes; and other features. When significant elements of the historic environment are likely to be affected by development proposals, developers are required by the SPP to take the preservation of this significance into account in their proposals.
- 2.7 SPP highlights that the historic environment is a key cultural and economic asset and should be seen as integral to creating successful places. It also acknowledges that the historic environment can accommodate change which is informed by a clear understanding of the importance of the heritage assets affected. However, any change should be sensitively managed to avoid or minimise adverse impacts. SPP contains a number of policies relating to various aspects of the historic environment. Those relating to Listed buildings, Scheduled Monuments and undesignated assets include:

- Regarding Listed Buildings there is a presumption against demolition or other works that would adversely affect a Listed Building or its setting (paragraph 141 to 142). SPP requires planning authorities to have special regard to the desirability of preserving Listed Buildings and their setting, or any features of special architectural or historic interest which it possesses.
- Paragraph 150 states that archaeological sites and monuments are a finite and non-renewable resource and that they should be protected and preserved *in situ* wherever feasible. If preservation *in situ* is not feasible then developers are required to undertake excavation, recording, analysis and publication. It further states that if archaeological discoveries are made during any development, a professional archaeologist should be given access to inspect and record them.
- Paragraph 151 seeks to protect and preserve as far as possible undesignated historic assets including historic landscapes, routes such as drove roads and battlefields which do not have statutory protection.

Planning Advice Note 2/2011: Planning and Archaeology

- 2.8 PAN 2/2011: Planning and Archaeology (Scottish Government 2011) provides advice on archaeological remains within the planning process. It sets out the requirement to protect archaeological remains in a manner which is proportionate to the relative value of the remains and of the development under consideration.

Planning Advice Note 71: Conservation Area Management

- 2.9 Planning Advice Note 71 (Scottish Government 2004) complements existing national policy and provides further advice on the management of Conservation Areas. It identifies good practice for managing change, sets out a checklist for appraising conservation areas and provides advice on funding and implementation.

Scotland's National Marine Plan: A Single Framework for Managing Our Seas

- 2.10 Scotland's National Marine Plan (Scottish Government 2015) provides a framework for development within marine areas including the surviving physical remains of past human activity, whether visible, buried or submerged and promotes the consideration of the marine historic environment and the setting of coastal heritage assets as part of the development process. General Planning Principle (GEN) 6 (Historic Environment) states "*development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance*" (Scottish Government 2015, page 19).

Historic Environment Policy for Scotland

- 2.11 The Historic Environment Policy for Scotland (HEPS) sets out principles and policies for the care of the historic environment in Scotland. It is a policy statement that should be given consideration when decisions are being made regarding the historic environment (HES 2019a).

Historic Environment Scotland Circular -Regulations and Procedures

- 2.12 Historic Environment Scotland Circular - Regulations and Procedures (HES 2019b) describes the requirements of secondary legislation relating to the Historic Environment Scotland Act 2014 and HES's role in relation to listing and scheduling, consents and appeals.

Designation Policy and Selection Guidance

- 2.13 The Designation Policy and Selection Guidance document (HES 2019c) supports Historic Environment Policy for Scotland (HES 2019a) and sets out the policy and selection guidance used by Historic Environment Scotland to designate historic sites and places at the national level.

Fife's Local Development Plan (FIFEplan)

- 2.14 Policy 1: Development Principles outlines how development proposals must address their development impact by complying with the relevant criteria and supporting policies and avoid the loss of valuable cultural, tourism and community resources (Fife Council 2017).
- 2.15 Policy 14: Built and Historic Environment outlines how all development will be required to address the six qualities of well-designed and successful places as set out in Scottish Planning Policy (Scottish Government 2014a). The six qualities are: distinctive, safe and pleasant, easy to move around and beyond, welcoming, adaptable, and resource efficient.
- 2.16 Of relevance to the proposed scheme is Fife's Local Development Plan's guidance on Applying Policy 14: Built and Historic Environment. This states that any changes to the character or appearance of Conservation Areas will be very carefully considered to maintain environmental quality. Fife's Local Development Plan requires development proposals to respect the unique character of the Conservation Area within which they are located, or adjacent to, and protect its distinct architectural and historic characteristics.

Making Fife's Places (Supplementary Guidance)

- 2.17 Guidance on the six qualities of well-designed and successful places and how Fife Council will interpret them when considering development proposals are explained in more detail in the Making Fife's Places Supplementary Guidance (Fife Council 2018). The approach to development affecting Conservation Areas is affirmed in Appendix C of Making Fife's Places Supplementary Guidance (Fife Council 2018) which also further signposts advice contained in Planning Advice Note PAN 71: Conservation Area Management (Scottish Government 2004).

Falkirk Local Development Plan 2

- 2.18 Protecting, enhancing and promoting the historic environment in the Falkirk Council area is described as a key objective of the Falkirk Local Development Plan 2 (Falkirk Council 2020). The Historic Environment section of the Local Development Plan outlines how the Falkirk area's sense of place derives from its historic environment, including a rich diversity of architectural, cultural, historic and archaeological assets. The Local Development Plan sets out specific plans for the sustainable management of: PE06 (Archaeological Sites); PE07 (Listed Buildings); PE08 (Conservation Areas); PE09 (Areas of Townscape Value); PE10 (Historic Gardens and Designed Landscapes); and PE11 (Battlefield Sites).
- 2.19 Policy PE07 on Listed Buildings (Falkirk Council 2020) states that the Council supports the sustainable re-use and management of the historic built environment on the basis that proposals to alter or extend a listed building should not adversely affect the character, appearance, or special architectural or historic interest of the building. Policy PE07 also states that proposals affecting Listed Buildings or their setting should conform with supplementary guidance SG12 'Listed Buildings and Unlisted Properties in Conservation Areas'. Consultation on the updated SG12 (now SG16) is expected Autumn 2020.

Best Practice Guidance

- 2.20 This appendix has been prepared in accordance with guidance provided in HA208/07 as well as the following documents:
- Our Place in Time: The Historic Environment Strategy for Scotland (Scottish Government 2014b);
 - Code of Conduct (Chartered Institute for Archaeologists (CIfA) 2019);
 - Managing Change in the Historic Environment: Setting (HES 2016);
 - Managing Change in the Historic Environment: Engineering Structures (Historic Scotland 2020);
 - Standard and guidance for historic environment desk-based assessment (CIfA 2017); and
 - Environmental Impact Assessment Handbook: Guidance for competent authorities, consultation bodies, and others involved in the Environmental Impact Assessment process in Scotland (Scottish Natural Heritage and HES 2018).

3 Approach and Methods

Study Area

- 3.1 Based on the guidance provided by HA208/07 (Annex 5, paragraph 5.4.1) the study area for archaeological remains was defined as the footprint of the proposed scheme and any new land-take plus an area extending 200m in all directions from it. For the purpose of this assessment, this study area has also been used for historic buildings and the historic landscape.
- 3.2 For this study area, the following sources were consulted:
- HES for information on designated sites comprising World Heritage Sites, Scheduled Monuments, Listed Buildings, Conservation Areas, sites included on the Inventory of Gardens and Designed Landscapes in Scotland and sites included on the Inventory of Historic Battlefields (obtained 14 September 2018);
 - HES Pastmap (HES 2018a) and Canmore (HES 2018b) websites;
 - Historic Landuse Assessment for information on the historic landscape (HES n.d.);
 - Falkirk Council's Sites and Monuments Record for information on undesignated archaeological remains and historic buildings in Falkirk (obtained 20 September 2018)¹;
 - Fife Council's Sites and Monuments Record for information on undesignated archaeological remains and historic buildings in Fife (obtained 24 September 2018);
 - The National Records of Scotland (accessed 8 November 2018);
 - records held Falkirk Archives (accessed 24 October 2018);
 - historic mapping available online through the National Library of Scotland (National Library of Scotland, n.d.);
 - Scottish Remote Sensing Portal for publicly accessible LiDAR data. This confirmed that publicly accessible LiDAR data was not available for the study area;
 - The Old Statistical Accounts (Ure 1792; Simon 1794);

¹ While SMR data was obtained September 2018, a review of online databases was undertaken in September 2020 to identify whether any additional cultural heritage assets had been identified since this time within the study area. The review identified no additional designated or non-designated cultural heritage assets within the study area.

- vertical and oblique aerial photographs available through National Collection of Aerial Photography (accessed 26 October 2018);
- the results of archaeological monitoring during ground investigations and factual report for the proposed scheme (SOCOTEC UK 2019);
- a walkover survey and a windshield survey (undertaken 15 November 2018; see paragraph 3.6 for method used);
- secondary sources, including archaeological studies, landscape studies, research frameworks and strategies, and papers, including OASIS grey literature archive curated by the Archaeological Data Service;
- Discoveries and Excavation in Scotland and online sources held by the Society of Antiquaries of Scotland (accessed September 2018);
- previous assessments, briefing papers and reports; and
- The Scottish Archaeological Research Framework (ScARF) was used to identify relevant research objectives to which archaeological remains within the study area could potentially contribute information.

3.3 Guided by Managing Change in the Historic Environment: Setting (HES 2016) and based on professional judgement, designated cultural heritage assets outside of the 200m study area but within 1km of the proposed scheme were also identified due to the potential for impacts on their setting. This approach was agreed following consultation with HES, Falkirk Council and Fife Council.

3.4 As a result of this, 58 Listed Buildings and one Conservation Area were identified within 1km of the proposed scheme. No World Heritage Sites, Scheduled Monuments, Gardens and Designed Landscapes, or Inventory Battlefields were identified within 1km of the proposed scheme.

3.5 Of these, 24 additional cultural heritage assets have been included in the cultural heritage baseline due to the potential for impacts on their setting as a result of the proposed scheme (Table 1) and are considered further in Section 5 (Baseline Conditions). The remaining 35 have been screened out as proposed scheme is not predicted to impact on their setting (Table 2).

Table 1: Designated Cultural Heritage Assets Outside of the 200m Study Area Identified to be Included in the Cultural Heritage Baseline due to Potential Impacts on their Setting

Asset Name	Designation Reference	Designation
26, 28, 30 Keith Street, Kincardine On Forth	LB16577	Category B Listed Building
34-36 Keith Street, Kincardine On Forth	LB16578	Category B Listed Building
38 Keith Street, Kincardine On Forth	LB16579	Category B Listed Building
2 High Street, Kincardine On Forth	LB16588	Category B Listed Building
52 Keith Street, Kincardine On Forth	LB16596	Category B Listed Building
54 Keith Street, Kincardine On Forth	LB16597	Category B Listed Building
Ye Olde House Inn, 25-26 Forth Street, Kincardine On Forth	LB16598	Category B Listed Building
Shore House, 21 Forth Street, Kincardine On Forth	LB16600	Category B Listed Building
Church of Scotland, Chapel Street, Kincardine On Forth	LB16601	Category B Listed Building
25 Keith Street, Kincardine On Forth	LB16576	Category C Listed Building
15 Keith Street, Kincardine On Forth	LB16576	Category C Listed Building

Asset Name	Designation Reference	Designation
17 Keith Street, Kincardine On Forth	LB16576	Category C Listed Building
19 Keith Street, Kincardine On Forth	LB16576	Category C Listed Building
27 Keith Street, Kincardine On Forth	LB16576	Category C Listed Building
29 Keith Street, Kincardine On Forth	LB16576	Category C Listed Building
31 Keith Street, Kincardine On Forth	LB16576	Category C Listed Building
21 Keith Street, Kincardine On Forth	LB16576	Category C Listed Building
23 Keith Street, Kincardine On Forth	LB16576	Category C Listed Building
42 Keith Street, Kincardine On Forth	LB16580	Category C Listed Building
Grangeview, 48 Keith Street, Kincardine On Forth	LB16580	Category C Listed Building
Lucker, 23 Forth Street, Kincardine On Forth	LB16599	Category C Listed Building
11 Station Road, Kincardine On Forth	LB17132	Category C Listed Building
Railway Tavern, 16 Forth Street	LB51130	Category C Listed Building
Kincardine Conservation Area	CA153	Conservation Area

Table 2: Designated Cultural Heritage Assets Outside of the 200m Study Area Screened Out of Further Assessment

Asset Name	Designation Reference	Designation	Assessment
14- 16 Excise Street, Kincardine On Forth	LB16574	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
Kincardine House, 10 Walker Street, Kincardine On Forth	LB16581	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
22-26 High Street, Kincardine On Forth	LB16591	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
30 High Street, Kincardine On Forth	LB16593	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
40 Kilbagie Street, Kincardine On Forth	LB16594	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
Rosevale, 36 Kilbagie Street, Kincardine On Forth	LB16594	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
44 Kilbagie Street, Kincardine On Forth	LB16594	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
42 Kilbagie Street, Kincardine On Forth	LB16594	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.

Asset Name	Designation Reference	Designation	Assessment
Primrose Villa, 60 Kilbagie Street, Kincardine On Forth	LB16595	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
32-34 High Street, Kincardine On Forth	LB16603	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
7-9 Elphinstone Street, Kincardine On Forth	LB16605	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
5 Elphinstone Street, Kincardine On Forth	LB16605	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
20 Excise Street, Kincardine On Forth	LB16609	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
22 Excise Street, Kincardine On Forth	LB16610	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
24 Excise Street, Kincardine On Forth	LB16610	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
R.C. Church, 6 Cooper's Lane, Kincardine On Forth	LB16613	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.

Asset Name	Designation Reference	Designation	Assessment
Orchard House, 24 Kilbagie Street, Kincardine On Forth	LB16614	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
Market Cross, High Street, Kincardine On Forth	LB16623	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme and therefore it has been scoped out of further assessment.
2 Elphinstone Street, Kincardine On Forth	LB16624	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme and therefore it has been scoped out of further assessment.
3 Chapel Street, Kincardine On Forth	LB16625	Category B Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme and therefore it has been scoped out of further assessment.
3 Excise Street, Kincardine On Forth	LB16573	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
5 Excise Street, Kincardine On Forth	LB16573	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
63 Kilbagie Street, Kincardine On Forth	LB16575	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
6-10 High Street, Kincardine On Forth	LB16589	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.

Asset Name	Designation Reference	Designation	Assessment
4 High Street, Kincardine On Forth	LB16589	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
18-20 High Street, Kincardine On Forth	LB16590	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
12-16 High Street, Kincardine On Forth	LB16590	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
28 High Street, Kincardine On Forth	LB16592	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
15-17 Elphinstone Street, Kincardine On Forth	LB16606	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
11-13 Elphinstone Street, Kincardine On Forth	LB16606	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
Masonic Hall, 10 Elphinstone Street, 8, Kincardine On Forth	LB16607	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
22 Elphinstone Street, Kincardine On Forth	LB16608	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.

Asset Name	Designation Reference	Designation	Assessment
17 Excise Street, Kincardine On Forth	LB16611	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
19 Excise Street, Kincardine On Forth	LB16611	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.
5 Excise Lane, Kincardine On Forth	LB16612	Category C Listed Building	Given the distance and lack of intervisibility between this asset and the proposed scheme, due to its location within Kincardine and the nature of surrounding topography no impacts are predicted on this cultural heritage asset resulting from the construction and operation of the proposed scheme. Therefore, it has been scoped out of further assessment.

3.6 The walkover survey comprised a visual inspection of known cultural heritage assets within the study area and a visual inspection of the study area from vantage points to identify any extant previously unknown cultural heritage assets. A visual inspection was also undertaken of the cultural heritage assets within Kincardine identified in Table 1. The windshield survey comprised a visual inspection from a vehicle of those cultural heritage assets identified in Table 2.

Assessment of Value

3.7 For all three sub-topics (archaeological remains, historic buildings and the historic landscape) an assessment of the value of each cultural heritage asset was undertaken on a six-point scale of very high, high, medium, low, negligible and unknown, based on professional judgement and guided by the criteria provided in HA208/07 as presented in Table 3.

Table 3: Criteria to Assess Value of Archaeological Remains, Historic Buildings and the Historic Landscape

Value	Criteria
Archaeological Remains	
Very High	World Heritage Sites (including nominated sites). Assets of acknowledged international importance. Assets that can contribute significantly to acknowledged international research objectives.
High	Scheduled Monuments (including proposed sites). 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	Designated and undesignated assets of local importance. Assets compromised by poor preservation and/or poor survival of contextual associations. Assets of limited value, but with potential to contribute to local research objectives.
Negligible	Assets with very little or no surviving archaeological interest.
Unknown	The importance of the site has not been ascertained.
Historic Buildings	
Very High	Structures inscribed as of universal importance as World Heritage Sites. Other buildings of recognised international importance.
High	Scheduled Monuments with standing remains. Category A Listed Buildings. Other listed buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the category. Conservation Areas containing very important buildings. Undesignated structures of clear national importance.
Medium	Category B Listed Buildings. Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical associations. Conservation Areas containing buildings which contribute significantly to their historic character. Historic Townscape or built-up areas with important historic integrity in their buildings, or built settings (e.g. including street furniture and other structures).
Low	Category C Listed Buildings. Historic (unlisted) buildings of modest quality in their fabric or historical association. Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings (e.g. including street furniture and other structures).
Negligible	Buildings of no architectural or historical note; buildings of an intrusive character.
Unknown	Buildings with some hidden (i.e. inaccessible) potential for historic significance.
Historic Landscape	
Very High	World Heritage Sites inscribed for their historic landscape qualities.

