

**A77 Glen App:
Archaeological Survey
and Desk Based Assessment**

Data Structure Report

by Douglas Gordon

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Rathmell
Archaeology Ltd

Quality Assurance

This report covers works which have been undertaken in keeping with the issued brief as modified by the agreed programme of works. The report has been prepared in keeping with the guidance of Rathmell Archaeology Limited on the preparation of reports. All works reported on within this document have been undertaken in keeping with the Institute of Field Archaeology's Standards and Policy Statements and Code of Conduct.

Signed Date

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1 Overview

- 1.1 This Data Structure Report presents the findings of an archaeological survey and desk based assessment commissioned by Mouchel Parkman in respect to a proposed trunk road improvement to the A77 Glen App, South Ayrshire (centred NGR: NX 0933 7808). The study area consists of the current A77 road, open hill ground and forestry extending to roughly 34ha.
- 1.2 The study area is situated in a part of South Ayrshire which is rich in archaeology and so has the potential to contain archaeological sites. Hence, the archaeological works were designed to ensure that no significant archaeology or related palaeoenvironmental remains contained within the study area will be needlessly destroyed without record.
- 1.3 Mouchel Parkman has provided guidance on the structure of archaeological investigations required on this site prior to work.

2 Project Works

- 2.1 The programme of works comprised a desk-based assessment and a walkover survey of the development area. In keeping with this agreement the survey works were undertaken on the 13th March 2007; the day was dry and overcast allowing easy access to the ground.
- 2.2 The desk-based assessment involved the consultation of publicly accessible archives. These included: West of Scotland Archaeology Service Sites & Monuments Record; National Monuments Record of Scotland (NMRS); National Library of Scotland; National Map Library of Scotland; Historic Scotland; and the Scottish Cultural Resource Access Network. The consultation of these records identified a sequence of sites, which are detailed in Appendix 1.
- 2.3 All works were conducted in accordance with the Institute of Field Archaeology's Standards and Policy Statements and Code of Conduct and Historic Scotland Policy Statements.

3 Findings: Desk based assessment

- 3.1 The majority of the available pre Ordnance Survey mapping is of a scale to be of little benefit in the identification of structures or other minor activity, although they do broadly record the use of this corridor as a linear routeway to the south-west. However the 1747-1755 Military Survey sheet (Roy; Figure 1a) shows the study area to be open hillside, with structures at Carluck (now Carlock) in the south and structures at Kill St Ninian **(10)** (now Kilantringan [NMRS NX07NE3]) to the north. It also depicts the road forking in the middle of the study area, with the northwest fork **(2)** leading to Kill St Ninian and the right leading to Achanchroish (now Auchencrosh).
- 3.2 According to the NMRS the modern road within the study area overlays part of the military road **(5a)** (NMRS NX07NE18) that ran from Stranraer to Ballantrae. The road was built over two years from 1780 to 1782 (Taylor 1996). The Ballantrae road was a spur off of the main Bridge of Sark to Port Patrick military road that had been built in the 1760's. These roads were part of the road building that occurred across Scotland after the 1745 Civil War, to enable military units to travel across the country quickly. In this instance the road related to the routeways to the main Scotland to Ireland crossing from Port Patrick. It is uncertain as to whether any elements of the original military road survive beneath the modern road fabric.
- 3.3 By the time of the 1st edition Ordnance Survey (Figure 2; 1857) the left hand fork on Roy has become a track while the right hand track has become a turnpike road **(5b)** after being legislated as such in the Ayr Roads Act. The tollbooth (Site **(1)**) was situated on the crossroads at the northern end of the study area (McClure 1994). In addition along the road there are also three gravel pits **(6)(7)(8)**, and a Whinstone Quarries marked **(9)**. The quarries and gravel pits may have been formed to produce raw materials to create either the military road (1780-82) or the subsequent maintenance as a toll road.

