Sheeoch Bridge, Kirkton of Durris

Archaeological Evaluation & Survey

Data Structure Report

On behalf of: North–East Scotland Preservation Trust
Aberdeenshire Council
Planning and Environmental services
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Westburn Road
Aberdeen
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National Grid Reference (NGR): NO 7722 9601

AOC Archaeology Project No: 20379

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1 NON TECHNICAL SUMMARY

1.1 AOC Archaeology Group undertook a programme of archaeological work for North East Preservation Trust, in advance of the production of a strategy for the repair of Sheeoch Bridge, near Kirkton of Durris, Aberdeenshire. This work included an elevation survey of the bridge and the excavation of an evaluation trench to the east of the bridge.

1.2 The elevation survey of the bridge, which was undertaken using a 3D laser scanner, recorded a number of construction phases to the bridge. The excavation of a single evaluation trench on the east side of the bridge revealed three possible road levels. A further topographical survey of the surrounding landscape also recorded a possible trackway along the east side of the burn to the north of the bridge. No fords or evidence for other crossings were identified to a distance of 100m either to the north or south of the bridge.

1.3 No further archaeological works are recommended.

2 INTRODUCTION

2.1 Background

2.1.1 North East Scotland Preservation Trust (NESPT) commissioned AOC Archaeology group to undertake a programme of archaeological works in advance of the production of a strategy for repair of Sheeoch Bridge, near Kirkton of Durris, Aberdeenshire. The works included an archaeological field evaluation in order to establish the sequence of construction of the various elements in conjunction with an interpretive survey of the structure of the bridge and the production of a plan of the surrounding landscape to a distance of 100m upstream and downstream of the bridge.

2.1.2 These works were requested by NESPT in conjunction with Aberdeenshire Council, which is advised on archaeological matters by Mr Ian Shepherd of Aberdeenshire Council Archaeology Service (ACAS). Mr Shepherd had recommended a programme of archaeological works in accordance with NPPG 5 (SOEnd 1994) and PAN 42 (SOEnd 1994a).

2.2 Location

2.2.1 Sheeoch Bridge is located near to Kirkton of Durris which in turn stands on the right bank of the Burn of Sheeoch, immediately above its confluence with the Dee. The village lies on the B9077 approximately 3 miles east of Banchory and 14 miles west of Aberdeen. The bridge itself is located approximately 150m south of the B9077 within woodland and spans the steep sided banks flanking the Sheeock Burn. The site is centred at NGR: NO 7722 9601 and lies at a height of between 60 m and 50 m O.D. The location and extent of the survey is shown in Figures 1 and 2.

2.3 Archaeological Background

2.3.1 A cursory archive consultation of the surrounding area of the bridge revealed a number of significant features close to Kirkton of Durris that indicated human activity in the area over a long period of time. The archives consulted included the following sources:

- The National Monuments Record for Scotland (RCAHMS, Bernard Terrace, Edinburgh): For NMRS data, NMRS maps, archaeological and architectural photographs, and unpublished archaeological reports;
- The National Map Library (National Library of Scotland, Causewayside, Edinburgh): For old Ordnance Survey maps (1st & 2nd Edition, small- and large-scale) and pre-Ordnance Survey historical maps;
- Aberdeenshire Council Sites and Monuments Record (online database): For regional SMR information

2.3.2 The prehistory of the area is represented by a number of cairns and occasional finds within a kilometre of Durris. Three burial cairns and a hut circle (NMRS: NO79NE 28) are located to the south-east of the village. Close to this site is another cairn (NMRS: NO79NE 34) that includes four possible kerb stones. To the west of the bridge a further cairn is located from which a cist with a number of flints was recorded (NMRS: NO79NE 4) along with six bronze flat axes (NMRS: NO79NE 5). Close to the site of the cist a bronze pot, supported on three feet, was recovered during ploughing (NMRS: NO79NE 6). It has been suggested that this is either Roman or medieval in origin.

2.3.3 The medieval origins of Durris are unclear but it is thought that Castle Hill, located approximately 600m to the east of the village, is probably the site of the House of Durris, a 13th century Royal residence (NMRS: NO79NE 1, SMR: NO79NE0001). The site, also known as Castle of Dores, is a Scheduled Ancient Monument (4713) that comprises a medieval motte with the remains of a broad ditch on the west side. Kirkton of Durris was made a Burgh of Barony in 1540/1 and is first depicted on Pont's map *circa* 1583-96 (Figure 3). This map also indicates the position of a mill on the west side of the Sheeoch Burn and the Kirk to the east side. This Parish Kirk is also known as St Comgall's Church (NMRS: NO79NE 2.00, SMR: NO79NE0002, HB: 2985). Although rebuilt in 1869, within the cemetery the remains of the former church built in 1537 exist. The remains include an arched monument recess dated 1595 and skewputs inscribed S A F 1587. The church is thought to have 13th century origins.

2.3.4 The 1774 map of Kincardineshire by Garden (Figure 4) is the earliest map depicting the roads through Kirkton of Durris. The map also depicts the mill and bridge. It is presumed that this is Sheeoch Bridge (NMRS: NO79NE 76, SMR: NO79NE0062, HB 2974). The surviving mill is 18th century in date (NMRS: NO79NE 51, SMR: NO79NE0027, HB 2975) with substantial remains upstanding. Taylor's slightly later map of 1776 (Figure 5) depicts the

roads across the burn and to the kirk but shows no detail of the mill or bridge. It is not until Thomson and Johnson's map of 1820 (Figure 6) that the mill and bridge are depicted once more.

2.3.5 A new road and bridge were constructed through Kirkton of Durris in 1840 and this is first depicted on the 1868 Ordnance Survey map (Figure 7). This map also shows the line of the earlier road diverting south towards the mill over the bridge and then back north towards the line of the new road. A road towards the bridge is still depicted on the later maps of Bartholomew (1912) (Figure 8) and Ordnance Survey (1929) suggesting the bridge was still in use at this time.

3 PROJECT WORKS: REQUIREMENTS

3.1 A programme of works that fully satisfied and met the requirements of the North-East Scotland Preservation Trust as set out in their *Specification* was undertaken. This included:

- a laser scan survey of the bridge in order to produce plans and elevations of the structure;
- an archaeological evaluation to establish the sequence of construction of the various elements and the relative location of the various road surfaces that may survive;
- specialist assessment of significant organic material and artefacts and assessment of conservation requirements for any vulnerable artefacts recovered during the evaluation;
- preparation of plans, sections, reconstruction drawings and finds illustration to publication standards and of the survey of the surroundings;
- provision of a Data Structure Report of the results of the fieldwork;
- design of a scope of work to bring the results of the work, subject to its merit, to publication in an appropriate scholarly journal;
- preparation of a catalogued archive and its deposition in the National Monuments Record;
- submission of a brief report in *Discovery and Excavation in Scotland.*

4 METHODOLOGY

4.1 Archaeological evaluation

4.1.1 A small area close to the eastern end of the bridge was excavated by hand (Figure 2). Due to matters of health and safety, the trench could not be extended on the bridge itself and so was positioned between the abutments just beyond the cut of the bank. The trench was 2 m x 1.5 m in size and excavated until the natural deposits were encountered.

4.1.2 Excavation was undertaken in shallow units/spits until the first significant archaeological horizon or natural subsoil was reached.

4.1.3 All significant archaeological features were cleaned and fully defined. These were then investigated in order to determine their character, function, nature, date and significance.