Value	Criteria
	Historic landscapes of international value, whether designated or not. Extremely well preserved historic landscapes with exceptional coherence, time-depth, or other critical factors.
High	Designated historic landscapes of outstanding interest. 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 factors.
Medium	Designated special historic landscapes. Undesignated historic landscapes that would justify special historic landscape designation, landscapes of regional value. Averagely well-preserved historic landscapes with reasonable coherence, time-depth or other critical factors.
Low	Robust undesignated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.
Negligible	Landscapes with little or no significant historical interest.

4 Archaeological and Historical Background

- 4.1 The chronology used in this appendix is informed by the Scottish Archaeological Research Framework (ScARF). ScARF reflects the current state of knowledge regarding Scotland’s past and is multi-authored with a multi-disciplinary approach that is subject to an ongoing process of review. This is consistent with the guidance provided in HA208/07 regarding regional variations in the chronology of the British Isles (Chapter 2, paragraph 2.9).
- 4.2 This archaeological and historical background is drawn from information contained in the Fife and Falkirk Sites and Monuments Records, ScARF, publicly accessible information and existing archaeological reports relating to the study area and its surrounding environs. Where reference numbers are given, these relate to the numerical identification given to the site by Canmore (prefix: Canmore ID).
- 4.3 The study area is located approximately 63km inland from the east coast of Scotland in a valley created by glacial and coastal erosion – the Firth of Forth (Landforms n.d.). The superficial geology of the area is Reclaimed Intertidal Deposits of silt and clay, which overlay the Scottish Lower Coal Measures (BGS 2019). The Firth of Forth runs from Stirling in the west to its outlet into the North Sea on the east coast of Scotland and is spanned by five bridges the oldest of which, the Forth Rail Bridge, was built in the 1880s to carry the railway across the estuary at South Queensferry (Gazetteer for Scotland 2016a). The remaining bridges: The Forth Road Bridge, the Queensferry Crossing, the Kincardine Bridge and the Clackmannanshire bridge span the Forth of Firth at Edinburgh and Airth (Gazetteer for Scotland 2016b).

Prehistoric Period

- 4.4 The earliest evidence for human activity in proximity to the study area dates from the Mesolithic period (10,000 BC to 4,000 BC). Mesolithic activity along the Forth comprises sporadic midden deposits, or refuse heaps of discarded shells, and lithic scatters (ScARF 2012a). These deposits, located along the estuarine flats of the Forth, include sites such as Inveravon, Cadger’s Brae, and Mumrills (Sloan 1985; Saville 2004). Approximately 8km to the north-west of the study area, the midden identified at Braehead is the most northerly and westerly of these deposits in the Forth valley and comprised a range of marine shells including oyster, scallop and mussels (Ashmore and Hall 1997). Sites such as these likely indicate the early exploitation of local resources available from the estuary during the Mesolithic period (Ashmore and Hall 1997; Ashmore 2004).
- 4.5 While archaeological evidence for the later prehistoric period is similarly absent from the study area, Neolithic (4,100BC – 2,500BC) and Bronze Age (2,500BC – 800BC) sites along the Forth valley indicate

an increase in sedentary settlement and exploitation of local resources, such as the fertile lands of the floodplain for agriculture. The occupation site at Meadowbank Farm, approximately 7km to the north of the study area, evidences the re-use of a settlement site during this time. The site also yielded evidence of agricultural practices dating to between the first quarter of the 4th millennium BC to the beginning of the 1st millennium BC (Jones, Sheridan and Franklin 2018), and produced a large assemblage of early and middle Neolithic pottery as well as early to middle Bronze Age roundhouses and subsequent middle to late Bronze Age structures (Council for British Archaeology 2018).

Roman Occupation (c.AD77 – AD211)

- 4.6 The frontier of the Roman Empire was in a constant state of flux in Scotland with numerous endeavours by the Emperors to suppress the native people and claim further dominion (ScARF 2012b). This turbulent period is evidenced most notably by military sites such as roads and military installations characteristic of the Roman presence. Evidence from the Roman Occupation in Stirlingshire includes forts, such as those at Falkirk (Canmore ID: 46920), Mumrills (Canmore ID: 47870) and Carriden (Canmore ID: 49589), and the Antonine Wall to the south of the study area (Canmore ID: 46786; ScARF 2012b).
- 4.7 However, evidence of the Roman Occupation in the proximity of the study area is limited. A cropmark, interpreted as a possible Roman fortlet, was identified on an aerial photograph immediately to the south of Kincardine (Canmore ID: 48072); however, this was later identified as an area of 19th century reclamation and the cropmark was probably a result of this process. Approximately 2km to the south-west of the study area, an isolated artefact (an enamelled Romano-British trumpet brooch; Canmore ID: 354635) was recently recovered during metal detecting.

Early Medieval Period

- 4.8 The early medieval period in Scotland can be defined by the adoption of Christianity and emergence of identity from cultural groupings leading to state formation after the end of the Roman Empire (ScAPA n.d.).
- 4.9 During this period, the Picts, known for their symbol stones (stone slabs decorated with symbols, patterns and animals, including imaginary beasts), were predominantly settled north of the Firth of Forth (Gunn 2003). The Pictish period (AD297 – AD900), characterised by the archaeological remains of cemeteries and settlements, as well as Pictish art; is not evidenced in proximity to the study area. The closest Pictish site is approximately 20km to the north of Kincardine Bridge at Peterhead Farm, Gleneagles, where a 7th century carved standing stone and potential Pictish-type square burial monuments have been identified (Canmore ID: 25924).
- 4.10 During the early medieval period a number of tribes of Britons occupied the area south of the Firth of Forth (Clarkson 2010). Much of what is known about this time is taken from contemporary Welsh documentary sources which refer to 'The Old North', comprising southern Scotland and the most northerly part of England (Clarkson 2010). While it has been noted that there is a lack of archaeological evidence for the post-Roman period (Laker 2008), evidence of the later power structures and communities appear focussed further north in the east midlands of Scotland, towards Scone and Forteviot (ScARF 2012c).

Medieval (AD400 – AD1500)

- 4.11 The medieval period saw the burgh system introduced, stimulating the growth of towns and settlements in Scotland. Located immediately to the west of Airth, the medieval burgh of 'High Airth' was founded during the reign of William the Lion (1165-1214) and then re-founded as a burgh of barony in 1597 (Canmore ID: 46825). The location of 'High Airth' is depicted on later historic mapping (dating to the later 16th to early 17th century) as an area of trees suggesting it had been reclaimed as part of the Airth estate by this point; however, on the Roy' Military Survey of Scotland (1747-1755) the sites of a number

of houses are still depicted to the west of Airth. While no trace of the medieval burgh remains, an abandoned church is located to the south-east of the site of 'High Airth' and possibly dates to the 12th century (Canmore ID: 48068) and Airth Castle (Canmore ID: 48067) was first mentioned in the 13th century; however, the current building dates to much later.

- 4.12 The crossing of the Forth at modern Kincardine has always been of strategic importance. In 1304 Edward I ordered the walls of 'Tolyalwyn' (Tulliallan) to be strengthened against attack across the then marshy ground (drained in 18th century). This is likely to have been the site of the now ruinous stone 14th century Tulliallan Castle, which stands 1.5km to the north of Kincardine (Gray, Marshall and Associates 2009). It is likely that there was a settlement near the castle during this time, with a thoroughfare to the medieval ferry. The early village of Kincardine was built on reclaimed marshland used for the production of salt, one of the local trades that exploited the natural resources of the river and salt flats, hence its early name of 'West Pans' (Gray, Marshall and Associates 2009). By 1606 there were two salt pans in operation and a parish school existed by 1618 (Gray, Marshall and Associates 2009). Later Kincardine was created a burgh of barony (1663) and granted a market (Canmore ID: 48107). In the 1656 survey of Scottish harbours Tucker noted the importance of the salt and coal trade from Kincardine, along with other small ports on the Forth (Marwick 1881).

Modern (AD1500 onwards)

- 4.13 Higgins' Neuck² may have been the site of King James IV's Royal dockyard at the beginning of the modern era (c.1505-1512) (SCAPE 2014; SCAPE 2016). It has been suggested that the defensible position at the confluence of the Pow Burn and the Forth led to the docking and maintenance of the King's flagships here during the 16th century (SCAPE 2016). While there is no above-ground evidence for the docks, historic mapping dating to the late 16th to early 17th centuries depicts ships berthed at this approximate location, immediately to the east of Airth. However, while recent archaeological investigations in the possible location of the dockyard identified a stone sea wall, remains of a wooden pier associated with an earlier ferry crossing and possible evidence of boat-building, no definitive evidence for the docks at Higgins' Neuck were uncovered (Reilly 2018; SCAPE 2018).
- 4.14 The area around the study area is characterised by the development of local rural industry, agricultural improvement, and commerce during the post-medieval period. From the 1600s, a series of watermills were located along the Pow Burn utilising the power generated by the tidal watercourse (SCAPE 2017). One such mill, immediately to the north of the study area, is depicted on historic mapping, including Adair (1682) and the Roy Military Survey of Scotland (1750s). 'New Mill' is also depicted on First Edition Ordnance Survey mapping (1860s) with a sluice, dam, and leat, the latter of which was documented during recent archaeological investigation by SCAPE at Higgins' Neuck along with an associated corn drying kiln (SCAPE 2017; SCAPE 2011-2018).
- 4.15 The local area was used predominantly for arable farming and was occupied by small farms cultivating crops of wheat, barley, oats, beans, and potatoes, these crops were often grown in surplus and sent to market at Falkirk (Ure 1792). The fertile land of the Forth valley was opportune for such agriculture and during the 18th century this was capitalised upon through the practice of reclamation and improvement of areas of the estuarine flats (Ure 1792; Menzies 1839; SCAPE 2016). Flood defences, in the form of earthen embankments faced with turf and stone (such as the embankment depicted on the Plan of the Firth of Forth opposite Tulliallan estate), were constructed on both sides of the Firth of Forth to open-up areas of land for farming (Ure 1792; Menzies 1839). To the north of the study area, early phases of successive embankments are depicted on Shaw's Map of Airth dating to 1810 and the remains of such earthworks are visible on aerial photographs to the north and south of the study area. There are also examples still extant at Dunmore, 2.5km to the north-west of the study area (NMR 113004; GUARD 1996), and between Kincardine and Kennetpans (Menzies 1839).

² Please note 'Higgins' Neuck' is an historic spelling and has been retained throughout for consistency with the Historic Environment Record and historic mapping

- 4.16 The formalising of the crossing points over the Forth by establishing ferries at Higgins' Neuck and Alloa, provided an alternative to travelling all the way to Stirling to cross the Forth (Graham 1971). Following the union in 1707, cattle markets were organised to supply the increasing demand from the south; and the crossing at Higgins' Neuck was used by drovers making their way to Falkirk Tryst with herds of Highland cattle from the north of Scotland (Haldane 2018; Scott 2005). A pier was built on either side of the Firth of Forth by John Francis Erskine Esquire in partnership with the ship makers of Kincardine to facilitate crossing the river for a variety of travellers and carriages at both high and low tide (Ure 1792; Simon 1794). In 1817 there was also an effort to replace the Alloa Ferry with a bridge, however this failed (Lothian 1862). During the 'railway mania' of the 1840s, a prospectus was issued for the construction of a railway bridge and eventually a railway bridge was constructed between Throsk and Alloa (Lothian 1862). The Alloa Swing Bridge opened in 1885 (Canmore ID 80302; GUARD 1996) and in 1890 it was followed by the now iconic Forth Rail Bridge (LB9977).
- 4.17 Despite these developments there was to be no road crossing over the Firth of Forth east of Stirling until the 1930s when the increase in vehicular traffic saw the present Kincardine Bridge constructed. The bridge was commissioned under the direction of a joint committee, representing Fife, Stirling and Clackmannan counties and Dunfermline and Falkirk burghs. The bridge was designed by the engineering firm of Sir Alexander Gibb & Partners (Proceedings of the Institution of Civil Engineers 1958) and at the time of construction, Kincardine was the largest swing bridge in Europe, and Scotland's longest road bridge (Dean 1937).
- 4.18 While the bridge cut the journey from Edinburgh to Dunfermline by 32km, its construction raised the contradictory requirements of vessels navigating the Forth. At the time the Forth was navigable up to Stirling, 16km upstream of Kincardine Bridge, and vessels of up to 2,032 tonnes brought cargoes of coal, oil and timber to the port at Alloa (Paxton and Shipway 2007). The conflicting requirements of road transport and shipping were accommodated through the design of the Kincardine Bridge as a swing bridge. The central section of the bridge swung 90 degrees about a central support, providing twin openings of 45.7m allowing large vessels to continue to pass through.
- 4.19 The modern period also saw international conflict and an increase in national defences. During the First World War, the Firth of Forth was one of a number of coastal locations around Britain fortified to prevent the success of a German invasion (Council for British Archaeology 2016). During the Second World War, raids from German bombers occurred over the Firth of Forth with defences necessary to protect vulnerable targets (Scotland's History n.d.). Specifically, examples of fortifications still extant along the Firth of Forth include anti-aircraft gun emplacements, such as those situated on Inchgarvie at the mouth of the Forth; loopholed walls (a wall with apertures to allow a weapon to be fired through it), such as those at Braefoot Battery (Campbell n.d); and pillboxes (squat buildings with thick, loopholed walls and a flat roof, often of standardised design, to accommodate a variety of weapons and usually strategically positioned to cover a vulnerable locations), such as those located within the study area (Asset 1 and 2).

5 Baseline Conditions

- 5.1 Based on the sources identified in Section 3 (Approach and Methods), a total of 34 cultural heritage assets are considered as part of the cultural heritage baseline comprising 13 archaeological remains, 17 historic buildings and four historic landscape types (HLT). These comprise:
- One cultural heritage assets of high value;
 - Ten cultural heritage assets of medium value;
 - 13 cultural heritage assets of low value;
 - Four cultural heritage assets of negligible value; and
 - Six cultural heritage assets of unknown value.

- 5.2 The cultural heritage asset assessed to be of high value is Kincardine Bridge (Asset 15), a Category A Listed Building.
- 5.3 A summary of the cultural heritage assets considered as part of the cultural heritage baseline is provided here; please refer to Annex A (Cultural Heritage Gazetteer) for further detailed information.

Archaeological Remains

- 5.4 A total of 13 archaeological remains have been included in the cultural heritage baseline. No archaeological remains assessed to be of high or medium value have been identified within the study area. Four archaeological remains have been assessed to be of low value, three archaeological remains have been assessed to be of negligible value and six archaeological remains have been assessed to be of unknown value (see Figure A10.1).

Archaeological Remains of High and Medium Value

- 5.5 No archaeological remains assessed to be of high or medium value have been identified within the study area.

Archaeological Remains of Low Value

- 5.6 A total of four archaeological remains included in the cultural heritage baseline have been assessed to be of low value. These are characterised by sites dating to the post-medieval period associated with the crossing of the Firth of Forth and national defence during the Second World War.
- 5.7 Higgins' Neuck Landing Point (Asset 11; Photograph 1) is the remains of the post-medieval ferry landing point at Higgins' Neuck. Historical sources dating to the 16th century mention the 'Ferry of Airth', and a number of crossings built to traverse the Firth of Forth were established at this point during the post-medieval period. The ferry crossing between Kincardine and Higgins' Neuck was well-established by 1792 (Ure 1792). Popularity of this route, which avoided the higher rates of the nearest crossings at Alloa to the north, is evidenced by the substantial drove road (Asset 13; see below), built to accommodate such traffic, and the development of the formal landing point and pier, depicted on Ordnance Survey mapping dating to 1897. Asset 11 is evidenced by a rectangular recess dug into the mud-bank and lined with timbers as a dock for the ferry-boat avoiding the need for travellers to wade out to the ferry in order to board. The associated timber-built sluice (Photograph 1), along with a linear sluice running south from the landing point, is also still extant.



Photograph 1: Higgins' Neuck Landing Point (Asset 11) and remains of the timber-built sluice, looking north-east

- 5.8 The Higgins' Neuck Ferry Pier (Asset 14; Photograph 2) comprises the remains of the wooden piles of the ferry pier, adjacent to the landing point (Asset 11). A ferry pier at this location is depicted on historic mapping including a plan of the Firth of Forth opposite the Tulliallan Estate (1828) as a 'New Pier' and First Edition Ordnance Survey mapping (1860s). The pier continued to be depicted on mapping until the 1960s and aerial photographs dating from the 1940s and 1970s show the pier as a series of parallel rows of timbers. The remains the wooden piles belonging to the ferry pier are still visible at low tide.



Photograph 2: Higgins' Neuck Ferry Pier (Asset 14) with view to the corresponding ferry pier at Kincardine, looking north-east

- 5.9 The Higgins' Neuck Drove Road (Asset 13; Photograph 3) comprises the remains of a walled road running from the Keith Arms Inn (Site of) (Asset 3) to the ferry crossing and evidences the use of the crossing by drovers during the 18th and 19th centuries to bring their animals to market south to Falkirk Tryst. The road is depicted terminating at Higgins' Neuck on a number of historic maps of this date, including the Roy Military Survey of Scotland (1747-1755), a plan of the roads from Airth (c.1772) and Glossom's map of Scotland (1817-1819). Where the walled drove road ends the alignment is marked by kerbs and revetments to the edge of the mud flats, aligning with the wooden piles of the ferry pier (Asset 14). Only a short length of the wall remains extant due to its removal during the construction of the Clackmannanshire Bridge (2006 to 2008); however, a length of coursed rubble stone wall and the remains of the foundations of a parallel wall to the north remain extant.



Photograph 3: Higgins' Neuck Drove Road (Asset 13), looking north-east

- 5.10 As a group, these cultural heritage assets contribute to our understanding of activities associated with the crossing at Higgins' Neuck; however, given their fragmentary condition, Assets 11, 13 and 14 have been assessed to be of low value.
- 5.11 Higgins' Neuck Machine Gun Post (Asset 12; Photograph 4) comprises the remains of national defence measures located adjacent to the Old Ferry Road (to the north-west of the study area). The three concrete stepped loopholes were identified at the northern-most extent of the walled drove road (Asset 13). Originally, there were four sets of loop holes; however, a number of these were destroyed during the construction of the Clackmannanshire Bridge. Asset 12, along with other defences including Assets 1 and 2, is depicted on aerial photographs dating to the 1940s and 1970s and may comprise instead the machine gun post to protect Kincardine Bridge during the Second World War. While this cultural heritage asset has the potential to contribute to our understanding of national defence at a local level in Scotland, in consideration of its condition, Asset 12 has been assessed to be of low value.



Photograph 4: Higgins' Neuck Machine Gun Post (Asset 12), looking north

Archaeological Remains of Negligible Value

- 5.12 A total of three archaeological remains have been assessed to be of negligible value.
- 5.13 Two archaeological remains comprise the site of a pair of Second World War pillboxes. Higgins' Neuck Pillbox 1 (Asset 1) and Higgins' Neuck Pillbox 2 (Asset 2). These pillboxes were identified on aerial photographs to the north and south of the Southern Approach to Kincardine Bridge, respectively. While these cultural heritage assets evidence Second World War national defence, they are no longer extant and therefore Asset 1 and 2 have been assessed to be of negligible value.
- 5.14 Keith Arms Inn (Site of) (Asset 3) comprises the location of a recently demolished public house. Asset 3 is depicted on First Edition Ordnance Survey mapping dating to the 1860s as a 'U'-shaped-in-plan building with associated detached ranges to the north-west of the study area. This inn was situated on the road that historically lead to the ferry crossing at Higgins' Neuck. Given this building is no longer extant, Asset 3 has been assessed to be of negligible value.

Archaeological Remains of Unknown Value

- 5.15 Six of these archaeological remains comprise the conjectured locations of vessels that have been reported as wrecked:
- River Forth Hopper Barge (Asset 5) - an unregistered hopper barge carrying dredgings that was reported lost in 1897 following a collision with the schooner, Sea Lark;
 - River Forth Lighter (Asset 6) – an iron lighter transporting maize reported as sunk in 1873;
 - Soho (Asset 7) – a vessel that slipped its chains while anchored and was blown up the Forth where it grounded near Kincardine in 1864;
 - Rising Sun (Asset 8) – a fishing boat reported to have wrecked near Kincardine in 1872;
 - River Forth Sloop (Asset 9) – a sloop that reportedly wrecked in 1856; and
 - River Forth Craft (Asset 10) – a passage boat, possibly Higgins' Neuck ferry, carrying horses and whisky was reported as stranded in 1810.

- 5.16 While these provide evidence of maritime activity the study area, the locations of these cultural heritage assets are either unclear or tentative, with none of the vessels depicted on the Admiralty Charts of Scotland (1795-1963), and no remains of any wrecked vessels were identified at low tide on the foreshore during the cultural heritage walkover survey. In consideration of this, these archaeological remains have been assessed to be of unknown value.

Potential for the Presence of Unknown Archaeological Remains

- 5.17 The results of this cultural heritage baseline report provide a good understanding of the potential for the presence of archaeological remains within the study area. Areas of potential for unknown archaeological remains are presented on Figure A10.3.
- 5.18 Due to the extensive modern redevelopment that has taken place above the high-water mark of ordinary spring tides in the form of the Higgins Neuk Roundabout and associated infrastructure, the A876 Southern Approach Road and Kincardine Bridge, and the A876 Clackmannanshire Bridge and given post-medieval agricultural improvement in the area is likely to have disturbed or removed archaeological remains that may have been present, the potential for the presence of unknown archaeological remains in this part of the study area has been assessed to be low.
- 5.19 Despite some modern disturbance, including a ramp associated with the construction of the Clackmannanshire Bridge to the north of the southern approach to Kincardine Bridge (now removed; Photograph 5), and a former electricity pylon, the potential for the presence of unknown archaeological remains is considered to be higher below the high-water mark of ordinary spring tides. This area, characterised by HLT 4, has the potential to contain archaeological remains that date from the prehistoric period (GUARD 1996). While few known archaeological remains have been identified in the study area on the southern shore, as noted by Fife Council the northern foreshore is particularly well-known for archaeological remains (please see Chapter 5: Consultation and Scoping of this EIA Report), including the Kincardine Ship Graveyard to the north-east of the study area (see Figure A10.3), and the potential for the presence of unknown archaeological remains on the southern foreshore is considered equally likely. Any unknown archaeological remains that may be present would likely to be of similar form and date to those on the northern foreshore.



Photograph 5: Modern disturbance to the north of the southern approach to Kincardine Bridge (including former pylon base in background)

- 5.20 A review of the geotechnical investigation results indicates the sediments comprise Carboniferous bedrock (formed between 319 and 318 million years ago; BGS 2019) and Reclaimed Intertidal Deposits (SOCOTEC UK 2019). These deposits were interpreted as alluvial or estuarine in origin and no preserved layers of buried peat or organic horizons of palaeoenvironmental potential were noted.
- 5.21 In consideration of this, the potential for the presence of unknown archaeological remains below the high-water mark of ordinary spring tides has been assessed to be medium.

Historic Buildings

- 5.22 A total of 17 Historic Buildings have been included in the baseline:
- one historic building has been assessed to be of high value;
 - ten historic buildings have been assessed to be of medium value; and
 - six historic buildings have been assessed to be of low value.
- 5.23 Apart from Kincardine Bridge (Asset 15; Category A Listed Building; Photograph 6), these consist of 18th and 19th century public and domestic buildings within Kincardine itself (see Figure A10.1).

Historic Buildings of High Value

- 5.24 A road bridge across the Forth downstream of Stirling was first mooted in 1817 (Lothian 1862) but it wasn't until the 1930s that the increased vehicular traffic saw the local authorities in the area come together enabling the construction of a bridge between Kincardine in the north and Higgins' Neuck to the south. Designed by Sir Alexander Gibb & Partners in 1930-31 and built by the Cleveland Bridge and Engineering Company Ltd. of Darlington, Kincardine Bridge (Asset 15; Category A Listed Building) opened for traffic in 1936 (Harrison 1950; Proceedings of the Institution of Civil Engineers 1958). At the time of construction, Kincardine was the largest swing bridge in Europe, and Scotland's longest road bridge (Dean 1937). Kincardine Bridge was designated a Category A Listed Building in 2005. The highest level of designation is a reflection of the Bridge's position as a landmark in the development of road transport and the associated infrastructure.
- 5.25 The special architectural and historical interest HES (2019c) of Kincardine Bridge (Asset 15) has been identified through desk-based research, walkover survey and draw from the 'Statement of Significance' for this cultural heritage asset (HES 2005) and is presented below.



Photograph 6: Kincardine Bridge (Asset 15), looking south-east

Design

- 5.26 The design of the bridge accommodates the requirements of both road transport and shipping by incorporating a central 110m long steel truss turning section allowing large vessels to traverse the Forth to and from the port of Alloa. The bridge has a total length of 822m and it has been constructed as a

series of shallow-arched spans. The swing span, was designed to swivel around the central pier with cantilevered spans to either side. The swing span of the bridge has not been operational since 1987, but within the central pier the original turning machinery remains *in situ* along with its controls located inside the control room. Series of gantries span the roadway. A long concrete pontoon sits at right angles to the bridge, accommodating the cantilevers when the swing bridge opened. Flanking the swing span, there are seven identical 30.5m steel spans (cantilevers, central 15m spans resting on girders projecting 7.6m from piers). In addition, at the Kincardine end, there are three 19m steel spans over land connecting the bridge to the road network. At the opposite end, nine 15m reinforced concrete spans and an approximately 80m long reinforced concrete piled viaduct, provide the same function.

- 5.27 Overcoming the conflicting demands of road transport and shipping with a design that is both elegant and functional, the bridge is a landmark in the development of road transport and its associated infrastructure. In combining the use of modern materials and efficient machinery that enabled the opening of the central 'swing section' the bridge is a historically significant engineering achievement. Kincardine Bridge also displays enough stylistic detailing in its parapet panels and lamps, as well in the forms of its shallow arches, piers, cast concrete lamp columns and the two concrete portals of the central section to be a recognizable example of the Art Deco style.

Setting

- 5.28 The setting of the bridge is defined by the low-lying, flat landscape of the upper part of the Firth of Forth. The bridge itself is a low structure, and this strongly horizontal design is complemented by the sinuous landscape of the estuarine tidal-plane and the low-lying marsh and agricultural land that characterise the surrounding area. The Bridge has been designed to provide a solution to the practical problem the Firth of Forth and the surrounding landscape presents, and as such the setting forms an integral part of our understanding, appreciation and experience of the Bridge.

Age and Rarity

- 5.29 Swing bridges are a distinctive and rare bridge type and as such Kincardine Bridge has special interest as an arguably unique structure in Scotland. At the time of its construction (1930s) bridge building using steel reinforced concrete piles and in situ casting of concrete piers was still a pioneering approach to bridge engineering, and the bridge is an early example of this type of construction.

Associative

- 5.30 Kincardine Bridge is an example of the work of the internationally renowned engineering firm of Alexander Gibb and Partners, which provided services on engineering matters relating to ports, road transport, and power generation and supply (Proceedings of the Institution of Civil Engineers 1958). The notable Scottish railway architect James Miller also contributed to the design of the bridge. The associative value derived from these connections adds to the special interest of the bridge.
- 5.31 In consideration of its designation as a Category A Listed Building, as well as its cultural significance and aesthetic quality Kincardine Bridge is assessed as being of high value.

Historic Buildings of Medium Value

- 5.32 Kincardine Conservation Area (Asset 16) was designated in 1971. It is described as having great significance to the historic built environment of West Fife and it has been designated due to its historical, architectural and archaeological significance (Gray, Marshall & Associates 2009).
- 5.33 The Conservation Area encompasses the historical core of Kincardine with majority of buildings dating from the 18th and 19th centuries and while the organic street pattern of narrow streets is indicative of Kincardine's history as a medieval burgh (Photograph 7). As a result, the Conservation Area has an enclosed, inward-looking and self-contained character. This clearly defined geographical extent of the

village as small coastal settlement is further emphasized by the presence of the coastal railway line which acts a barrier between the village and the northern bank of the Firth of Forth to the south, and the rising grounds towards Tulliallan Castle in the north. The coastal location on the Firth of Forth gives Kincardine a historical significance that reaches beyond the confines of the town and is linked to its involvement in ship buildings and trade to all parts of Scotland, Northern Europe and beyond.

- 5.34 Buildings within the Conservation Area have been constructed in the Scottish vernacular tradition and date from the post-medieval period. Stone walls, sometimes harled and with stone quoins, stone window and door surrounds, and stone skews, often with a scroll skew-putt at eaves, bordering pitched roofs of Scotch slate or terracotta pantiles give the Conservation Area its distinctive character (Gray, Marshall & Associates 2009; Drummond 1968). The houses are in the main sited parallel to the street with the long façade containing a centrally placed front door.
- 5.35 The setting of Kincardine Conservation Area is defined by the location of the historical village core on the eastern bank of the flat flood plain of the Forth. The land surrounding the town is still mainly agricultural with the designed landscape of Tulliallan Castle providing a green backdrop to the north. Coal mining activities in the surrounding area had an impact on the setting of Kincardine in the second half of the 20th century with two large coal fuelled power stations (Kincardine, 1962, and Longannet 1973) constructed in its vicinity. Demolition of Kincardine power station in 2001 has to large degree reinstated the low-lying, sinuous marine setting of the village.



Photograph 7: View towards Kincardine Bridge looking south-west along Excise Lane at the heart of the Conservation Area (Asset 16)

- 5.36 In consideration of the well preserved and distinctive historical character of the Conservation Area, and the positive contribution it makes to the historic built environment of West Fife, Kincardine Conservation Area is assessed as being of medium value.

Domestic Buildings

- 5.37 There are two principal types of domestic architecture in Kincardine: the single-storey type with or without an attic, which would have housed unskilled workers and other residents with more modest means, and the two-storey type, sometimes with an attic, for the more well-to-do residents (Gray, Marshall & Associates 2009; Miller and Shephard 1998). The two-storey properties generally occupy the

more prominent sites in the town and the main public streets such as Elphinstone Street and High Street and the southern end of Kilbagie Street. There are also good examples of this larger domestic building type on the north side and southern end of Keith Street (Assets 17, 18, 26, 27, 28 and 30) which at one time led directly to the shipping pier:

- Numbers 26, 28, 30 Keith Street (Asset 18; Photograph 8) are three late 18th century, two-storey houses with an attic, with stone rubble walls, pantile roof with scroll skew putts, and a central gable with round-headed attic window. Built as three houses, it is now one property. Similarly, 34 & 36 Keith Street (Asset 17; Photograph 8) and 54 Keith Street (Asset 26) are late 18th century, two-storey structures, both built as two houses but now combined into one property.
- Number 2 High Street (Asset 28) is a Category B Listed Building comprising a two-storey stone house with a pantile roof now replaced with concrete tiles and scroll skew putts. It has a lintel to High Street inscribed AB.1689.MB and 'Rebuilt 1791 by R and RH' on the lintel in the built-up doorway below.
- Numbers 52 Keith Street (Asset 27) and 38 Keith Street (Asset 30) are examples of two-storey Category B Listed Buildings with harled walls and with a pan-tile (Asset 27) or slate (Asset 30) roof.



Photograph 8: Numbers 26, 28 and 30 Keith Street Kincardine-On-Forth (Asset 18) on the right; and 34 and 36 Keith Street (Asset 17) on the left, looking north-west

- 5.38 The setting of Assets 17, 18, 26, 27, 28 and 30 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole.
- 5.39 Forth Street once fronted the Firth of Forth and has a number of historic houses on both its south-western side and north-western side fronting the old Drover's Green. Shore House (Asset 23) is a Category B Listed house with a probable early 19th century date over-looking the Forth. It is a two-storey house with a symmetrical façade and a two-way forestairs.
- 5.40 The setting of Asset 23 is defined by its position on the northern side of the Drover's Green in Kincardine. In contrast to the majority of Kincardine Conservation Area which has an enclosed, inward-looking and self-contained character, the façade of Shore House has an open aspect south-west towards the Firth of Forth. The historical character of the built environment within the conservation area is well preserved

contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole.