4.1.4 No specialised re-instatement was undertaken. Trench was backfilled with spoil by hand.

4.2 Elevation survey of the bridge

4.2.1 A laser scan using a Trimble GS101 3D scanner of both elevations of the bridge was undertaken in order to produce a measured survey identifying the various features and possible construction phases. Plates showing of the results of this survey can be seen at the rear of this report.

4.3 Landscape survey

4.3.1 A further landscape survey using a Leica TCR705 total station was undertaken in order to identify any features within the landscape that may be associated with crossings of the burn such as signs of a ford or earlier bridge.

5 RESULTS

5.1 Archaeological evaluation

5.1.1 The excavation of the trench to the east of the bridge revealed three possible road surfaces below the upper topsoil (Figure 9; Plate 1). The uppermost layer [100] comprised 0.05m of mid-brown sand and heavy root bio-turbation. Below this was the most recent road surface [101] made up of poorly-sorted loose angular stone cobbles 0.10m thick in a sand matrix. Separating this from the next road surface was a thin layer [102] of dark-brown humic sand with frequent roots and occasional small stone inclusions. The following road surface [103] was 0.32m thick and comprised of large angular stone cobbles in a sandy matrix similar to the upper road surface. The layer was very uneven and loosely-packed. A third road layer [104] was recorded below [103] comprising a 0.15m thick firm light brown compact sand with frequent rounded cobbles of various size. This formed a smooth flat surface unlike the previous two. Below the top 0.15m of this layer a slightly darker brown sand

with larger rounded and angular cobbles [105], probably part of the same road make up, was recorded. A 0.10m thick layer of friable dark reddish brown degraded granite was recorded below [105] which in turn lay above the natural alluvial deposits [107] of poorly sorted angular stones in a light brown sand matrix. No artefacts were recovered during the excavation from which a date for the various layers could be ascertained.

5.2 Elevation survey of the bridge

5.2.1 The laser scan and photographic survey of the bridge revealed a number of features that relate to various construction phases of the bridge. The bridge itself comprised of a single arch spanning the burn with an additional storm arch flanking the eastern side. The bridge was in a poor condition with most of the spandrel and parapet on the south elevation collapsed (Plate 2) and most of the spandrel above the main arch on the northern elevation also collapsed (Plate 3).

5.2.2 The main components of the south elevation (Figure 10) comprises the arch (F1) spanning the burn, a projecting buttress (F2) on the central pillar and a storm arch (F3) to the east side (Plate 4). The composition of the wall to the west of the main arch (F4) consists of a roughly squared rubble boulder wall with stone infill that continues to the top of the bank on the west side. The central part of the wall above the arch has collapsed but continues to the east of the arch that includes the central buttress. This buttress (F2) is an integral part of the south elevation that projects outwards forming a wide 'V' shape in order to deflect any flood waters towards the two arches. The south wall on the east side is more complex being constructed of three distinct phases (Plate 5). The lower part (F4) comprises large boulders similar to that found on the west side. Above this is a 0.5m layer of much smaller flat stones (F6) creating a random stone rubble wall. A distinct construction line could then be seen above this which consists of a series of much larger stones (F7) with little or no rubble infill which completes the wall to its existing height. The main arch of the bridge is constructed of large 'voussoir' stones set on edge. The west side of the arch incorporates a vertical section and springer stone leading into the arch as the bedrock on the west side is slightly higher than the east side. The arch for the storm drain is also formed by large 'voussoir' stones set on edge, the stones being of variable size forming a rough uneven outer edge. The east side of the arch terminates slightly higher than its west side due to the steep slope of the bank.

5.2.3 A number of phases were also identified in the north elevation of the bridge (Figure 11). Unfortunately, much of the spandrel above the main arch had collapsed leaving the infill of the bridge visible (Plate 3). It was also difficult to see the wall to the far west side (Figure 11; F16) due to the heavy undergrowth and steep side of the bank. The construction of this area of the bridge was similar to that found on the south elevation with large boulders forming a rubble wall. The stone arch (F8) itself is constructed of large stone blocks set on edge, although the size of the stones in the arch were smaller than those recorded on the south elevation. The base of the arch on the western

side is positioned much higher than that of the eastern side and also that of the western side of the south elevation due to the additional height of the bedrock here. Between the main arch and the storm arch a tall buttress (F10; Plate 6) with a steep batter is constructed. This comprises of large rounded boulders that butt up to the north elevation of the bridge. The buttress is a later addition to the bridge as it is not keyed in to the wall, being bonded to the bridge with cement. The walls flanking the storm arch (F11) were of a similar construction to that recorded on the western side of the bridge, with large boulders forming a rubble wall and an in-fill of smaller stones. The gaps between the stones also included a rough cement render. Again, the construction of the storm arch (F9; Plate 7) comprises of roughly cut flat stone boulders set on edge, also including some cement rendering. As with arch F8, the stones that make up the arch are generally smaller than those within the arch on the southern elevation (Figure 10; F2). Above the storm arch, the wall construction has a number of phases and additional features. Immediately to the east of the storm arch the wall is angled to the north by about 30º. Immediately above the arch and spanning the angled wall are two projecting relieving stone courses. The lower of these (F12) is a short length of roughly square cut stones forming a shallow arch. Above this is a longer span of square cut stones (F13) that continued beyond the centre of the storm arch. These two projecting relieving courses are part of a section of the bridge wall that continues across the north elevation of the bridge up to the area of collapse. This course is quite distinctive as the stone used was of a different quality and could be seen as a reddish band across the bridge. Above this course the wall construction comprises much smaller flat stones (F14) similar to that recorded on the southern elevation. This is a levelling layer above which is a section of rubble stone wall (F15) constructed of larger stones with rubble in-fill.

5.2.4 The soffits of both arches indicate that there are two distinct phases of construction with a clear construction line visible running through the width of the bridge (Plate 8). The bridge is 4.64m in width with the initial 3.34 m of the soffit on the northern side constructed of small random rubble. The final 1.3m to the southern side is constructed of larger roughly coursed stones.

5.2.5 Only three of the bridge abutment walls survive to any height. The wall on the north-west corner (Figure 2; F17; Plate 9) survives to 0.65m high on the inner side and is 0.30m in width. The wall is approximately 10m long and comprises of roughly squared stones bonded with a course lime mortar. The south-west wall (Figure 2; F18; Plate 10) is much shorter at 3m long as it runs into the bedrock at the western end. It is 0.80m high and 0.83m in width comprising of stone rubble with a lime mortar bond. The abutment wall on the north-east side (Figure 2; F19) is 0.25m high and 0.30m in width. No abutment wall existed on the south-east corner.

5.2.6 Other features recorded apart from the bridge included a trackway (Figure 2; F20; Plate 11) running along the eastern bank of the burn on the northern side of the bridge. This track includes a pronounced rounded bank (Plate 12) between the track and the burn along the northern half of its length. At the northern end, the track is truncated by the spoil from the construction of the later road bridge. At this point the track is approximately 1.6m wide and the

bank 1.5m high. It continues southwards for approximately 50m up to a large gap, approximately 20m from the bridge. This gap is more likely associated with erosion than as a point for a ford crossing as the bank on the other side of the burn at this point was particularly steep. Beyond the gap the track continues for further 15m towards the bridge before petering out approximately 5m from the bridge. The heavy tree and undergrowth at this point made the identification of the track difficult. To the south of the bridge a channel (Figure 2; F21) was recorded running from the buttress of the bridge (F3) southwards for 15m before turning westwards towards the burn.