Public Buildings

- 5.41 There are two non-domestic Category B Listed Buildings included in the cultural heritage baseline. These are the early 19th century Church of Scotland (Asset 22) constructed of coursed rubble with a slate roof and a 5-stage bell tower and subsequently converted into residential use. Despite being located within Kincardine Conservation Area (Asset 16), due to the busy roadside location of Asset 22 its setting is also influenced by modern infrastructure and traffic noise from the A876.
- 5.42 Ye Olde House Inn at 25-26 Forth Street (Asset 25; Photograph 9). This public house is a single-storey building, originally built as two cottages and later converted into a public house. It has harled walls and a pantile roof. There are outside stairs on the gable-end facing Bank Street and an inset stone below the moulded eaves course with '17.JJ.HS.34' inscribed in raised letters. The setting of Asset 25 is defined by its position on the northern side of the Drover's Green in Kincardine and the building's close proximity to the raised embankment of the A876 approach to Kincardine Bridge (Asset 15). In contrast to the majority of Kincardine Conservation Area (Asset 16) which has an enclosed, inward-looking and self-contained character, the façade of this single storey building faces south-west towards the Firth of Forth. However, the raised embankment of the A876 entirely obscures the potential views towards Falkirk and the proposed scheme.



Photograph 9: Ye Old House Inn, 25-26 Forth Street (Asset 25), looking north

- 5.43 Our understanding, appreciation and experience of both the domestic and public buildings described above is enhanced by their settings and in consideration of this, and their designations as Category B Listed Buildings, these nine cultural heritage assets have been assessed to be of medium value.

Historic Buildings of Low Value

- 5.44 There are four domestic buildings of low value included in the cultural heritage baseline. These comprise three late 18th century two-storey buildings; 11 Station Road (Asset 21), and 48 Keith Street (Asset 29), as well as the more modest, single storey row of cottages on the south side of Keith Street (15-31 Keith Street; Asset 19; Photograph 10):

- Number 11 Station Road (Asset 21; Category C Listed Building) is another example of a late 18th century two-storey building with harled walls and a pantile roof with scroll skew putts;
- Numbers 42 and 48 Keith Street (Asset 29; Category C Listed Building) comprise a small late 18th century row of two-storey cottages with stone harled walls, painted stucco and a pantile roof; and
- The more modest, single storey domestic building type within the study area is represented by the row of cottages on the south side of Keith Street. These nine individual residences at 15-31 (all odd numbers) Keith Street (Asset 19), are Category C Listed under one listing number. The cottages are mostly constructed of ashlar (many now painted) with pantile roofs, No. 15 has a stone lintel with date 1812 in roman numerals and initials ('AS.MDCCCXII.MH'), No. 17 a stone lintel with date 1800 and initials 'AD.JR', and No. 19 a stone lintel with date 1798 and initials 'CM.ES'.

5.45 The setting of Assets 19, 21, and 29 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole.

5.46 Number 23 Forth Street (Asset 24; Category C Listed Building) is late 18th century building with pebble dashed walls, stone margins and a pantile roof. This building also has a cubical sundial with human face on the south western skew putt. The setting of Asset 24 is defined by its position on the northern side of the Drover's Green in Kincardine. In contrast to the majority of Kincardine Conservation Area (Asset 16) which has an enclosed, inward-looking and self-contained character, the façade of this house has a more open aspect south-west towards the Firth of Forth. The raised embankment of the A876 approach to Kincardine Bridge (Asset 15) and the coastal railway however severely limit views south-east towards Falkirk and the proposed scheme.



Photograph 10: Number 17 (and 19 to 23) Keith Street (Asset 19), looking south-west

Non-domestic Buildings

5.47 Non-domestic buildings included in the cultural heritage baseline comprise The Railway Tavern at 16 Forth Street (Asset 20; Category C Listed Building; now converted into residential use). This rubble walled former public house has a slate roof and steep stone stair from the pavement to a timber gate and then onto a first-floor door in the north gable. The public house is depicted on the Ordnance Survey 1st edition

map of Perthshire, and its interior is described as a rare survival of mid-19th century public house interior of a bar used by drovers en-route to markets in Falkirk. It is suggested in the Kincardine Conservation Area Appraisal (Gray, Marshall & Associates 2009) that the building has probably been raised from single storey to its present day two-storey form. In contrast to the majority of Kincardine Conservation Area (Asset 16) which has an enclosed, inward-looking and self-contained character, overlooking the green between Station Road and Forth Street the façade of this former public house has a more open aspect north towards Clackmannan.

- 5.48 The historical character of the built environment within Kincardine Conservation Area (Asset 16) is well preserved contributing to our understanding, appreciation and experience of these cultural heritage assets and the history and development of Kincardine.
- 5.49 In consideration of this, their designation as Category C Listed Buildings and the contribution these individual assets make to our understanding of the history and development of Kincardine Assets 19, 20, 21 and 29 have been assessed as being of low value.
- 5.50 One undesignated, non-domestic historic building was identified within the study area (Higgins' Neuck Ferry House; Asset 4; Photograph 11). The present stone structure is a small single storey building covered with grey wet dash with a wide band of dressed stone visible at the first-floor level. Falkirk Sites and Monuments Record and an estate map from 1828 suggest an early 19th century date (SCAPE 2016), but due to its much-altered fabric and the limited contribution this building makes to our understanding, appreciation and experience of the local historic environment and the shoreline activities associated with the Higgins' Neuck Ferry it has been assessed as being of low value.



Photograph 11: Higgins' Neuck Ferry House (Asset 4), looking north-west

Historic Buildings of Negligible Value

- 5.51 No historic buildings assessed to be of negligible value have been included in the cultural heritage baseline.

Historic Landscape

- 5.52 A total of four HLTs have been considered as part of the cultural heritage baseline (see Figure A10.2) comprising:

- three HLTs assessed to be of low value; and
- one HLT assessed to be of negligible value.

Historic Landscapes of High and Medium Value

5.53 No HLTs assessed to be of high or medium value have been identified within the study area.

Historic Landscapes of Low Value

- 5.54 Rough Grazing (HLT 1) comprises two areas of rough grassland to the west of the Firth of Forth between the line of the high-water mark of ordinary spring tides and the low-water mark of ordinary spring tides. These marginal areas coincide with those that were reclaimed from the Forth during the 18th and 19th centuries as part of a programme of agricultural improvement in the area (Menzies 1839). For example, to the south of the study area a breakwater, to protect the land from the tide, is depicted on Ordnance Survey mapping dating to the 1890s. Given the lack of rarity of this HLT in this part of Scotland, HLT 1 has been assessed to be of low value.
- 5.55 Located in two small areas to the south-west of the study area, Rectilinear Fields and Farms (HLT 3; Photograph 12) is characterised by the rectilinear field systems of the post-medieval period. Within the study area this HLT comprises arable fields with straight field boundaries that generally follow those depicted on mapping First Edition Ordnance Survey mapping (1860s). Given this HLT is a common type in Scotland, but in consideration of its ability to contribute to our understanding of the local agricultural landscape of the 18th and 19th century, this HLT has been assessed to be of low value.



Photograph 12: Rectilinear Fields and Farms (HLT 3), looking north-west

- 5.56 The Firth of Forth Intertidal Mudflats (HLT 4; Photograph 13) comprises an area to the north of the study area, running south to north. This HLT is characterised by the mud flats above the Mean Low Water Spring (MLWS) of the Firth of Forth. In the study area, HLT 4 is characterised by the low-lying topography of the mudflats and saltings of the coastal salt marsh extending from the Clackmannanshire Bridge to the north, to south of Kincardine Bridge and includes meandering tidal burns and rough marginal grassland. This intertidal area is depicted on historic mapping, including the Roy Military Survey of Scotland (1750s) and First Edition Ordnance Survey mapping (1860s), as an area of rough or heathy pasture and mud.



Photograph 13: Firth of Forth Intertidal Mudflats (HLT 4), looking north-east

- 5.57 While HLT 4 has the potential to contain archaeological remains dating to the prehistoric period (GUARD 1996), agricultural improvement and reclamation in the 18th and 19th century resulted in the draining of some areas of this HLT (Ure 1792; Menzies 1839; SCAPE 2016) which may have reduced this potential (please note: the potential for the presence of unknown archaeological remains is considered separately; see paragraphs 5.17 – 5.21). Evidence for this comprises breakwaters and embankments, depicted on historic mapping including plan of the Firth of Forth opposite the Tulliallan Estate (1828) and Ordnance Survey mapping dating to the 1890s and aerial photographs dating to the 1940s and 1970s, the remains of which are still extant. Examples of such management features in the study area comprise the breakwater immediately to the south of Kincardine Bridge, the remains of a row of wooden stakes, and a low earthen embankment to the north of the study area.
- 5.58 HLT 4 has also been subject to some modern development. Kincardine Bridge and the Clackmannanshire Bridge, and their associated infrastructure, as well as a hardstanding ramp (now demolished), north of Kincardine Bridge, and former electricity pylon lie within this historic landscape; however, much of the historic character of this HLT remains legible. While not unusual, this is robust example of an intertidal landscape that has largely retained its historic character, and as such HLT 4 has been assessed to be of low value.

Historic Landscapes of Negligible Value

- 5.59 Motorways and Major Roads (HLT 2) evidences modern transport systems within the study area. These transport networks link major cities, cover considerable areas and are formed of dual carriageways, major junctions and associated infrastructure. Within the study area this HLT comprises the A876 South Approach Road, Higgins Neuk Roundabout, and the A876 Clackmannanshire Bridge. Given this HLT is a common type in Scotland, HLT 2 has been assessed to be of negligible value.

6 References

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Annex A: Cultural Heritage Gazetteer

Asset Number	1
Asset Name	Higgins' Neuck Pillbox 1
NGR	NS9201086870
Form	Archaeological Remains
Designation	None
NMR Reference	194212
SMR Reference	N/A
Type	Pillbox
Value	Negligible
Description	<p>A pillbox situated on the S side of the southern approach road to the Kincardine on Forth Bridge, has been identified from an RAF WW II aerial photograph (RAF E309, 38/1/64, flown 10 October 1941). It is possibly a type 24, but specific identification of the structure is impossible due to the scale of the photograph. The pillbox forms one of a pair, the other is situated on the N side of the approach road (NS98NW 300). A visit to the site ascertained that the foundation has survived at this location, along with several pieces of broken concrete. [1]</p> <p>These were on the road but have long since been removed. [2]</p> <p>This cultural heritage asset is not depicted on Ordnance Survey mapping dating to the 1960s. [3] [4]</p> <p>Two pillboxes are visible, on either side of the Southern Approach, on aerial photographs dating to the 1940s. However, these are no longer visible on aerial photographs taken in the 1970s and 1980s. [5] [6] [7] [8]</p> <p>No above ground remains were identified during the walkover. [9]</p>
References	<p>[1] National Record of the Historic Environment. Kincardine On Forth Road Bridge, Higgins' Neuck. [online] Available from http://canmore.org.uk/site/194212 [Accessed 21 September 2018]</p> <p>[2] Bailey, G. Pers. Comm. 20 September 2018</p> <p>[3] Ordnance Survey National Grid maps (1940s-1960s), NS9086-NS9186 - AA (includes: Airth), Revised: 1959, published: 1960</p> <p>[4] Ordnance Survey National Grid maps (1940s-1960s), NS9286-NS9386 - AA (includes: Airth; Tulliallan), Revised: 1959, published: 1960</p> <p>[5] National Collection of Aerial Photography (NCAP) Sortie: M/023/E309 Frames: 0064 & 0065 (1941) [Accessed 29 October 2018]</p> <p>[6] NCAP Sortie: 106G/Scot/UK/0085 Frames: 4041, 4042 & 4043 (1946) [Accessed 29 October 2018]</p> <p>[7] NCAP Sortie: FSL/7711/02 Frame: 0182 (1977) [Accessed 29 October 2018]</p> <p>[8] NCAP Sortie: ASS/51988 Frames: 0027, 0028 & 0029 (1988) [Accessed 29 October 2018]</p> <p>[9] Jacobs walkover 15 November 2018</p>

Asset Number	2
Asset Name	Higgins' Neuck Pillbox 2
NGR	NS9200086880
Form	Archaeological Remains
Designation	None
NMR Reference	194213
SMR Reference	N/A
Type	Pillbox
Value	Negligible
Description	<p>A pillbox situated on the N side of the southern approach road to the Kincardine on Forth Bridge, has been identified from an RAF WW II aerial photograph (RAF E309, 38/1/64, flown 10 October 1941). It is possibly a type 24, but specific identification of the structure is impossible due to the scale of the photograph. The pillbox forms one of a pair, the other is situated on the S side of the approach road (NS98NW 299). Nothing survives of this pillbox in the angle of the main road and the small tarmacked track to Higgins' Neuck. [1]</p> <p>These were on the road but have long since been removed. [2]</p>

	<p>This cultural heritage asset is not depicted on Ordnance Survey mapping dating to the 1960s. [3] [4]</p> <p>Two pillboxes are visible, on either side of the Southern Approach, on aerial photographs dating to the 1940s. However, these are no longer visible on aerial photographs taken in the 1970s and 1980s. [5] [6] [7] [8]</p> <p>No above ground remains were identified during the walkover. [9]</p>
References	<p>[1] National Record of the Historic Environment. Kincardine On Forth Road Bridge, Higgins' Neuck. [online] Available from http://canmore.org.uk/site/194213 [Accessed 21 September 2018]</p> <p>[2] Bailey, G. Pers. Comm. 20 September 2018</p> <p>[3] Ordnance Survey National Grid maps (1940s-1960s), NS9086-NS9186 - AA (includes: Airth), Revised: 1959, published: 1960</p> <p>[4] Ordnance Survey National Grid maps (1940s-1960s), NS9286-NS9386 - AA (includes: Airth; Tulliallan), Revised: 1959, published: 1960</p> <p>[5] National Collection of Aerial Photography (NCAP) Sortie: M/023/E309 Frames: 0064 & 0065 (1941) [Accessed 29 October 2018]</p> <p>[6] NCAP Sortie: 106G/Scot/UK/0085 Frames: 4041, 4042 & 4043 (1946) [Accessed 29 October 2018]</p> <p>[7] NCAP Sortie: FSL/7711/02 Frame: 0182 (1977) [Accessed 29 October 2018]</p> <p>[8] NCAP Sortie: ASS/51988 Frames: 0027, 0028 & 0029 (1988) [Accessed 29 October 2018]</p> <p>[9] Jacobs walkover 15 November 2018</p>

Asset Number	3
Asset Name	Keith Arms Inn (Site of)
NGR	NS9192986961
Form	Archaeological Remains
Designation	None
NMR Reference	289255
SMR Reference	N/A
Type	Public House
Value	Negligible
Description	<p>No longer occupied, either as an inn or as a dwelling. This appears to be a consequence of the re-routing of the roads relative to the provision of Clackmannan Bridge. Some vandalism is observable. [1]</p> <p>This cultural heritage asset has since been demolished, and redeveloped as a residential development. [2]</p>
References	<p>[1] National Record of the Historic Environment. Higgins' Neuck, Keith Arms Inn. [online] Available from http://canmore.org.uk/site/289255 [Accessed 21 September 2018]</p> <p>[2] Jacobs walkover 15 November 2018</p>

Asset Number	4
Asset Name	Higgins' Neuck Ferry House
NGR	NS9193086990
Form	Historic Buildings
Designation	None
NMR Reference	N/A
SMR Reference	1401
Type	Toll House
Value	Low
Description	<p>The present stone structure is a single storey building 9m by 5m covered with grey wet dash with a wide band of dressed stone at first floor level. Central to its east face is a doorway with backset margins. The narrower backset margins on the quoins of the east face are masked by the render. They appear not to extend above the string course, suggesting that this was only ever a single storey building. The roof is now monopitched and made up of corrugated asbestos. The style of the original structure suggests a date of c 1810 and it appears on a map of 1828 and the 1st ed OS map as a toll house or TP. It stood at the landward end of the walled track down to the jetty from which the Kincardine ferry operated. It is interesting that its north gable has always faced onto an area of hardstanding. This gable now contains a double-leafed</p>

	vehicular door, used for farm machinery. The margins of the present entrance are clearly punched through the wall, but it is possible that it utilised an earlier original entrance. Perhaps it acted as a boathouse. [1]
References	[1] Falkirk Sites and Monuments Record