5.2.7 The only other features identified during the survey were a large stone boulder wall that was part of a mill lade (F22; Plate 14) and a series of stone steps (F23) leading down to the burn. Both of these features were on the west side of the burn and to the south of the bridge and were deemed fairly modern in construction, although it was not clear if they were new additions or just recently repaired features originally associated with the 18th century mill.

6 DISCUSSION

6.1 It is clear that the bridge had a number of phases although unfortunately it is not possible to easily identify its origins as no artefactual evidence was recovered during the excavations. In addition, no distinctive design features could be attributed to its construction. It is known from documentary evidence that the area to the south of the Dee was occupied from an early period in history. The Kirk at Durris is thought to have its origins in the 12th century, and there are the remains of a motte close by. Even early cartographic evidence such as Pont's map *circa* 1583-96 identified a reasonable amount of properties along the south side of the Dee from Banchory to Peterculter and beyond. Although no roads or bridges are depicted on this map, given the amount of place names depicted to the south of the Dee, it is presumed that at least a substantial trackway must have been in existence linking these places at this time and possibly much earlier. Given that the bridge spans a fairly steep-sided and uneven valley, a bridge would have been the most suitable way to cross the Sheeoch Burn.

6.2 An alternative solution to a bridge crossing would have been a ford. Although the survey did not identify a ford close to the bridge it is possible that one existed in association with the trackway recorded to the north of the bridge. No date was prescribed to the trackway and it is possible that it was Victorian in construction. An alternative suggestion is that it was a much earlier feature that pre-dated the bridge. It is possible that the channel to the south of the bridge is actually a continuation of the trackway and that it was truncated by the construction of the bridge. The channel does turn towards the burn at the southern end and could possibly have been the position of a ford as the bank on the west side of the burn at this point is reasonably flat. Unfortunately no continuation could be identified on the other bank, although this is possibly due to the later construction of the mill lade truncating any earlier feature. No evidence of a ford could be identified within the burn although it is possible

that it has been washed away as the burn has been prone to flooding in the past.

6.3 Although we have no fixed date for the bridge we do know it had a number of construction phases. The evidence shows there were three possible road surfaces across the bridge. It is presumed that the earliest road surface was associated with the first phase of the bridge although this is far from certain. This first phase comprised of the building a narrow bridge, including the storm arch, constructed of large boulders, as seen in the lower sections of the north elevation. The next phase incorporated the construction of the additional section to the southern side of the bridge, including the flow-directing buttress (F2) and the projecting buttress (F10) and relieving courses (F12 & F13) on the north elevation. This was possibly constructed after earlier flood damage. One such flood was the 'muckle spate' of 1829 when the majority of the bridges along the Dee were either swept away or sustained major damage (Lauder 1998). It could not be determined whether the two upper road surfaces recorded could be associated to the two upper courses of stonework recorded on the east side of both elevations of the bridge. Given that the depth of the first two road surfaces were both quite shallow in comparison to the height of the uppermost phase of the bridge wall it would be more likely to suggest they both belong to this final phase and that the earliest road surface belongs to the second phase of the bridge. This would mean that no road surface for the initial phase was identified although given the apparent ferocity of the 1829 floods it is entirely possible that the earlier road surface was washed away.

6.4 This programme of archaeological works has been unable to substantiate whether Sheeoch Bridge is of medieval origin. The work carried out has been able to distinguish that the bridge has a number of phases, the earliest of which can be assigned to at least 1774, as depicted on Forest's map of this date.

7 REFERENCES:

7.1 Bibliographic references

Lauder, T. D. 1998 *The Great Moray Floods of 1829*. Moray Books

SOEnD 1994 *National Planning Policy Guideline 5: Archaeology and Planning.* The Scottish Office Environment Department.

SOEnD 1994a *Planning Advice Note 42: Archaeology – the Planning Process and Scheduled Ancient Monument Procedures*. The Scottish Office Environment Department.

7.2 Cartographic references

Timothy Pont 1583-96 *Lower Deeside*

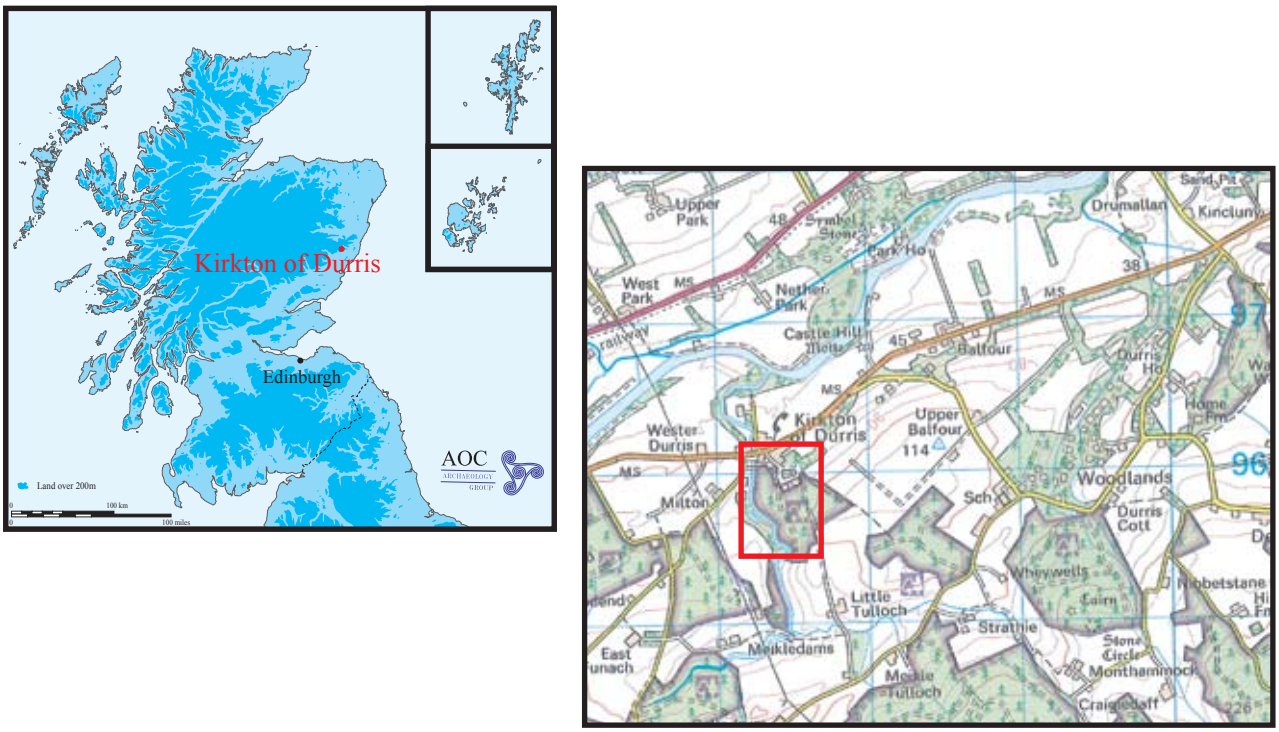
William Garden 1774 *A map of Kincardineshire*

George Taylor & Andrew Skinner 1776 *A Road from Aberdeen to Braemarr & from Aberdeen to Durris & Banchory Ternan by South side of Dee River*