Asset Number	5
Asset Name	River Forth Hopper Barge
NGR	NS9200087000
Form	Archaeological Remains
Designation	None
NMR Reference	199703
SMR Reference	N/A
Type	Watercraft
Value	Unknown
Description	<p>9 March 1897, No. 3, 15 years, not reg., wood hopper barge, 200 ton, 2 men. Owner North British Railway Co., Edinburgh. Kennetpans Road to discharge dredgings below Forth Bridge. Dredgings. Collided schooner SEA LARK of Brixham. Wind E7. Kincardine Roads, Firth of Forth. Source: PP Abstracts of Shipping Casualties on Coasts, or in Rivers and Harbours of the UK July 1896-97 (1898 [C.8917] LXXXVIII.401).</p> <p>Classified as wooden hopper barge, with cargo of dredgings: date of loss cited as 9 March 1897. [Barge] No. 3: this vessel was in collision, and sank in Kincardine Roads (Sea Lark) .</p> <p>Not registered. Built 1882. 200 tons [unspecified]. (location of loss cited as N56 3.5 W3 44.0).</p> <p>This location of this loss may fall within the quasi-administrative area of Maritime - Falkirk. [1]</p> <p>This cultural heritage asset is not depicted on the Admiralty Charts of Scotland (1795-1963). [2] [3]</p> <p>No wreckages were identified at this location on aerial photographs viewed at the National Collection of Aerial Photography (NCAP) on 29 October 2018. [4]</p> <p>No archaeological remains associated with any vessels were identified during the walkover. [5]</p>
References	<p>[1] National Record of the Historic Environment. [barge] No 3: Kincardine Roads; River Forth. [online] Available from http://canmore.org.uk/site/199703 [Accessed 21 September 2018]</p> <p>[2] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1914. [online] Available from: https://maps.nls.uk/coasts/admiralty/3892 [Accessed 12 October 2018]</p> <p>[3] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1941. [online] Available from: https://maps.nls.uk/coasts/admiralty/2877 [Accessed 12 October 2018]</p> <p>[4] NCAP [Accessed 29 October 2018]</p> <p>[5] Jacobs walkover 15 November 2018</p>

Asset Number	6
Asset Name	River Forth Lighter
NGR	NS9200087000
Form	Archaeological Remains
Designation	None
NMR Reference	262722
SMR Reference	N/A
Type	Watercraft
Value	Unknown
Description	<p>Menstrie, 7th Aug., an iron lighter, belonging to Glasgow, with 315 quarters of maize from the FOLKVVANG (barq.), from New York, in Kincardine Roads, sank yesterday in the Forth, and is covered at high water. Source: Shipping Intelligence, LL, No. 18,503, London, Saturday August 9 1873.</p> <p>Classified as iron lighter, with cargo of maize: date of loss cited as 7 August 1873. This vessel sank in the Forth near Menstrie, Kincardine.</p>

	<p>This location of this loss may fall within the quasi-administrative area of Maritime - Falkirk. Kincardine Roads are not noted as such on the 1998 edition of the OS 1:50,000 map, and their location remains unclear. [1]</p> <p>This cultural heritage asset is not depicted on the Admiralty Charts of Scotland (1795-1963). [2] [3]</p> <p>No wreckages were identified at this location on aerial photographs viewed at the National Collection of Aerial Photography (NCAP) on 29 October 2018. [4]</p> <p>No archaeological remains associated with any vessels were identified during the walkover. [5]</p>
References	<p>[1] National Record of the Historic Environment. Unknown: Kincardine On Forth; River Forth. [online] Available from http://canmore.org.uk/site/262722 [Accessed 21 September 2018]</p> <p>[2] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1914. [online] Available from: https://maps.nls.uk/coasts/admiralty/3892 [Accessed 12 October 2018]</p> <p>[3] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1941. [online] Available from: https://maps.nls.uk/coasts/admiralty/2877 [Accessed 12 October 2018]</p> <p>[4] NCAP [Accessed 29 October 2018]</p> <p>[5] Jacobs walkover 15 November 2018</p>

Asset Number	7
Asset Name	Soho
NGR	NS9200087000
Form	Archaeological Remains
Designation	None
NMR Reference	286954
SMR Reference	N/A
Type	Watercraft
Value	Unknown
Description	<p>Alloa, 25th Oct [1864]. The SOHO, of Portsoy, Collie, from Macduff to Stockton, was driven athwart of while at anchor in St. Margaret's Hope, 22nd Oct., by the WAVE, of Newburgh, and lost jibboom and head-gear, and received other considerable damage. She also had her anchors tripped by the anchor of the WAVE, which then went across another vessel and was abandoned in a sinking state. The SOHO slipped both chains, and cut clear of the other vessel and proceeded up the firth. It was blowing very hard at the time, and it being low water, she grounded above Kincardine the next day, and landed the crew of the WAVE her next morning. [Record received incomplete].</p> <p>The location assigned to this record is essentially tentative. The vessel may have stranded within the area of map sheet and/or within the quasi-administrative area designated as Maritime - Falkirk.</p> <p>The loss of this vessel is not cited by I G Whittaker (1998), presumably suggesting her successful recovery. [1]</p> <p>This cultural heritage asset is not depicted on the Admiralty Charts of Scotland (1795-1963). [2] [3]</p> <p>No wreckages were identified at this location on aerial photographs viewed at the National Collection of Aerial Photography (NCAP) on 29 October 2018. [4]</p> <p>No archaeological remains associated with any vessels were identified during the walkover. [5]</p>
References	<p>[1] National Record of the Historic Environment. Soho: River Forth. [online] Available from http://canmore.org.uk/site/286954 [Accessed 21 September 2018]</p> <p>[2] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1914. [online] Available from: https://maps.nls.uk/coasts/admiralty/3892 [Accessed 12 October 2018]</p> <p>[3] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1941. [online] Available from: https://maps.nls.uk/coasts/admiralty/2877 [Accessed 12 October 2018]</p> <p>[4] NCAP [Accessed 29 October 2018]</p> <p>[5] Jacobs walkover 15 November 2018</p>

Asset Number	8
Asset Name	Rising Sun
NGR	NS9200087000
Form	Archaeological Remains
Designation	None
NMR Reference	262568
SMR Reference	N/A
Type	Watercraft
Value	Unknown
Description	<p>General, information was received in Edinburgh, on the night of the 30th Dec., that a Newhaven fishing-boat had been wrecked in the Firth of Forth, near Kincardine, and the crew of four men drowned. Source: Shipping Intelligence, LL, No. 18,315, London, Wednesday January 1 1873.</p> <p>General, the Newhaven fishing boat reported in the general paragraph in List of yesterday as wrecked in the Firth of Forth was the RISING SUN. Source: Shipping Intelligence, LL, No. 18,316, London, Thursday January 2 [1873].</p> <p>Classified as fishing boat: date of loss cited as 30 December 1872. This vessel was wrecked near Kincardine, Forth. This location of this loss may fall within the quasi-administrative area of Maritime - Falkirk.</p> <p>This location assigned to this record is essentially tentative. The loss of this vessel may alternatively have occurred within the quasi-administrative area that is designated Maritime - Falkirk. The vessel evidently stranded on the muddy banks of the Rover Forth, which is narrow and tidal in this area. [1]</p> <p>This cultural heritage asset is not depicted on the Admiralty Charts of Scotland (1795-1963). [2] [3]</p> <p>No wreckages were identified at this location on aerial photographs viewed at the National Collection of Aerial Photography (NCAP) on 29 October 2018. [4]</p> <p>No archaeological remains associated with any vessels were identified during the walkover. [5]</p>
References	<p>[1] National Record of the Historic Environment. Rising Sun: Kincardine On Forth; River Forth. [online] Available from http://canmore.org.uk/site/262568 [Accessed 21 September 2018]</p> <p>[2] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1914. [online] Available from: https://maps.nls.uk/coasts/admiralty/3892 [Accessed 12 October 2018]</p> <p>[3] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1941. [online] Available from: https://maps.nls.uk/coasts/admiralty/2877 [Accessed 12 October 2018]</p> <p>[4] NCAP [Accessed 29 October 2018]</p> <p>[5] Jacobs walkover 15 November 2018</p>

Asset Number	9
Asset Name	River Forth Sloop
NGR	NS9200087000
Form	Archaeological Remains
Designation	None
NMR Reference	283279
SMR Reference	N/A
Type	Watercraft
Value	Unknown
Description	<p>Alloa, 7th Feb. A sloop came in collision off Kincardine, and sank, she will be raised at low water. Source: The Marine List, LL, No. 13,063, London, Saturday February 9 1856. NMRS, MS/829/72 (no. 9198).</p> <p>The location assigned to this record is essentially tentative. The location of this loss may fall within the quasi-administrative area of Maritime - Falkirk. The loss of this vessel is not cited by I G Whittaker (1998), possibly confirming her successful recovery. [1]</p> <p>This cultural heritage asset is not depicted on the Admiralty Charts of Scotland (1795-1963). [2] [3] [4]</p>

	No wreckages were identified at this location on aerial photographs viewed at the National Collection of Aerial Photography (NCAP) on 29 October 2018. [5] No archaeological remains associated with any vessels were identified during the walkover. [6]
References	[1] National Record of the Historic Environment. Unknown: Kincardine On Forth; River Forth. [online] Available from http://canmore.org.uk/site/283279 [Accessed 21 September 2018] [2] Admiralty Charts of Scotland (1795-1963), Firth of Forth - Queensferry to Stirling, 1860. [online] Available from: https://maps.nls.uk/coasts/admiralty/3891 [Accessed 12 October 2018] [3] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1914. [online] Available from: https://maps.nls.uk/coasts/admiralty/3892 [Accessed 12 October 2018] [4] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1941. [online] Available from: https://maps.nls.uk/coasts/admiralty/2877 [Accessed 12 October 2018] [5] NCAP [Accessed 29 October 2018] [6] Jacobs walkover 15 November 2018

Asset Number	10
Asset Name	River Forth Craft
NGR	NS9200087000
Form	Archaeological Remains
Designation	None
NMR Reference	315600; 325683
SMR Reference	N/A
Type	Watercraft
Value	Unknown
Description	Classified as Passage Boat, with cargo of horses and whisky: date of loss cited as 4 September 1810. Unknown: the Kincardine to Higgins Neuk ferry [was] upset. 2 lost. The map sheet assigned to this record is essentially tentative and the and quasi-administrative area essentially arbitrary, both being derived from the unverified location of loss that is cited by Whittaker. It remains unclear whether, when and where the vessel foundered or (more probably) stranded after capsizing, but the constrained area of the river at this point makes it appear probable that she only travelled a short distance downstream (to the SE). The loss of this vessel may alternatively have occurred within the area that is designated Maritime - Falkirk. [1] This cultural heritage asset is not depicted on the Admiralty Charts of Scotland (1795-1963). [2] [3] [4] No wreckages were identified at this location on aerial photographs viewed at the National Collection of Aerial Photography (NCAP) on 29 October 2018. [5] No archaeological remains associated with any vessels were identified during the walkover. [6]
References	[1] National Record of the Historic Environment. Unknown: River Forth. [online] Available from http://canmore.org.uk/site/315600 [Accessed 21 September 2018] [2] Admiralty Charts of Scotland (1795-1963), Firth of Forth - Queensferry to Stirling, 1860. [online] Available from: https://maps.nls.uk/coasts/admiralty/3891 [Accessed 12 October 2018] [3] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1914. [online] Available from: https://maps.nls.uk/coasts/admiralty/3892 [Accessed 12 October 2018] [4] Admiralty Charts of Scotland (1795-1963), River Forth - Carron River to Stirling, 1941. [online] Available from: https://maps.nls.uk/coasts/admiralty/2877 [Accessed 12 October 2018] [5] NCAP [Accessed 29 October 2018] [6] Jacobs walkover 15 November 2018

Asset Number	11
Asset Name	Higgins' Neuck Landing Point
NGR	NS9210087000
Form	Archaeological Remains
Designation	None

NMR Reference	289254; 220985
SMR Reference	N/A
Type	Landing Point
Value	Low
Description	<p>The landing at Higginsneuk, the Stirlingshire terminal of Kincardine Ferry, is situated about 200yds [183m] upstream from Kincardine Bridge [NS98NW 59]. The 'Ferry of Airth' mentioned in 1565 may or may not have been located here, but in later times the crossing was much used by drovers making for Falkirk Tryst, and today the most conspicuous feature of the place is the walled drove-road [NS98NW 346] that leads to the ferry from the highway at the Keith Arms Inn [NS98NW 345]. This is 40ft [12.2m] wide, unmetalled, and may be matched in many places where droves had to traverse improved land. Between the end of the walling and the edge of the mud-flats, the course of the road is marked by kerbs and revetment; the jetty, which ran out across the mud to the deeper water, was of wood and has gone to ruin, but the piles on which it rested, set in rows transversely to its axis, may still be seen at low tide.</p> <p>On the NW side of the roadway, in its lowermost part, a recess has been dug in the mud-bank and revetted with timber, no doubt as a dock for a ferry-boat. On the SE side, there are the ruins of a timber-built sluice set on a small watercourse, evidently designed to keep the landing clear of mud. [1]</p> <p>The south terminal of the Kincardine ferry. The wooden piles of the pier survive, and the line of the drove road leading southwest from the jetty to the old Keith Arms Inn can be followed. The complex includes a timber-revetted dock for the ferry and a wooden sluice which was used to flush the landing place and prevent it silting up. [2]</p> <p>No information. [3]</p> <p>On the NW side of the roadway, in its lowermost part, a recess has been dug in the mud-bank and revetted with timber, no doubt as a dock for a ferry-boat. On the SE side, there are the ruins of a timber-built sluice [NS98NW 312.02] set on a small watercourse, evidently designed to keep the landing clear of mud. [4]</p> <p>The landing point is depicted on First Edition Ordnance Survey mapping dating to the 1860s. Later editions depict the landing point dug into the mud flats, a number of sluices, and a small square building. [5] [6]</p> <p>The landing point is visible on aerial photographs dating to the 1940s and 1970s. The circular and irregular sluices associated with the landing point, depicted on historic mapping, are still extant on some aerial photographs (1941 and 1947); however, these appear silted up, and are no longer extant in later photographs (1977). [7] [8] [9] [10] [11]</p> <p>A timber-lined landing point, dug into the mud flats, adjacent to the remains of the ferry pier (Asset 14). Degraded timbers associated with the landing point were identified, including a relatively intact panel to the possible south-western extent of the cutting; however, these were in a very poor condition and the landing point had mostly silted up. Other timbers, possibly associated with the sluices were identified; however, their function was not possible to ascertain. All the sluices, apart from the one identified on historic mapping running south towards Kincardine Bridge, were silted up and no remains of them were visible above ground.</p> <p>The spatial data for this cultural heritage asset from the SMR was in the wrong location and corrected as a result of the walkover and desk-based research.</p> <p>The setting of this cultural heritage asset is characterised by its semi-rural location on the flats of the Firth of Forth, and the open view directly across the Forth to the adjacent shore and corresponding former ferry pier. Modern infrastructure and traffic noise, including the A876, form part of Asset 11's setting. While the historic association between this cultural heritage asset and the historic crossing at Higgins' Neuck, including with the remains of the drove road (Asset 13) and ferry pier (Asset 14), as well as its proximity to Kincardine Bridge (Asset 15), contributes to our understanding, appreciation and experience of it as a former ferry crossing in use prior to the construction of the bridge, its value is derived from its archaeological remains. [12]</p>
References	<p>[1] National Record of the Historic Environment. Higgins' Neuck. [online] Available from http://canmore.org.uk/site/289254 [Accessed 21 September 2018]</p> <p>[2] SCAPE. Higgins Neuk, Kincardine Ferry Terminal (12652). [online] Available from http://sharp.co.uk/sites-at-risk/12652/ [Accessed 12 October 2018]</p> <p>[3] National Record of the Historic Environment Higgins' Neuck Drove Road, Pier, Sluice. [online] Available from http://canmore.org.uk/site/220985 [Accessed 05 Oct 2018]</p> <p>[4] Graham, A. 1971. 'Archaeological notes on some harbours in eastern Scotland', Proceedings of the Society of Antiquaries of Scotland 101. pp. 244</p> <p>[5] Ordnance Survey 1st Edition Six-Inch, Stirlingshire, Sheet XXV (Includes Bo'Ness And Carriden; Culross; Grangemouth; Tulliallan) Surveyed: 1860, Published: 1864</p>

	<p>[6] Ordnance Survey 25-Inch, Stirlingshire XXV.1 & XVIII.A.13 (Airth; Culcross; Tulliallan) (Second Edition) Published: 1897, Revised: 1895 to 1896</p> <p>[7] National Collection of Aerial Photography (NCAP) Sortie: M/023/E309 Frames: 0063, 0064 & 0065 (1941) [Accessed 29 October 2018]</p> <p>[8] NCAP Sortie: FSL/7711/02 Frame: 0183 (1977) [Accessed 29 October 2018]</p> <p>[9] NCAP Sortie: FLS/7343/14 Frame: 0896 (1973) [Accessed 29 October 2018]</p> <p>[10] NCAP Sortie: CPE/Scot/UK/0212 Frames: FFO_0021 & FFO_0022 (1947) [Accessed 29 October 2018]</p> <p>[11] NCAP Sortie: 106G/Scot/UK/0085 Frames: 4041, 4042 & 4043 (1946) [Accessed 29 October 2018]</p> <p>[12] Jacobs walkover 15 November 2018</p>
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Asset Number	12
Asset Name	Higgins' Neuck Machine Gun Post
NGR	NS9198087020
Form	Archaeological Remains
Designation	None
NMR Reference	113006
SMR Reference	1109
Type	Loopholed Wall
Value	Low
Description	<p>At either end of the walled causeway leading from Higgin's Neuck farm to the ferry pier near the Kincardine Bridge are two sets of guns loops. Each gun loop is composed of three apertures with rebated exterior faces and chamfered interior ones. The central aperture is slightly larger, having 5 rebates to the 2 of the side ones. Three of the posts were demolished during the construction of the Clackmannanshire Bridge!</p> <p>Second world war, presumably to protect the Kincardine Bridge. [1]</p> <p>Site recorded during a rapid coastal survey undertaken by GUARD of the S shore of the Firth of Forth from Dunbar to Stirling and along the N shore of the Forth to the Fife border. A gazetteer of all sites including listed buildings, designed landscapes, scheduled and unscheduled monuments was produced. Full details of the survey can be consulted in the report held by the NMRS.</p> <p>This site is unlikely to have been a heavy anti-aircraft battery as recorded by GUARD, it is not recorded in official sources and there is no evidence for it on wartime or immediate post-war vertical air photography. There is a loopholed wall along the old ferry road on the SW side of the Kincardine Bridge (NS98NW 59).</p> <p>The loopholed walls are situated to the W of the southern approach road to the Kincardine Bridge. They run from Higgins' Neuck farmsteading to the high water mark on the River Forth. The loopholes are located in two parallel walls and in four groups. There is one group in both the western and eastern walls, opposite each other with one at the S end the other at the N end of the two walls. The loopholes are unusual in that they grouped in threes, one large and two small, with the embrasures made of concrete and stepped inwards.</p> <p>Anti-aircraft gun emplacement seen on 1946 aerial photographs. B56 3293-4 10/5/46.</p> <p>Site recorded by GUARD during the Coastal Assessment Survey for Historic Scotland, 'The Firth of Forth from Dunbar to the Coast of Fife' 1996. [2]</p> <p>WW2 defences. [3]</p> <p>Loopholed wall. Location: Higgins Neuk, along the old ferry road on the SW side of the Kincardine Bridge . Area: Airth, Falkirk, Scotland Grid reference: NS 920 870 Period: WW2 Condition: Extant but condition unknown Recorder: Guy, John A. (Defence of Britain Project) Defence grouping: Falkirk coast defences - Coastal Crust defences DOB site reference: S0015287 Associated Identifier: Scottish NMR (ref: NS98NW281) Event: Construction, In the period 1940 1941 [4]</p>

	<p>A wall is visible at this location on aerial photographs dating the 1940s and 1970s. Other WW2 defences are visible on aerial photographs dating to 1946 including the pillboxes (Assets 1 and 2), as well as the wall and defences beyond the extent of the study area. [5] [6] [7]</p> <p>Loop-holes identified at the northern-most extent of the walled drove road (Asset 13). This cultural heritage asset comprises three apertures (one large one to the centre, and two smaller ones either side), of concrete construction (with revetted fronts), inserted into the earlier stone wall of the drove road. Only one set of loop-holes were identified in the length of wall that is still extant; therefore, it is assumed that any others were destroyed during the construction of the Clackmannanshire Bridge (as reported above).</p> <p>The spatial data for this cultural heritage asset from the SMR was in the wrong location and corrected as a result of the walkover and desk-based research.</p> <p>The setting of this cultural heritage asset is characterised by its semi-rural location on the flats of the Firth of Forth, above the Mean High Water Mark, to the north of Kincardine Bridge and south-east of the Clackmannanshire Bridge. While the historic association of Asset 12 with Kincardine Bridge (Asset 15), as an element of national defence built to protect the bridge during WW2, contributes to our understanding, appreciation and experience of it, the value of this cultural heritage asset is derived primarily from its archaeological remains. [8]</p>
<p>References</p>	<p>[1] Falkirk Sites and Monuments Record [2] National Record of the Historic Environment. Kincardine On Forth Road Bridge, Higgins' Neuck. [online] Available from http://canmore.org.uk/site/113006 [Accessed 21 September 2018] [3] Guard. 1996. 'Forth Coastal Survey', in Discovery and Excavation in Scotland, Glasgow University Research Division. p.116 [4] Defence of Britain Archive, CBA (2002, updated 2006). [online] Available from http://archaeologydataservice.ac.uk/archives/view/dob/ai_full_r.cfm?refno=15287&CFID=b26cee68-0fee-40b7-ab6f-755eb48b6977&CFTOKEN=0 [Accessed 12 October 2018] [5] National Collection of Aerial Photography (NCAP) Sortie: M/023/E309 Frames: 0064 & 0065 (1941) [Accessed 29 October 2018] [6] NCAP Sortie: 106G/Scot/UK/0085 Frames: 4041, 4042 & 4043 (1946) [Accessed 29 October 2018] [7] NCAP Sortie: FLS/7343/14 Frame: 0896 (1973) [Accessed 29 October 2018] [8] Jacobs walkover 15 November 2018</p>

Asset Number	13
Asset Name	Higgins' Neuck Drove Road
NGR	NS9209487069
Form	Archaeological Remains
Designation	None
NMR Reference	220983
SMR Reference	N/A
Type	Drove Road
Value	Low
Description	<p>The landing [NS98NW 344] at Higginsneuck, the Stirlingshire terminal of Kincardine Ferry, is situated about 200yds [183m] upstream from Kincardine Bridge [NS98NW 59]. The 'Ferry of Airth' mentioned in 1565 may or may not have been located here, but in later times the crossing was much used by drovers making for Falkirk Tryst, and today the most conspicuous feature of the place is the walled drove-road [NS98NW 312.00] that leads to the ferry from the highway at the Keith Arms Inn [NS98NW 345]. This is 40ft [12.2m] wide, unmetalled, and may be matched in many places where droves had to traverse improved land. Between the end of the walling and the edge of the mud-flats, the course of the road is marked by kerbs and revetment; the jetty, which ran out across the mud to the deeper water, was of wood and has gone to ruin, but the piles on which it rested, set in rows transversely to its axis, may still be seen at low tide.</p> <p>On the NW side of the roadway, in its lowermost part, a recess has been dug in the mud-bank and revetted with timber, no doubt as a dock for a ferry-boat. On the SE side, there are the ruins of a timber-built sluice set on a small watercourse, evidently designed to keep the landing clear of mud.</p> <p>The location assigned to this record has been derived from map evidence, and remains unverified. [1]</p> <p>The south terminal of the Kincardine ferry. The wooden piles of the pier survive, and the line of the drove road leading southwest from the jetty to the old Keith Arms Inn can be followed. The complex includes a timber-revetted dock for the ferry and a wooden sluice which was used to flush the landing place and prevent it silting up. [2]</p>

	<p>The drove road does not appear on historic mapping dating to before the 18th century; however, a road is depicted leading to Higgins Neuk on The Roy Military Survey of Scotland (Lowlands) dating to the 1750s. A road is also depicted on the Admiralty Charts of Scotland (1860), leading to the ferry pier (Asset 14), and on First Edition Ordnance Survey mapping dating to the 1860s. [3] [4] [5]</p> <p>The remains of the drove road walls were identified on aerial photographs dating to the 1940s, 1970s, and 1980s viewed at the National Collection of Aerial Photography (NCAP) on 29 October 2018. [6]</p> <p>A partial stone wall was identified in this location running from the unnamed road adjacent to the ferry house (Asset 4) to the foreshore, aligning with the wooden posts of the ferry pier (Asset 14). While only a short length of the wall remains extant, the remains of the foundations of a parallel wall to the north were noted. The wall was of coursed rubble stone construction, with a gate towards the centre, and appears to have been modified at some point to include the concrete revetted loop-holes of Asset 12 at the north-eastern end. To the west, construction of the A876 and cycle path appears to have destroyed some of the wall.</p> <p>The setting of this cultural heritage asset is characterised by its semi-rural location on the flats of the Firth of Forth. Modern infrastructure and traffic noise, including the A876, form part of Asset 13's setting. While the historic association between this cultural heritage asset and the historic crossing at Higgins' Neuk, including with the remains of the landing point (Asset 11) and ferry pier (Asset 14), as well as its proximity to Kincardine Bridge, contributes to our understanding, appreciation and experience of this cultural heritage asset as a former drove road, well-used prior to the construction of the bridge, its value is derived from its archaeological remains. [7]</p>
<p>References</p>	<p>[1] National Record of the Historic Environment. Higgins' Neuk, Drove Road. [online] Available from http://canmore.org.uk/site/220983 [Accessed 21 September 2018]</p> <p>[2] SCAPE. Higgins Neuk, Kincardine Ferry Terminal (12652). [online] Available from http://scharp.co.uk/sites-at-risk/12652/ [Accessed 12 October 2018]</p> <p>[3] The Roy Military Survey of Scotland (Lowlands), 1752-55</p> <p>[4] Admiralty Charts of Scotland (1795-1963), Firth of Forth - Queensferry to Stirling, 1860 [online]. Available from: https://maps.nls.uk/coasts/admiralty/3891 [Accessed 12 October 2018]</p> <p>[5] Ordnance Survey 1st Edition Six-Inch, Stirlingshire, Sheet XXIV (Includes Airth; Falkirk; Grangemouth; Larbert; St Ninians) Surveyed: 1861, Published: 1865</p> <p>[6] NCAP [Accessed 29 October 2018]</p> <p>[7] Jacobs walkover 15 November 2018</p>

<p>Asset Number</p>	<p>14</p>
<p>Asset Name</p>	<p>Higgins' Neuk Ferry Pier</p>
<p>NGR</p>	<p>NS9217087110</p>
<p>Form</p>	<p>Archaeological Remains</p>
<p>Designation</p>	<p>None</p>
<p>NMR Reference</p>	<p>220984</p>
<p>SMR Reference</p>	<p>895</p>
<p>Type</p>	<p>Pier</p>
<p>Value</p>	<p>Low</p>
<p>Description</p>	<p>At low tide the wooden piles of this pier can still be seen. They form the E terminus of a TP road which lies on a causeway as it approaches the pier.</p> <p>In use until the construction of the Kincardine Bridge in 1935. [1]</p> <p>The landing [NS98NW 344] at Higginsneuk, the Stirlingshire terminal of Kincardine Ferry, is situated about 200yds [183m] upstream from Kincardine Bridge [NS98NW 59]. The 'Ferry of Airth' mentioned in 1565 may or may not have been located here, but in later times the crossing was much used by drovers making for Falkirk Tryst, and today the most conspicuous feature of the place is the walled drove-road [NS98NW 312.00] that leads to the ferry from the highway at the Keith Arms Inn [NS98NW 345]. This is 40ft [12.2m] wide, unmetalled, and may be matched in many places where droves had to traverse improved land. Between the end of the walling and the edge of the mud-flats, the course of the road is marked by kerbs and revetment; the jetty, which ran out across the mud to the deeper water, was of wood and has gone to ruin, but the piles on which it rested, set in rows transversely to its axis, may still be seen at low tide.</p> <p>On the NW side of the roadway, in its lowermost part, a recess has been dug in the mud-bank and revetted with timber, no doubt as a dock for a ferry-boat. On the SE side, there are the ruins of a timber-built sluice [NS98NW 312.02] set on a small watercourse, evidently designed to keep the landing clear of mud. [2] [3]</p>

	<p>The pier associated with the ferry crossing is depicted on First Edition Ordnance Survey mapping dating to the 1860s. [4]</p> <p>There are two well known and much frequented ferries in the parish, viz. the ferries of Kersie and Higgin's Neuck... The latter, viz. Higgin's Neuk, is about a mile in breadth. There is a passage boat once a day, from Airth and Dunmore to Alva, and the places opposite; its time of departure varies according to the tide. [5]</p> <p>The south terminal of the Kincardine ferry. The wooden piles of the pier survive, and the line of the drove road leading southwest from the jetty to the old Keith Arms Inn can be followed. The complex includes a timber-revetted dock for the ferry and a wooden sluice which was used to flush the landing place and prevent it silting up. [6]</p> <p>The pier is visible on aerial photographs dating from the 1940s and 1970s. [7] [8] [9] [10] [11]</p> <p>A number of parallel rows of wooden piles, running into the Firth of Forth evidencing the remains of the wooden ferry pier. The wooden piles project out into the Firth of Forth and are aligned for the corresponding former ferry pier at Kincardine on the northern shore. The piles further into the Forth are preserved to a greater height; however, all the timbers are degraded and in poor condition.</p> <p>The setting of this cultural heritage asset is characterised by its inter-tidal location on the flats of the Firth of Forth, with an open view north to the adjacent shore and corresponding ferry pier at Kincardine. The historic association between Asset 14 and other elements of the historic crossing at Higgins' Neuck, including the landing place (Asset 11) and drove road (Asset 13), as well as its proximity to Kincardine Bridge (Asset 15), contribute to our understanding, appreciation and experience of this cultural heritage asset as a former ferry pier in use prior to the construction of the bridge. While modern infrastructure and traffic noise form part of its setting, its value is derived from its archaeological remains. [12]</p>
<p>References</p>	<p>[1] Falkirk Sites and Monuments Record</p> <p>[2] National Record of the Historic Environment. Kincardine On Forth Road Bridge, Higgins' Neuck. [online] Available from http://canmore.org.uk/site/220984 [Accessed 12 October 2018]</p> <p>[3] Graham, A. 1971. 'Archaeological notes on some harbours in eastern Scotland', Proceedings of the Society of Antiquaries of Scotland 101. pp. 244</p> <p>[4] Ordnance Survey 1st Edition Six-Inch, Stirlingshire, Sheet XXV (includes: Bo'Ness And Carriden; Culross; Grangemouth; Tulliallan), Surveyed: 1860, published: 1864</p> <p>[5] The Old Statistical Account of Scotland (1792), Vol III. [Online] Available from http://stataccscot.edina.ac.uk/static/statacc/dist/viewer/osa-vol3-Parish_record_for_Airth_in_the_county_of_Stirling_in_volume_3_of_account_1/ [Accessed 05 October 2018]</p> <p>[6] SCAPE. Higgins Neuk, Kincardine Ferry Terminal (12652). [online] Available from http://sharp.co.uk/sites-at-risk/12652/ [Accessed 12 October 2018]</p> <p>[7] National Collection of Aerial Photography (NCAP) Sortie: M/023/E309 Frames: 0063 & 0064 (1941) [Accessed 29 October 2018]</p> <p>[8] NCAP Sortie: CPE/Scot/UK/0212 Frames: FFO_0021 & FFO_0022 (1947) [Accessed 29 October 2018]</p> <p>[9] NCAP Sortie: 106G/Scot/UK/0085 Frames: 4041, 4042 & 4043 (1946) [Accessed 29 October 2018]</p> <p>[10] NCAP Sortie: FLS/7343/14 Frame: 0896 & 0897 (1973) [Accessed 29 October 2018]</p> <p>[11] NCAP Sortie: FSL/7711/02 Frame: 0182 & 0183 (1977) [Accessed 29 October 2018]</p> <p>[12] Jacobs walkover 15 November 2018</p>