John Thomson & William Johnson 1820 *Kincardineshire*

Ordnance Survey 1868

John Bartholomew 1912 *Aberdeen*



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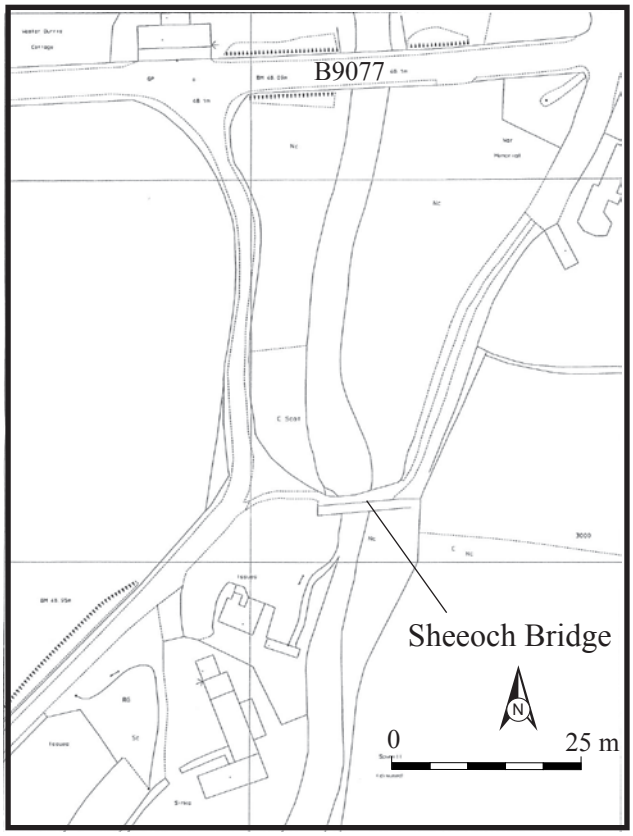

Figure 1: Site location plan

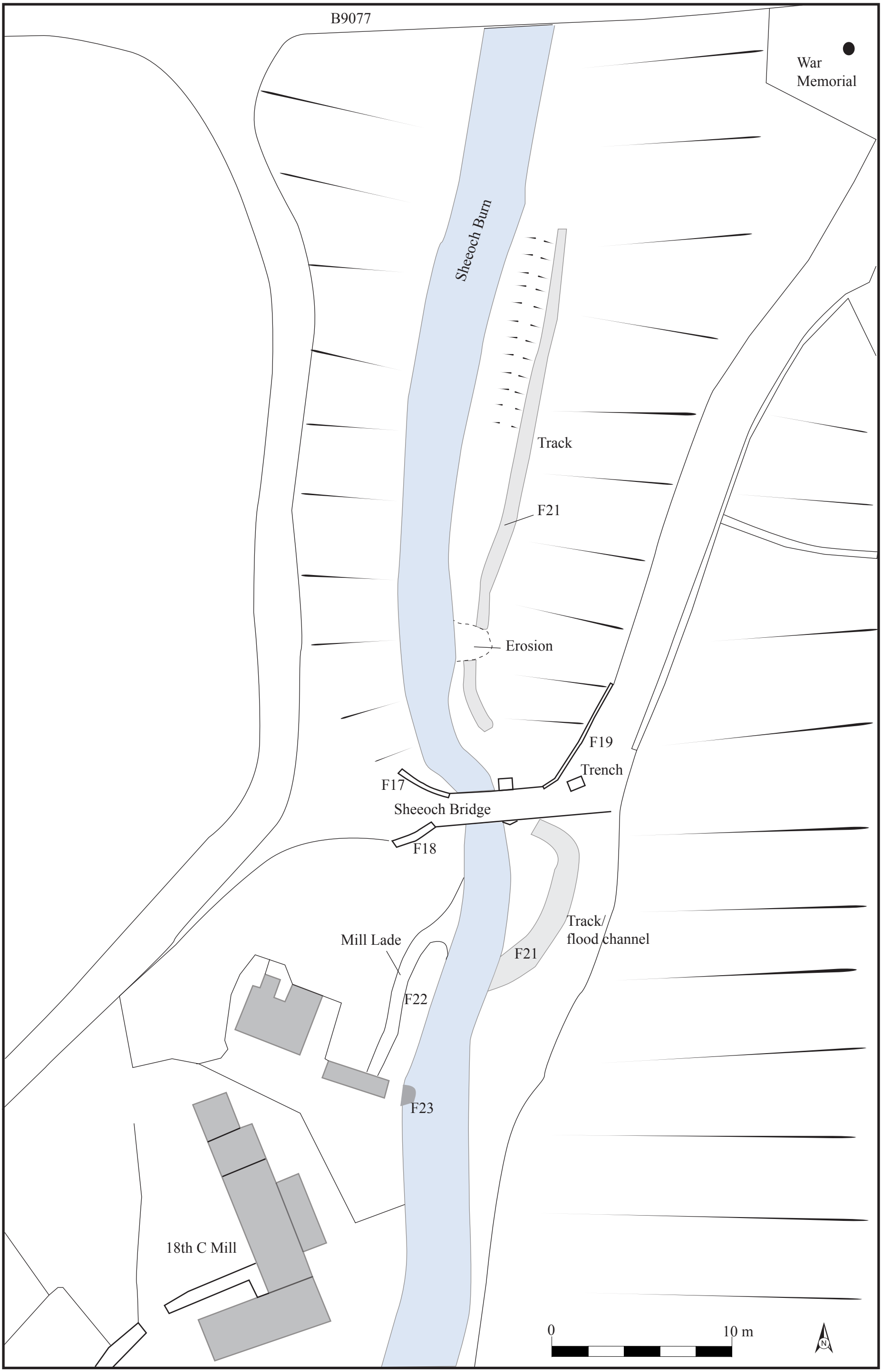

Figure 2: Plan of Sheeoch Bridge

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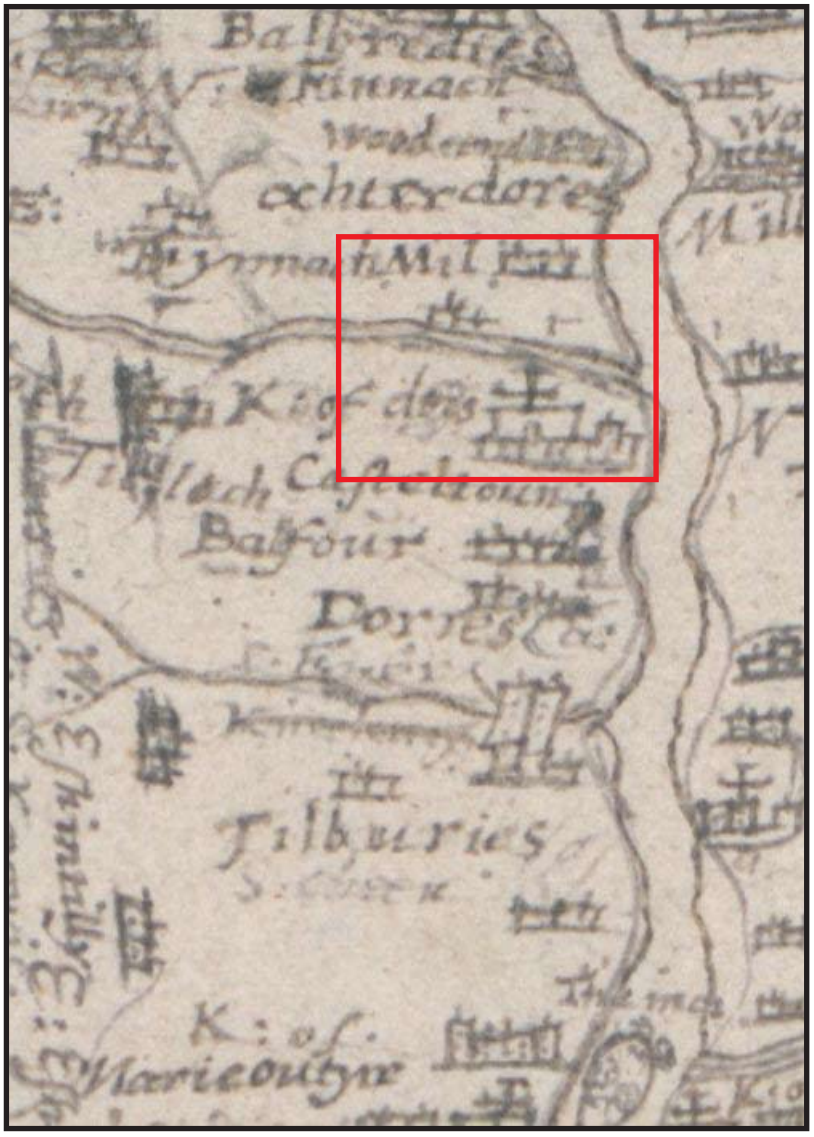