Asset Number	15
Asset Name	Kincardine Bridge
NGR	NS9256287165
Form	Historic Buildings
Designation	Category A Listed Building (LB50078)
NMR Reference	397927
SMR Reference	N/A
Type	Road Bridge
Value	High
Description	<p>Sir Alexander Gibb & Partners, Westminster, 1930-31, with architectural advice from James Miller. Major road bridge with swing span (now fixed shut).</p> <p>2696ft total length with series of shallow-arched spans. Swing span, 364ft, swivels at centre with cantilevered spans to either side. Series of gantries span roadway. Above centre, control cabin. Original plant in machine room at centre pier. Flanking swing span, 7 identical 100ft steel spans (cantilevers, central 50ft spans resting on girders projecting 25ft from piers). In addition, at Kincardine end, 3 62ft 6in spans (also steel) over land. At opposite end, 9 50ft reinforced concrete spans and piled viaduct, also reinforced concrete, 265ft long.</p> <p>Statement of Special Interest A large and important swing span bridge. The swing span was fixed shut in 1989. When completed, it was the largest road bridge in Britain with the largest swing span in Europe. [3]</p> <p>J Guthrie Brown was engineer-in-charge under Sir Alexander Gibb. Building began in 1933 and the bridge was opened on 29th October 1936. The contractors were the Cleveland Bridge and Engineering Co Ltd, although much of the work was subcontracted. Other subcontractors included: Sir William Arrol who provided the swing span turntable; Bromsgrove Guild, the lamp standards; Tunnel Cement Co and the Cement Marketing Co, both of London, provided the enormous amount of cement filler (2 types) required.</p> <p>The swing span turns on a roller path mounted on a steel cylinder containing two sets of turning gear - a Ward-Leonard set to control turning and a standby diesel engine of 150 horsepower. The control desk and oak and teak joinery was by Scott Morton Ltd.</p> <p>Built under the direction of the joint committee representing Fife, Stirling and Clackmannan counties and Dunfermline and Falkirk burghs. Pier foundations were obtained by sinking 14ft 16in hollow steel cylinders with their tops kept above high water level. The river bed was excavated to bedrock from within these cylinders. A geological fault line at the south end rendered it necessary for the foundations there to be made on groups of piles.</p> <p>Photo electric cells, used here for the first time, controlled the exact location of the swing span. Harrison [4] noted that it was so accurately set on its track that its 1600 tons could be turned through 90 degrees by three farthings worth of electricity.</p> <p>The bridge spans the Firth of Forth from Tulliallan Parish in Fife to Airth Parish in Falkirk. [1]</p> <p>The setting of the bridge is defined by the low-lying, flat landscape of the upper part of the Firth of Forth. The bridge itself is a low structure, this strongly horizontal design is complemented by the sinuous landscape of the estuarine tidal-plane and the low-lying marsh and agricultural land that characterise the surrounding area. Modern infrastructure and traffic noise, including the A876 and A985, form part of Asset 15's setting. The Bridge has been designed to provide a solution to the practical problem the Firth of Forth and the surrounding landscape presents, and as such the setting forms an integral part of our understanding, appreciation and experience of the bridge. [5]</p>
References	<p>[1] National Record of the Historic Environment.</p> <p>[2] Guthrie Brown, J. 1937. The Opening of the Kincardine on Forth Bridge 29.10.36. Minutes of Proceedings of the Institution of Civil Engineers. pp. 687-770.</p> <p>[3] Dean, F. E. 1937. Europe's Longest Swing Bridge. Wonders of World Engineering. Vol. 28. Pp. 805-816. available on-line at http://wondersofworldengineering.com/part28.html#KincardinePhotograv [Accessed 09.10.2018]</p> <p>[4] Harrison, G. 1950. Alexander Gibb, The Story of an Engineer. Geoffrey Bles. London</p> <p>[5] Jacobs walkover 15 November 2018</p>

Asset Number	16
Asset Name	Kincardine Conservation Area
NGR	NS9300987580
Form	Historic Buildings
Designation	Conservation Area (CA153)
NMR Reference	CA153
SMR Reference	N/A
Type	
Value	Medium
Description	<p>This conservation area encompasses the historical core the village of Kincardine and as such has an enclosed, inward-looking and self-contained character. This clearly defined geographical extent of the village as small coastal settlement is further emphasized by the presence of the costal railway line which acts a barrier between the village and the northern bank of the Forth to the south, and the rising grounds towards Tulliallan Castle in the north.</p> <p>Kincardine Conservation Area was designated in 1971. It is of great significance to the historic built environment of West Fife and has been designated Outstanding by Historic Scotland due to its Historical, Architectural and Archaeological Significance. Gray, Marshall & Associates. 2009. pp. 1 [2]</p> <p>In general the style of the buildings is the Scottish vernacular: stone walls, sometimes harled with stone quoins, stone window and door surrounds, stone skewes, often with a scroll skew-putt at eaves, bordering pitched roofs of Scotch slate or terracotta pantiles. Pantiles originally came from the Low Countries as ballast in ships and were later made locally. The long side is usually the principal elevation and oriented parallel to the street. Gray, Marshall & Associates. 2009. pp.15 [2]</p> <p>Smaller scale and domestic buildings: There are two principal types of domestic architecture in Kincardine: single-storey with or without an attic, which would have housed unskilled workers and poorer folk, and two-storey buildings, sometimes with an attic, for the wealthier residents. The plan of the single-storey dwelling was normally symmetrical with central doorways and rooms to each side. External fenestration was also symmetrical with the entrance door sometimes enriched as a feature of the façade, and often with a date and two pairs of initials carved in the stone lintol recording a marriage, which may or may not date the building. Gray, Marshall & Associates. 2009. pp.16 [2]</p> <p>Setting: The setting of Kincardine Conservation Area is defined by the location of the historical village core on the eastern bank of the flat flood plain of the Forth. The land surrounding the town is still mainly agricultural with the designed landscape of Tulliallan Castle, approximately 1.7km to the north-east of the study area, providing a green backdrop to the north. The openness of the surrounding landscape contrasts with the enclosed character of the Conservation Area and as such contributes our understanding, appreciation and experience of it as a historic settlement and the role of individual heritage assets within it. [3]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Jacobs walkover 15 November 2018</p>

Asset Number	17
Asset Name	34-36 Keith Street, Kincardine On Forth
NGR	NS9297787369
Form	Historic Buildings
Designation	Category B Listed Building (LB16578)
NMR Reference	350322
SMR Reference	N/A
Type	
Value	Medium
Description	Two-storey house, rubble and slate; scroll skew-putts; moulded eaves-course, central gablet with round-headed attic window. Late 18th cent. Windows altered. [1] [3]

	<p>34 & 36 Keith Street, B Listed, late C18th, two-storey and attic, similar to No. 30, and also once three properties. 1972 Listing notes windows altered; they are now U-pvc. Gray, Marshall & Associates. 2009. pp. 17 [2]</p> <p>Keith St. runs approximately NE. and SW. at right angles to the Shore and Excise St. Keith St. used to give access to the High Pier from the High St. and other streets which branched to right and left. One may assume from the dates carved on a few of the houses that this street was built in the eighteenth century, e.g. the house opposite the Post Office has a panel inserted in the N. gable, with a moulded frame, curvilinear head and the date 1745, with the initials J.C. J.C. carved upon it.</p> <p>No. 50 had the date 1770 carved on the lintel over the entrance and the initials R.M. M.M. No. 38 is dated 1775, and the initials D.W. and M.F. are carved on the lintel over the entrance, which is approached by a short double fore stair. No. 25 has a skew-put enriched by an anchor. No. 19 is dated 1775, and the initials C.M. and E.S. with heart-shaped emblems are carved on the lintel above the door. No. 17 is dated 1800; the initials A.D. and J.R. with a diamond emblem between, are carved on the lintel above the entrance. No. 15 has a skew-put decorated with a curled incised line and a flower head.</p> <p>On the N. side of Keith St., near the W. end, are three houses, two storeys and an attic in height, with a picturesque, ornamental central front gable, pierced by a round attic in height, with a picturesque, ornamental central front gable, pierced by a round-headed window, e.g. Nos. 32 and 34 (PL XLI, 3). This feature and the proportion of the other voids, if unaltered, lend an attractive appearance to the houses fronting the street, e.g. No 54, which, till recently, had the date, 1763, carved on the lintel over the entrance.</p> <p>On the SSE. side of Keith St., near the centre, are two one-storey houses of good cottage type, i.e. Nos. 33 and 35. These were probably once the homes of skilled ships' carpenters. No. 35 has an anchor carved in relief on the pediment above the entrance. Drummond, I. R. 1968. pp. 305 [3]</p> <p>The setting of Asset 18 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [3]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Drummond, I. R. 1968. The Domestic Architecture of a Fife River Port Prior to 1810: Kincardine-on-Forth. Proceedings of the Society of Antiquarians in Scotland, Vol. 98. Pp. 300-311 [4] Jacobs walkover 15 November 2018</p>

Asset Number	18
Asset Name	26, 28, 30 Keith Street, Kincardine On Forth
NGR	NS9298887378
Form	Historic Buildings
Designation	Category B Listed Building (LB16577)
NMR Reference	350321
SMR Reference	N/A
Type	
Value	Medium
Description	<p>Two-storey house; rubble and pantile; scroll skew-putts moulded eaves course, central gablet with round-headed attic window. Late 18th cent. [1]</p> <p>30 Keith Street, B Listed, late C18th, two-storey and attic, rubble walls, pantile roof with scroll skew putts, central gable with round-headed attic window. Built as three houses (26, 28, 30), now one property. Retains timber sash and case windows. Gray, Marshall & Associates. 2009. pp. 17 [2]</p> <p>The setting of Asset 18 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [3]</p>
References	[1] National Record of the Historic Environment.

	[2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Jacobs walkover 15 November 2018
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Asset Number	19
Asset Name	15-31 Keith Street Inclusive (all odd numbers) Kincardine-on-Forth
NGR	NS9304387393
Form	Historic Buildings
Designation	Category C Listed Building (LB16576)
NMR Reference	350312; 350313; 350314; 350315; 350316; 350317; 350318; 350319; 350320;
SMR Reference	N/A
Type	
Value	Low
Description	<p>Single-storey row-cottages, mostly ashlar and pantile with scroll skew puts. Door-lintel of No 15 inscribed, AS.MDCCCXII.MH. Door lintel of No 17 inscribed, 17.AD.JR. 1800. Door lintel of No 19 inscribed CM.ES.1798. [1]</p> <p>15-31 (all odd nos) Keith Street, C(S) Listed, single storey row-cottages, mostly ashlar (many now painted) with pantile roofs, No. 15 stone lintol with date 1812 and initials, No. 17 stone lintol with date 1800 and initials, No. 19 stone lintol with date 1798 and initials. [2] Gray, Marshall & Associates. 2009. pp. 16 [2]</p> <p>Keith St. runs approximately NE. and SW. at right angles to the Shore and Excise St. Keith St. used to give access to the High Pier from the High St. and other streets which branched to right and left. One may assume from the dates carved on a few of the houses that this street was built in the eighteenth century, e.g. the house opposite the Post Office has a panel inserted in the N. gable, with a moulded frame, curvilinear head and the date 1745, with the initials J.C. J.C. carved upon it.</p> <p>No. 50 had the date 1770 carved on the lintel over the entrance and the initials R.M. M.M. No. 38 is dated 1775, and the initials D.W. and M.F. are carved on the lintel over the entrance, which is approached by a short double forestair. No. 25 has a skew-put enriched by an anchor. No. 19 is dated 1775, and the initials C.M. and E.S. with heart-shaped emblems are carved on the lintel above the door. No. 17 is dated 1800; the initials A.D. and J.R. with a diamond emblem between, are carved on the lintel above the entrance. No. 15 has a skew-put decorated with a curled incised line and a flower head.</p> <p>On the N. side of Keith St., near the W. end, are three houses, two storeys and an attic in height, with a picturesque, ornamental central front gable, pierced by a round attic in height, with a picturesque, ornamental central front gable, pierced by a round-headed window, e.g. Nos. 32 and 34 (PL XLI, 3). This feature and the proportion of the other voids, if unaltered, lend an attractive appearance to the houses fronting the street, e.g. No 54, which, till recently, had the date, 1763, carved on the lintel over the entrance.</p> <p>On the SSE. side of Keith St., near the centre, are two one-storey houses of good cottage type, i.e. Nos. 33 and 35. These were probably once the homes of skilled ships' carpenters. No. 35 has an anchor carved in relief on the pediment above the entrance. Drummond, I. R. 1968. pp. 305 [3]</p> <p>The setting of Asset 19 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [4]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Drummond, I. R. 1968. The Domestic Architecture of a Fife River Port Prior to 1810: Kincardine-on-Forth. Proceedings of the Society of Antiquarians in Scotland, Vol. 98. Pp. 300-311 [4] Jacobs walkover 15 November 2018</p>

Asset Number	20
Asset Name	Railway Tavern, 16 Forth Street

NGR	NS9286687409
Form	Historic Buildings
Designation	Category C Listed Building (LB51130)
NMR Reference	399975
SMR Reference	N/A
Type	Public House
Value	Low
Description	<p>Probably mid to later 19th century, possibly incorporating earlier fabric. Rare survival of public house in vernacular 2-storey (probably raised from single storey), 4-bay (at ground) terraced dwelling located on shores of River Forth and probably on site of pre-1800 drovers inn, unusual for simplicity of both interior and exterior. Roughly coursed blue/grey rubble with roughly squared quoins and raised ashlar margins to deep set windows. Deep base course.</p> <p>FURTHER DESCRIPTION: entrance elevation to NW. 2 closely aligned doors to centre, that to left with 2-leaf panelled timber and small keystone bearing lettering 'J DOBIE / LICENSEE', that to right with modern timber door, windows in flanking bays below slightly larger windows at 1st floor. Steep stone stair to outer left leading to timber gate and 1st floor door at gabled NE elevation.</p> <p>INTERIOR: rare survival of original plan with separate rooms incorporating narrow passage with boarded dado, hatch, shelf (for passageway drinking) and bell-box leading to 3 roomed interior comprising tiny public bar at left with deep timber-lined window reveals, Art Deco detail to cast iron fireplace, plain counter with Bakelite top, back gantry of simple domestic shelving, 2-leaf glazed door to display cupboard and seating of 4 double bus seats facing single Formica-topped table on cast iron base. 3 further rooms with numbered doors, 2 and 3 with bell pushes for table service, 1 now a store room.</p> <p>Principal elevations with plate glass glazing in timber sash and case windows to 1st floor, modern glazing at ground. Grey slates. Coped ashlar stacks with thackstones and cans. Ashlar-coped skewers.</p> <p>Statement of Special Interest The Railway Tavern is a rare survivor, especially interesting for its completeness, simplicity and scale. It is sited overlooking a small grassed area on the bank of the River Forth. Small bars serving alcohol from a room within domestic accommodation, or even simply through a window, were once commonplace throughout Scotland. Rudolph Kenna in People's Palaces describes the evolution of this type of bar, adding "For many years after the advent of the late Victorian palace pub, hostelries of the old quasi-domestic sort continued to survive in the back streets of the towns and cities, in the suburbs, and in the country". This bar, distinguishable from the outside only by the small keystone stating the name of the licensee, is thought to date back to 18th century when "the natural crossings of the Forth were at Alloa and Kincardine-on-Forth, and the Minute Book of the Justices of the Peace for Stirlingshire for the year 1827 shows the two ferries in active use by the drovers" (Haldane). Drovers crossing the Ochils often used several less obvious routes in order to avoid tolls and, bound for the Falkirk trust, would have used the Kincardine ferry. It is not known when the bar changed its name to The Railway Tavern, but the North British Railway opened a terminal station at Kincardine on 18 December 1893.</p> <p>The public bar seats originate from Alexander's bus builders of Falkirk. Listed as part of the Public Houses Thematic Study 2007-08. [1]</p> <p>- - -</p> <p>16 Forth Street, The Railway Tavern, C(S) Listed, rubble with slate roof and steep stone stair from pavement to timber gate to first floor door in north gable (see also other examples below). Rare survival of mid C19th public house interior of bar used by drovers enroute to markets in Falkirk Trust. [2]</p> <p>The setting of Asset 20 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [4]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Jacobs walkover 15 November 2018</p>

Asset Number	21
Asset Name	11 Station Road, Kincardine On Forth

NGR	NS9297287512
Form	Historic Buildings
Designation	Category C Listed Building (LB17132)
NMR Reference	350991
SMR Reference	N/A
Type	
Value	Low
Description	<p>Late 18th to early 19th century 2-storey and attic symmetrical 3-bay house. White painted harl with smooth painted margins, angle quoins and eaves course. Window to ground floor right slightly larger than corresponding opening. Lean-to to rear with 3 flat-roofed dormers and conservatory addition.</p> <p>Non-traditional top-opening uPVC windows; non-traditional door. Pantiles with slate easing course and 4 vents. Ashlar coped skews and scrolled skewputts. Coped gable stacks. [1]</p> <p>11 Station Road, C(S) listed, late C18th, two-storey harled with pantile roof and scroll skew putts. Good example of burgh house in Fife vernacular tradition. Non-traditional windows and door. [2]</p> <p>The setting of Asset 21 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [3]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Jacobs walkover 15 November 2018</p>