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Figure 3: Extract from Pont's map ca.1583-96

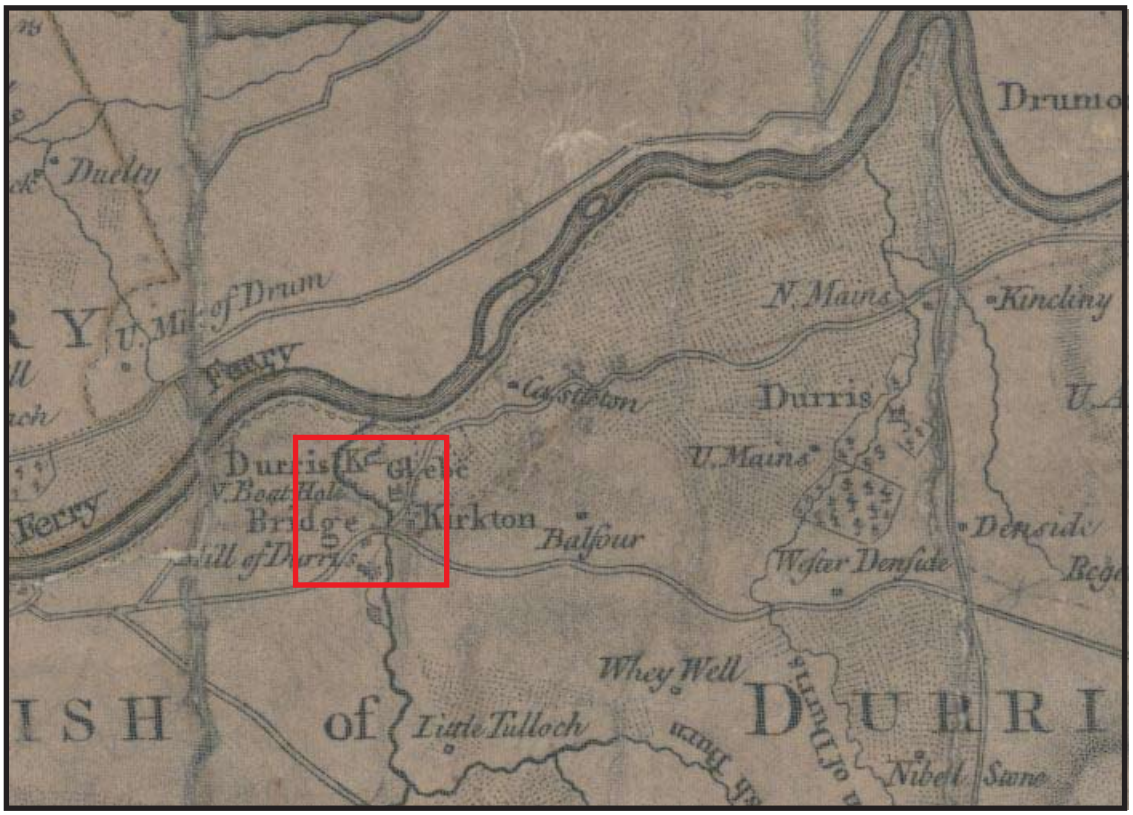

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Figure 4: Extract from Garden's map c.1774

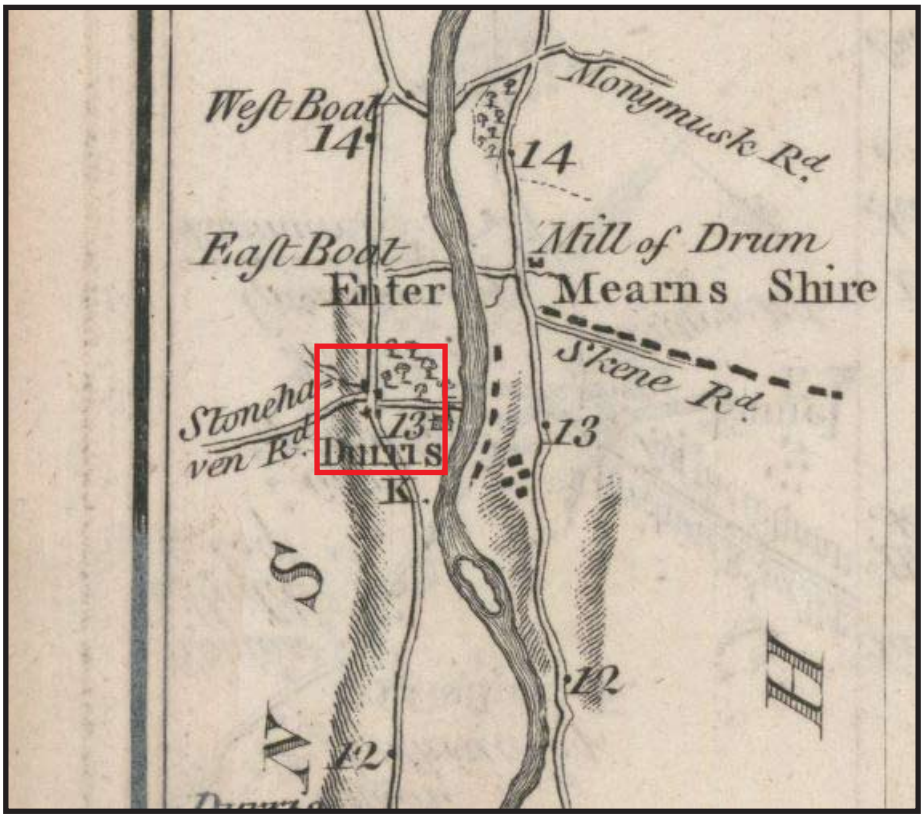

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Figure 5: Extract from Taylors map of 1776

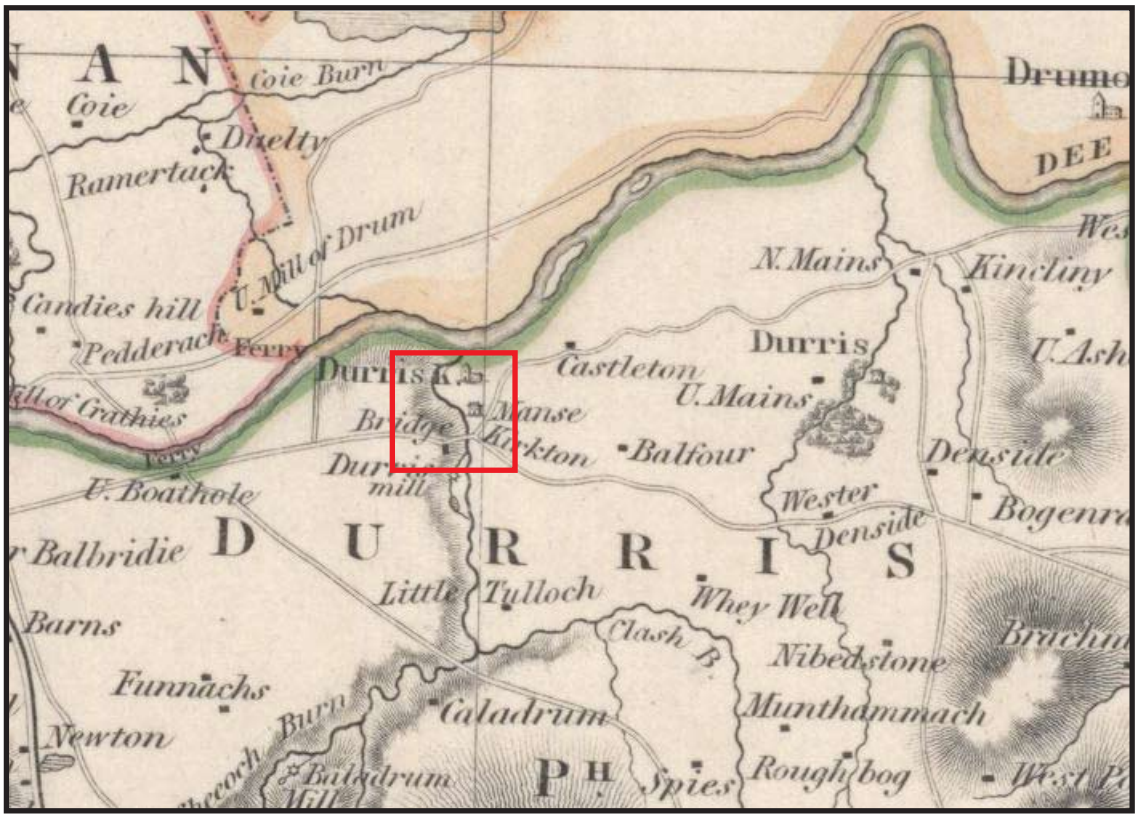

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Figure 6: Extract from Thomson and Johnson's map of 1820

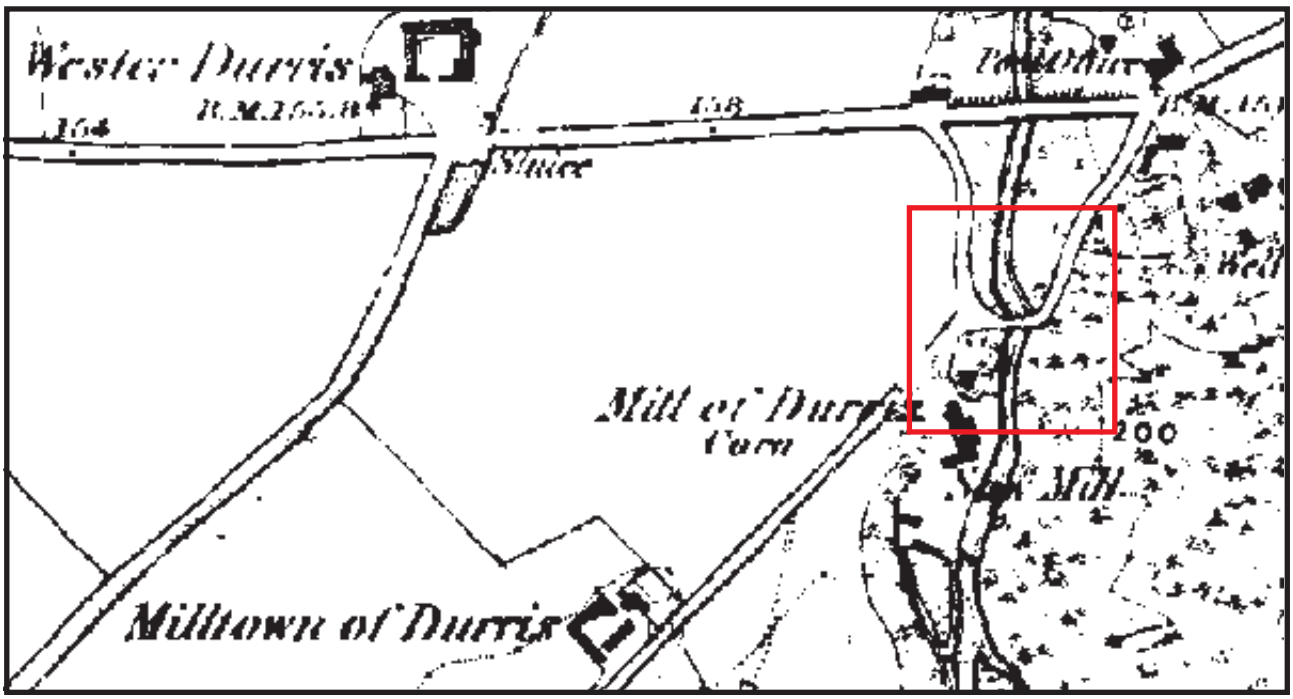

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Figure 7: Extract from First Edition Ordnance Survey, 1868

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Figure 8: Extract from Bartholemew's map, 1912