Asset Number	22
Asset Name	Church Of Scotland, Chapel Street, Kincardine On Forth
NGR	NS9313487412
Form	Historic Buildings
Designation	Category B Listed Building (LB16601)
NMR Reference	350360
SMR Reference	N/A
Type	Church
Value	Medium
Description	<p>Built in 1819. Plain. Rubble. Slated roof. Bell-tower in 5 stages added Altered internally 1926. [1]</p> <p>United Presbyterian Church, B Listed, 1819, rubble with ashlar dressings and slate roof, bell tower in 5 stages built 1884 with gift from local businessman Robert Maule, altered internally in 1926 and then reasonably sympathetic conversion to flats in 1980 along with adjacent halls. Was focal point of at east end of Chapel Street before construction of bridge and North Approach Road which sliced through the street. Gray, Marshall & Associates. 2009. pp. 15. [2]</p> <p>Despite being located within Kincardine Conservation Area and as such being part of the historical core of the town due to its busy roadside location the setting of Asset 22 is also influenced by modern infrastructure and traffic noise from the A876. To the west of this historic chapel the centre of Kincardine has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved and as such this setting contributes to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [3]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Jacobs walkover 15 November 2018</p>

Asset Number	23
Asset Name	Shore House, 21 Forth Street, Kincardine On Forth

NGR	NS9286287361
Form	Historic Buildings
Designation	Category B Listed Building (LB16600)
NMR Reference	350359
SMR Reference	N/A
Type	
Value	Medium
Description	<p>Two-storey symmetrical house with two-way forestairs. Painted ashlar and slate. Probably early 19th cent. [1]</p> <p>'Shore House' (Pl. XLI, 2), built in the later eighteenth century, is two storeys and an attic in height and is provided with a basement containing a large paved cellar with a fireplace. The circular stone staircase rising from the ground to the upper floor contains a recess for a grandfather clock, typical of the period. The position of this recess appears to vary, sometimes being placed at the foot, or halfway up the staircase; in this house it is on a level with the top step. Behind the house was a sheltered walled garden, at the N. end of which stood a coach-house and stable. 'Shore House' became the home of a retired sea captain, James Wylie, whose cousin was court physician to four Czars. The Emperor Paul asked George IV to knight the doctor, who thus became Sir James Wylie. Drummond, I. R. 1968. pp. 304-5 [2]</p> <p>The setting of Asset 23 is defined by its position on the northern side of the Drover's Green in Kincardine. In contrast to the majority of Kincardine Conservation Area which has an enclosed, inward-looking and self-contained character, the façade of the house faces south towards the Firth of Forth. The historical character of the built environment within the conservation area is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [3]</p>
References	<p>[1] National Record of the Historic Environment. [2] Drummond, I. R. 1968. The Domestic Architecture of a Fife River Port Prior to 1810: Kincardine-on-Forth. Proceedings of the Society of Antiquarians in Scotland, Vol. 98. Pp. 300-311 [3] Jacobs walkover 15 November 2018</p>

Asset Number	24
Asset Name	Lucker, 23 Forth Street, Kincardine On Forth
NGR	NS9287387350
Form	Historic Buildings
Designation	Category C Listed Building (LB16599)
NMR Reference	350358
SMR Reference	N/A
Type	
Value	Low
Description	<p>Two-storey house with cubical sundial mounted on south-west skew-put. Front recently modernised but dates 18th cent. Pebble-dashed. Pantiled. [1]</p> <p>23 Forth Street, C(S) Listed, C18th, pebble dashed with stone margins and pantile roof and cubical sundial with human face on s/w skew putt. Ground floor windows altered wider openings with metal frames prior to listing. Windows altered again in January 2009. Gray, Marshall & Associates. 2009. pp. 17 [2]</p> <p>The setting of Asset 24 is defined by its position on the northern side of the Drover's Green in Kincardine. In contrast to the majority of Kincardine Conservation Area which has an enclosed, inward-looking and self-contained character, the façade of the house faces south towards the Firth of Forth. However the raised embankment of the A985 approach to Kincardine Bridge and the coastal railway severely limit views south towards Falkirk and the proposed scheme.</p> <p>The historical character of the built environment within the conservation area is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [3]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Jacobs walkover 15 November 2018</p>

Asset Number	25
Asset Name	Ye Olde House Inn, 25-26 Forth Street, Kincardine On Forth
NGR	NS9290787325
Form	Historic Buildings
Designation	Category B Listed Building (LB16598)
NMR Reference	350357
SMR Reference	N/A
Type	Public House
Value	Medium
Description	<p>Two cottages converted into public-house. Single-storey, harl and pantile, exposed margins, outside stairs on gable at Bank Street. Inset stone below moulded eaves course with raised letters, 17.JJ.HS.34. [1]</p> <p>25 & 26 Forth Street, B Listed, mid C18th, single-storey cottages, rubble and harl with pantile roofs, two plain skews and one crowstepped. Two cottages now one and converted into a pub. Gray, Marshall & Associates. 2009. pp. 20 [2] [3]</p> <p>The setting of Asset 25 is defined by its position on the northern side of the Drover's Green in Kincardine and close proximity to the raised embankment of the A985 approach to Kincardine Bridge. In contrast to the majority of Kincardine Conservation Area which has an enclosed, inward-looking and self-contained character, the façade of this single storey building faces south towards the Firth of Forth. However the raised embankment of the A985 approach to Kicardine Bridge entirely obscures the views south towards Falkirk and the proposed scheme.</p> <p>The historical character of the built environment within the conservation area is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [3]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Drummond, I. R. 1968. The Domestic Architecture of a Fife River Port Prior to 1810: Kincardine-on-Forth. Proceedings of the Society of Antiquarians in Scotland, Vol. 98. Pp. 300-311 [4] Jacobs walkover 15 November 2018</p>

Asset Number	26
Asset Name	54 Keith Street, Kincardine On Forth
NGR	NS9292287328
Form	Historic Buildings
Designation	Category B Listed Building (LB16597)
NMR Reference	350356
SMR Reference	N/A
Type	
Value	Medium
Description	<p>Two-storey house, rubble and slate, central gablet with round-headed window. Late 18th cent. [1]</p> <p>54 Keith Street, B Listed, late C18th, two-storey and attic, rubble walls with stone margins to windows and doors, slate roof with ogee skew putts, central gable with round-headed attic window. Built as two houses (52, 54), now one property. Retains timber sash and case windows. Gray, Marshall & Associates. 2009. pp. 17 [2]</p> <p>Until recently had a date, 1763, carved over the entrance. Drummond. 1968. pp. 305 [3]</p> <p>The setting of Asset 26 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [4]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council</p>

	[3] Drummond, I. R. 1968. The Domestic Architecture of a Fife River Port Prior to 1810: Kincardine-on-Forth. Proceedings of the Society of Antiquarians in Scotland, Vol. 98. Pp. 300-311 [4] Jacobs walkover 15 November 2018
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Asset Number	27
Asset Name	52 Keith Street, Kincardine On Forth
NGR	NS9293187334
Form	Historic Buildings
Designation	Category B Listed Building (LB16596)
NMR Reference	350355
SMR Reference	N/A
Type	
Value	Medium
Description	<p>Two-storey symmetrical house, harl and pantile, exposed margins, door lintel inscribed 17.RM.MM.70. [1]</p> <p>54 Keith Street, B Listed, late C18th, two-storey and attic, rubble walls with stone margins to windows and doors, slate roof with ogee skew putts, central gable with round-headed attic window. Built as two houses (52, 54), now one property. Retains timber sash and case windows. Gray, Marshall & Associates. 2009. pp. 17 [2]</p> <p>The setting of Asset 27 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [3]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Jacobs walkover 15 November 2018</p>

Asset Number	28
Asset Name	2 High Street, Kincardine On Forth
NGR	NS9311487475
Form	Historic Buildings
Designation	Category B Listed Building (LB16588)
NMR Reference	350342
SMR Reference	N/A
Type	
Value	Medium
Description	<p>Two-storey house with ground floor shop. Ashlar and pantile; scroll skew-putts. Inset lintel with raised letters AB.1689, MB and below, "Rebuilt 1791 by R and RH" on lintel in a built-up doorway. [1]</p> <p>2 High Street, B Listed, ashlar ground floor, first floor has been harled since listing in 1972, pantile roof replaced with concrete tiles, and scroll skew putts. Lintel to High Street inscribed AB.1689.MB and 'Rebuilt 1791 by R and RH' on lintel in built up doorway below. Ground floor still has shop but now has non-traditional replacement windows. Gray, Marshall & Associates. 2009. pp. 19 [2] [3]</p> <p>The setting of Asset 28 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [4]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Drummond, I. R. 1968. The Domestic Architecture of a Fife River Port Prior to 1810: Kincardine-on-Forth. Proceedings of the Society of Antiquarians in Scotland, Vol. 98. Pp. 300-311 [4] Jacobs walkover 15 November 2018</p>

Asset Number	29
Asset Name	Grangeview, 48 Keith Street, Kincardine On Forth
NGR	NS9294087339
Form	Historic Buildings
Designation	Category C Listed Building (LB16580)
NMR Reference	350324
SMR Reference	N/A
Type	
Value	Low
Description	<p>Row of two-storey cottage and store harl, painted stucco and pantile. Late 18th cent. [1]</p> <p>The setting of Asset 29 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [2]</p>
References	<p>[1] National Record of the Historic Environment.</p> <p>[2]] Jacobs walkover 15 November 2018</p>

Asset Number	30
Asset Name	38 Keith Street, Kincardine On Forth
NGR	NS9296687359
Form	Historic Buildings
Designation	Category B Listed Building (LB16579)
NMR Reference	350323
SMR Reference	N/A
Type	
Value	Medium
Description	<p>Two-storey symmetrical house with two-way forestair. Harl and slate, door lintel inscribed 17.DW.MF.75. [1] [3]</p> <p>38 Keith Street, B Listed, two-storey, harled with slate roof, stone lintol with date 1775 and initials recorded in 1972; not visible in 2008. Forestair is two-way. Currently on Buildings at Risk Register. Skip noted outside in December 2008. Gray, Marshall & Associates. 2009. pp. 20 [2]</p> <p>Keith St. runs approximately NE. and SW. at right angles to the Shore and Excise St. Keith St. used to give access to the High Pier from the High St. and other streets which branched to right and left. One may assume from the dates carved on a few of the houses that this street was built in the eighteenth century, e.g. the house opposite the Post Office has a panel inserted in the N. gable, with a moulded frame, curvilinear head and the date 1745, with the initials J.C. J.C. carved upon it.</p> <p>No. 50 had the date 1770 carved on the lintel over the entrance and the initials R.M. M.M. No. 38 is dated 1775, and the initials D.W. and M.F. are carved on the lintel over the entrance, which is approached by a short double forestair. No. 25 has a skew-put enriched by an anchor. No. 19 is dated 1775, and the initials C.M. and E.S. with heart-shaped emblems are carved on the lintel above the door. No. 17 is dated 1800; the initials A.D. and J.R. with a diamond emblem between, are carved on the lintel above the entrance. No. 15 has a skew-put decorated with a curled incised line and a flower head.</p> <p>On the N. side of Keith St., near the W. end, are three houses, two storeys and an attic in height, with a picturesque, ornamental central front gable, pierced by a round attic in height, with a picturesque, ornamental central front gable, pierced by a round-headed window, e.g. Nos. 32 and 34 (PL XLI, 3). This feature and the proportion of the other voids, if unaltered, lend an attractive appearance to the houses fronting the street, e.g. No 54, which, till recently, had the date, 1763, carved on the lintel over the entrance.</p>

	<p>On the SSE. side of Keith St., near the centre, are two one-storey houses of good cottage type, i.e. Nos. 33 and 35. These were probably once the homes of skilled ships' carpenters. No. 35 has an anchor carved in relief on the pediment above the entrance. Drummond, I. R. 1968. pp. 305 [3]</p> <p>The setting of Asset 30 is defined by the close urban grain of the historical core of Kincardine which has an enclosed, inward-looking and self-contained character. The historical character of the built environment is well preserved contributing to our understanding, appreciation and experience of the individual cultural heritage assets within Kincardine, as well as the history and development of the town as a whole. [4]</p>
References	<p>[1] National Record of the Historic Environment. [2] Gray, Marshall & Associates. 2009. Kincardine Outstanding Conservation Area Appraisal and Conservation Area Management Plan. Fife Council [3] Drummond, I. R. 1968. The Domestic Architecture of a Fife River Port Prior to 1810: Kincardine-on-Forth. Proceedings of the Society of Antiquarians in Scotland, Vol. 98. Pp. 300-311 [4]] Jacobs walkover 15 November 2018</p>

HLT Number	HLT 1
HLT Name	Rough Grazing
NGR	
Designation	None
Type	Agriculture and Settlement
HER Reference	N/A
Value	Low
Description	<p>Most of Scotland's hills, mountains and moorlands are used as areas of rough grazing and, in some instances, are managed for sporting activities such as stalking and grouse shooting. They may be heather moorlands or rough grasslands, and they may have been drained in the past. However, this land use type excludes those areas of hill ground that have recently been improved by fertilising, ploughing or direct drilling with clover or grass seed.</p> <p>Rough grazing lands have evolved to their present extent as a result of woodland clearance, grazing and episodes of farming over some 6,000 years. These marginal areas bear witness to pre-19th century agriculture and settlement, and contain other remains that can date back to the prehistoric period. [1]</p>
References	[1] Scotland's Historic Land Use HLA Map: https://hlapmap.org.uk/types/7/Moorland-and-Rough-Grazing/Rough-Grazing [Accessed 12 October 2018]

HLT Number	HLT 2
HLT Name	Motorway and Major Roads
NGR	
Designation	None
Type	Transport
HER Reference	N/A
Value	Negligible
Description	<p>Modern transport systems have focussed on the construction and extension of multi-laned motorways, with their associated service stations. Providing links between major cities, they cover considerable areas of land. Dual carriageways, major junctions and associated park-and-rides are also recorded as HLA data but other roads are excluded because they are too small and narrow. [1]</p>
References	[1] Scotland's Historic Land Use HLA Map: https://hlapmap.org.uk/types/10/transport/motorway [Accessed 12 October 2018]

HLT Number	HLT 3
HLT Name	Rectilinear Fields and Farms
NGR	
Designation	None
Type	Agriculture and Settlement
HER Reference	N/A

Value	Low
Description	Agricultural improvements in the 18th and 19th centuries involved the enclosure of arable land as well as the building of slate roofed farm steadings and associated buildings. Field boundaries were designed to be rectilinear wherever possible, because it improved the efficiency of agriculture, tending to reduce unworkable corners. Recent amalgamation of these fields is common. [1]
References	[1] Scotland's Historic Land Use HLA Map: https://hlapmap.org.uk/types/1/agriculture-and-settlement/rectilinear-fields-and-farms [Accessed 12 October 2018]

HLT Number	HLT 4
HLT Name	Firth of Forth Intertidal Mudflats
NGR	
Designation	None
Type	Moorland and Rough Grazing
HER Reference	N/A
Value	Low
Description	<p>Defined as the area above the low-water mark of ordinary spring tides of the First of Forth. This HLT is characterised by the low-lying topography of the mudflats and saltings of the coastal salt marsh. Characteristic features of this HLT include the tidal burns, such as Pow Burn, and rough marginal grassland. [1]</p> <p>This intertidal area is depicted on historic mapping as an area of rough or heathy pasture and mud. [2] [3]</p> <p>Characteristic of this HLT, the practice of draining and reclaiming the land from the Firth of Forth through the construction of breakwaters and embankments is evidenced on historic mapping dating to the 19th century. [3] [4]</p> <p>These landscape features are visible on aerial photography dating to the 1940s and 1970s. [5] [6] [7]</p> <p>The remains of such management features can still be identified in the landscape, such as the breakwater immediately to the south of the study area, comprising a row of wooden stakes, and the earthen embankment to the north of the study area. [8]</p>
References	<p>[1] Jacobs October 2018</p> <p>[2] The Roy Military Survey of Scotland 1752-55 (Lowlands)</p> <p>[3] Ordnance Survey 1st Edition Six-Inch, Stirlingshire, Sheet XXV (includes: Bo'Ness And Carriden; Culcross; Grangemouth; Tulliallan), Surveyed: 1860, published: 1864</p> <p>[4] Plan of the Firth of Forth opposite Tulliallan estate showing the line and section of proposed embankment, 1828</p> <p>[5] National Collection of Aerial Photography (NCAP) Sortie: M/023/E309 Frames: 0064 & 0065 (1941) [Accessed 29 October 2018]</p> <p>[6] NCAP Sortie: 106G/Scot/UK/0085 Frames: 4041, 4042 & 4043 (1946) [Accessed 29 October 2018]</p> <p>[7] NCAP Sortie: FSL/7343/14 Frame: 0897 (1973) [Accessed 29 October 2018]</p> <p>[8] Jacobs walkover 15 November 2018</p>