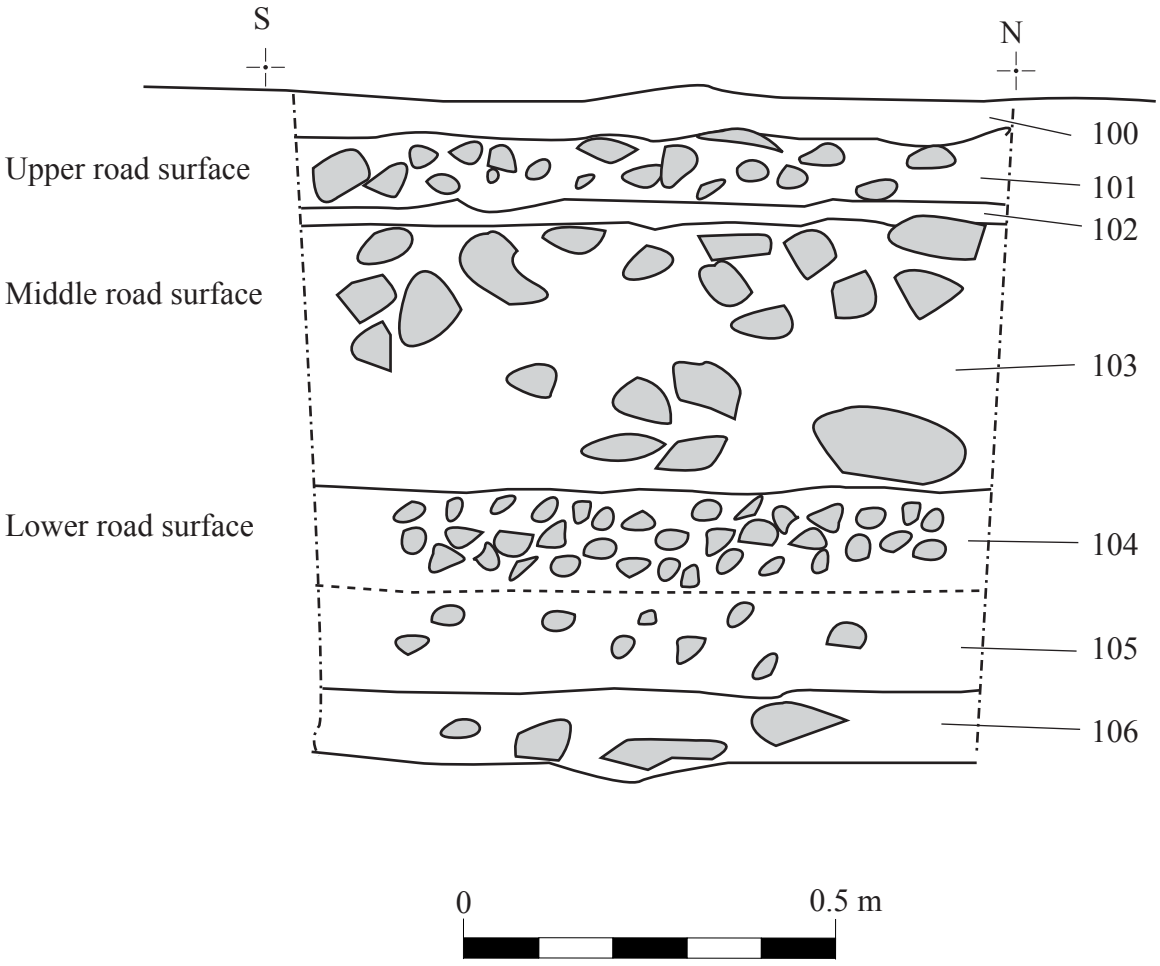

Figure 9: East facing section through trench

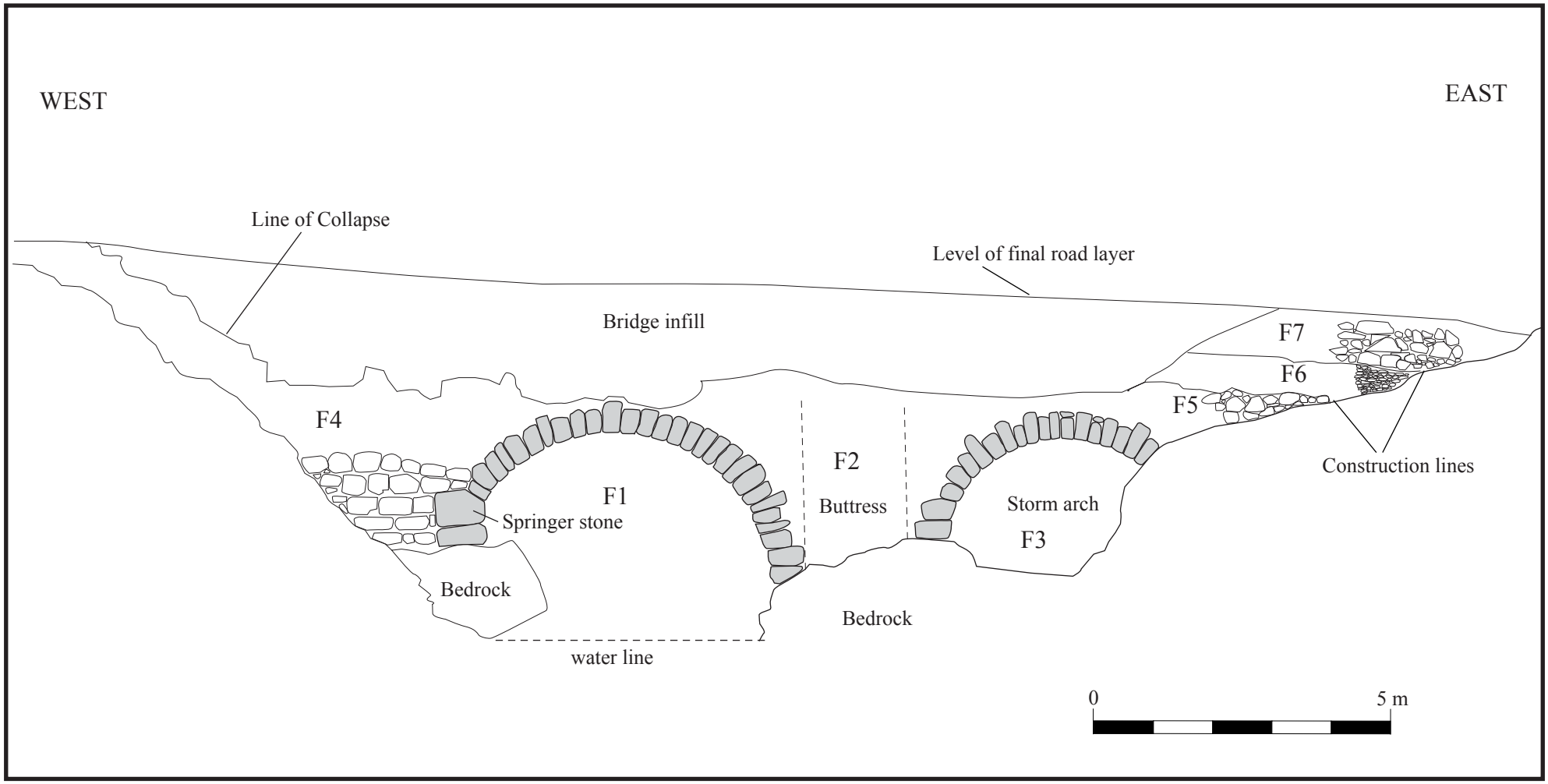

Figure 10: South elevation of Sheeoch Bridge

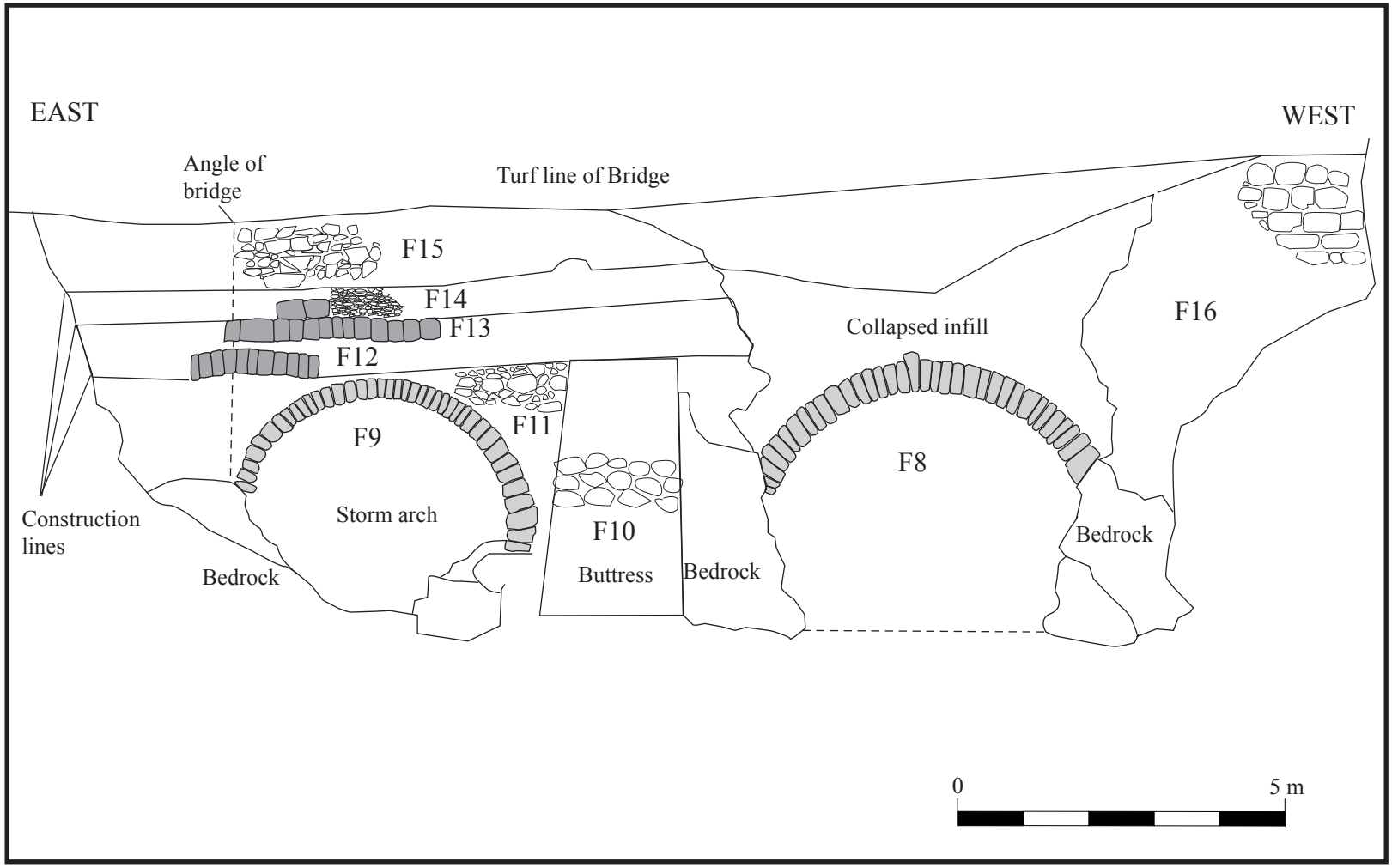

Figure 11: North elevation of Sheeoch Bridge

Plate 1: Detail of the section through the evaluation trench with the road layers highlighted

Plate 2: General view of south elevation of Sheeoch Bridge showing the collapsed spandrel

Plate 3: General view of the main arch of the north elevation showing the collapse on this side

Plate 4: View of south elevation of Sheeoch Bridge showing the projecting buttress between the arches.

Plate 5: Detail of the stone phasing on the east side of the south elevation (highlighted)

Plate 6: Detail of the central buttress on the north elevation (F10)

Plate 7: View of storm arch (F9) showing the stone relieving courses (F12 & F13) above plus the stone phasing.

Plate 8: Detail of the construction line in the soffit of the storm arch (shown highlighted)

Plate 9: View of north-west abbutment wall from the west (F17)

Plate 10: View of south-west abbutment wall (F18)

Plate 11: South section of track (F20) from the north

Plate 12: View of track (F20) showing the bank (on the right) between the track and burn

Plate 13: View of channel (higlighted) (F21) to south of bridge

Plate 14: Stone boulder wall of mill lade (F22) to south of bridge

APPENDIX 1: PHOTOGRAPHIC RECORD

Black and White Print and Colour Slide Film No.1

Frame No	Description	From
1-2	Registration shot	
3-4	View of eastern side of bridge	S
5-6	Shot of evaluation trench after removal of topsoil	E
7-8	Trench showing second road surface	E
9-10	Trench showing third road surface	S
11-12	Trench showing third road surface	W
13-14	View of east wall of bridge on south elevation	S
15-16	South elevation of storm arch	S
17-18	South elevation of main arch	SE
19-20	Evaluation trench fully excavated	E
21-22	Evaluation trench fully excavated	S
23-24	East facing section through trench	E
25-26	View of channel to south of bridge	N
27-28	View of channel to south of bridge	S
29-30	View of channel to south of bridge plus south elevation of bridge	SE
31-32	South elevation of main arch	S
33-34	View of stone phasing on east side of south elevation	S
35-36	Stone wall of mill lade	N
37	Stone buttress on north elevation of bridge	N

Black and White Print and Colour Slide Film No.2

Frame No	Description	From
1-2	Registration shot	
3-4	Storm arch on north elevation	N
5-6	Storm arch on north elevation showing stone relieving course	N
7-8	North elevation of main arch	N
9-10	Track to north of bridge	N
11-12	Area of erosion of track	N
13-14	Track showing banking at north end	S
15-16	North east abutment wall	NE
17-18	View of track from west bank	W
19-20	North west abutment wall	W
21-22	South west abutment wall	W
23-24	General view of burn and bridge from the south	S
25-26	View of mill lade	N
27-28	View of south elevation of bridge	SW
29-30	South west wall of bridge	S
31-32	South west wall of bridge top section	S

33-34	Detail of south elevation of main arch	N
35-36	Detail of underside of main arch	SW
37	Detail of underside of main arch	W

Black and White Print and Colour Slide Film No.3

Frame No	Description	From
1-3	Detail of underside of storm arch	SW
4-5	Detail of underside of storm arch	S

APPENDIX 2: CONTEXT DESCRIPTIONS

Context	Type	Description
100	Topsoil	A soft mid-brown silty sand 0.05 m thick with frequent small round to angular stones and heavy root bit-turbation
101	Road surface	A layer of angular cobbles 0.10 m thick with smaller angular stones to the top and larger stones up to 10 cm^3 below in a brown sandy matrix
102	Layer	A shallow layer of dark brown humic sand 0.03 m thick. It has frequent root bio-turbation and occasional small stones.
103	Road surface	A 0.32 m layer of large angular stones uneven loosely packed in a brown sandy matrix with occasional root action
104	Road surface	A firm light brown compact sand with frequent rounded poorly sorted cobbles up to 0.08^3m in size. Forms a flat surface 0.15 m thick
105	Layer	A 0.15 m thick firm mid-brown compact sand with moderate rounded and angular stones up to 0.10^3 m. Possibly part of 104 as similar make up just slightly darker in colour.
106	Layer	A soft friable dark reddish-brown layer of degraded granite with occasional small angular stone inclusions 0.10 m thick on to natural deposits.

APPENDIX 3: DISCOVERY AND EXCAVATION IN SCOTLAND REPORT

LOCAL AUTHORITY:	Aberdeenshire
PROJECT TITLE/SITE NAME:	Sheeoch bridge
PROJECT CODE:	AOC 20379
PARISH:	Durris
NAME OF CONTRIBUTOR:	Donald Wilson
NAME OF ORGANISATION:	AOC Archaeology
TYPE(S) OF PROJECT:	Evaluation and Survey
NMRS NO(S):	NO79NE 76
SITE/MONUMENT TYPE(S):	Bridge
SIGNIFICANT FINDS:	None
NGR (2 letters, 6 figures)	No 7722 9601
START DATE (this season)	13/12/06
END DATE (this season)	16/12/06
PREVIOUS WORK (incl. *DES* ref.)	None
MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields)	An evaluation and elevation survey was undertaken in advance of the production of a strategy for the repair of Sheeoch Bridge. A single evaluation trench was excavated recording 3 distinct road levels. No finds were recovered. An elevation survey of the bridge revealed a number of construction phases. A further landscape survey identified a track along the east side of the Sheeoch Burn
PROPOSED FUTURE WORK:	None
CAPTION(S) FOR ILLUSTRS:	
SPONSOR OR FUNDING BODY:	North East Preservation Trust
ADDRESS OF MAIN CONTRIBUTOR:	AOC Archaeology, Edgefield Industrial Estate, Loanhead, Midlothian, EH20 9SP
EMAIL ADDRESS:	donaldw@aocscot.co.uk
ARCHIVE LOCATION (intended/deposited)	RCAHMS