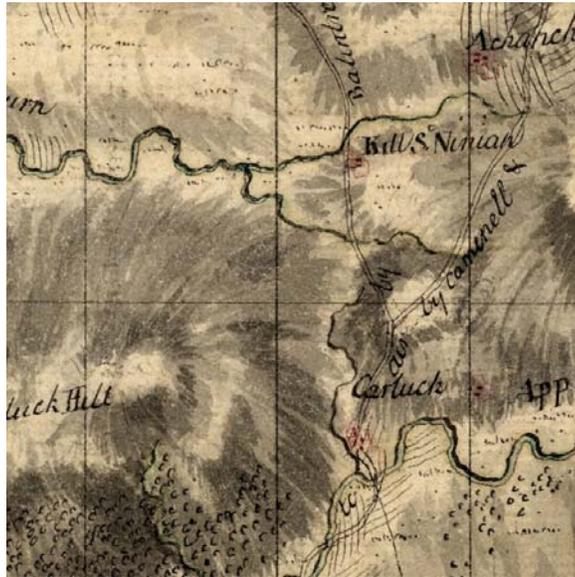


Figure 1a: Roy's Military Map 1748-55

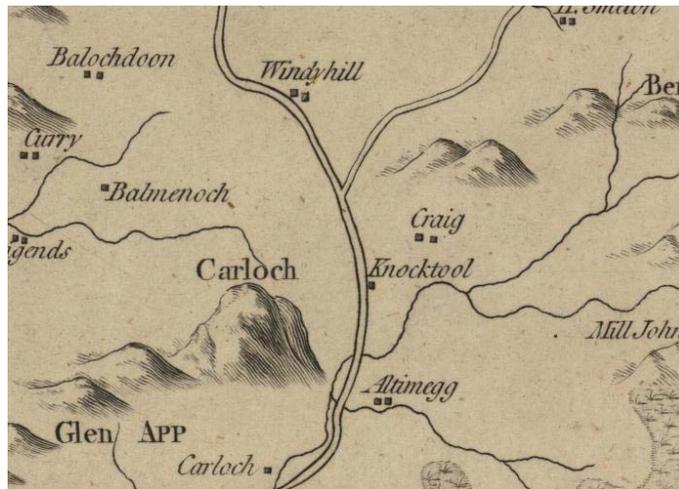


Figure 1b: Armstrong 1775



Figure 1c: Ainslie 1821

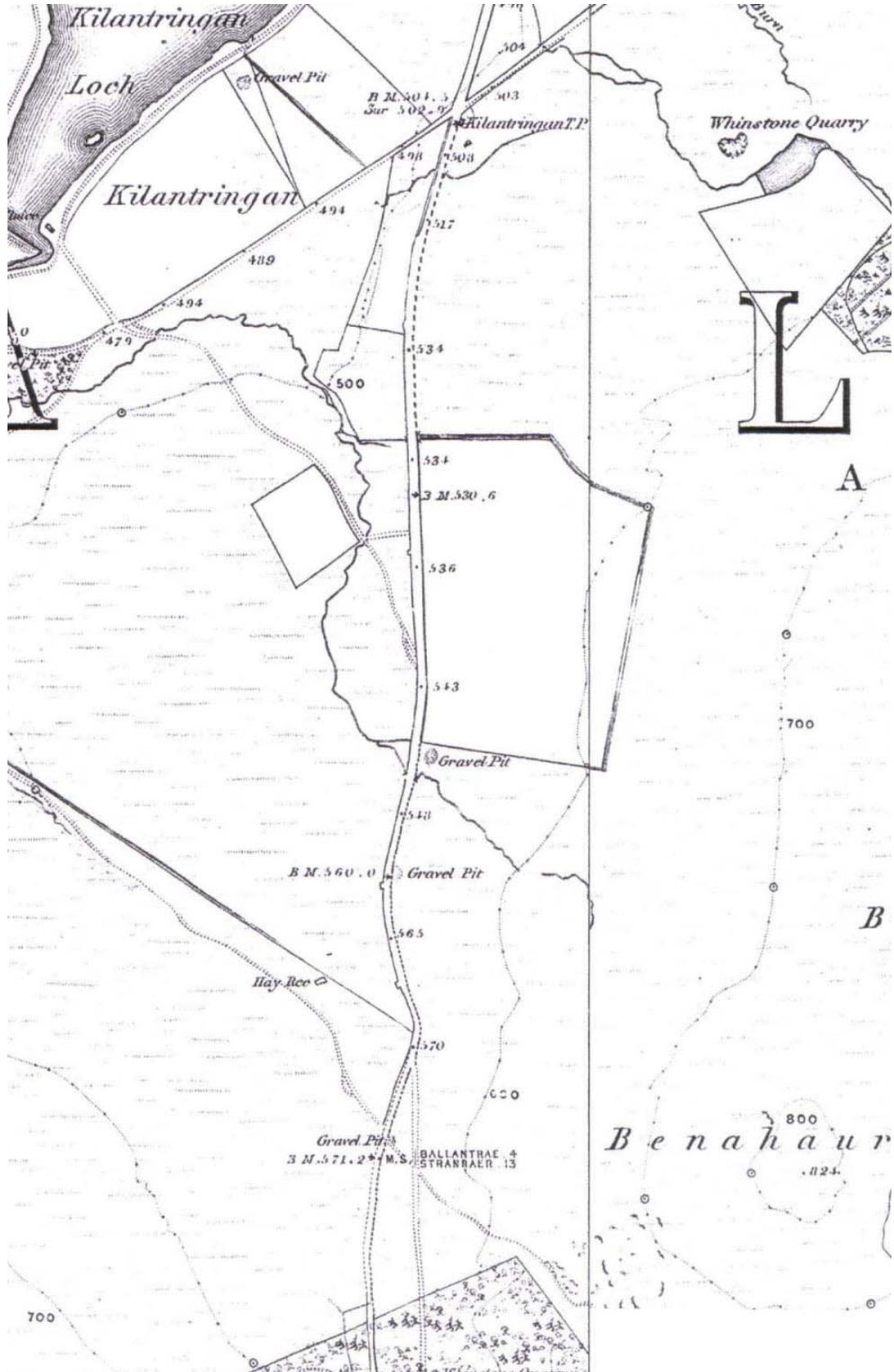


Figure 2: 1st edition Ordnance Survey 1857

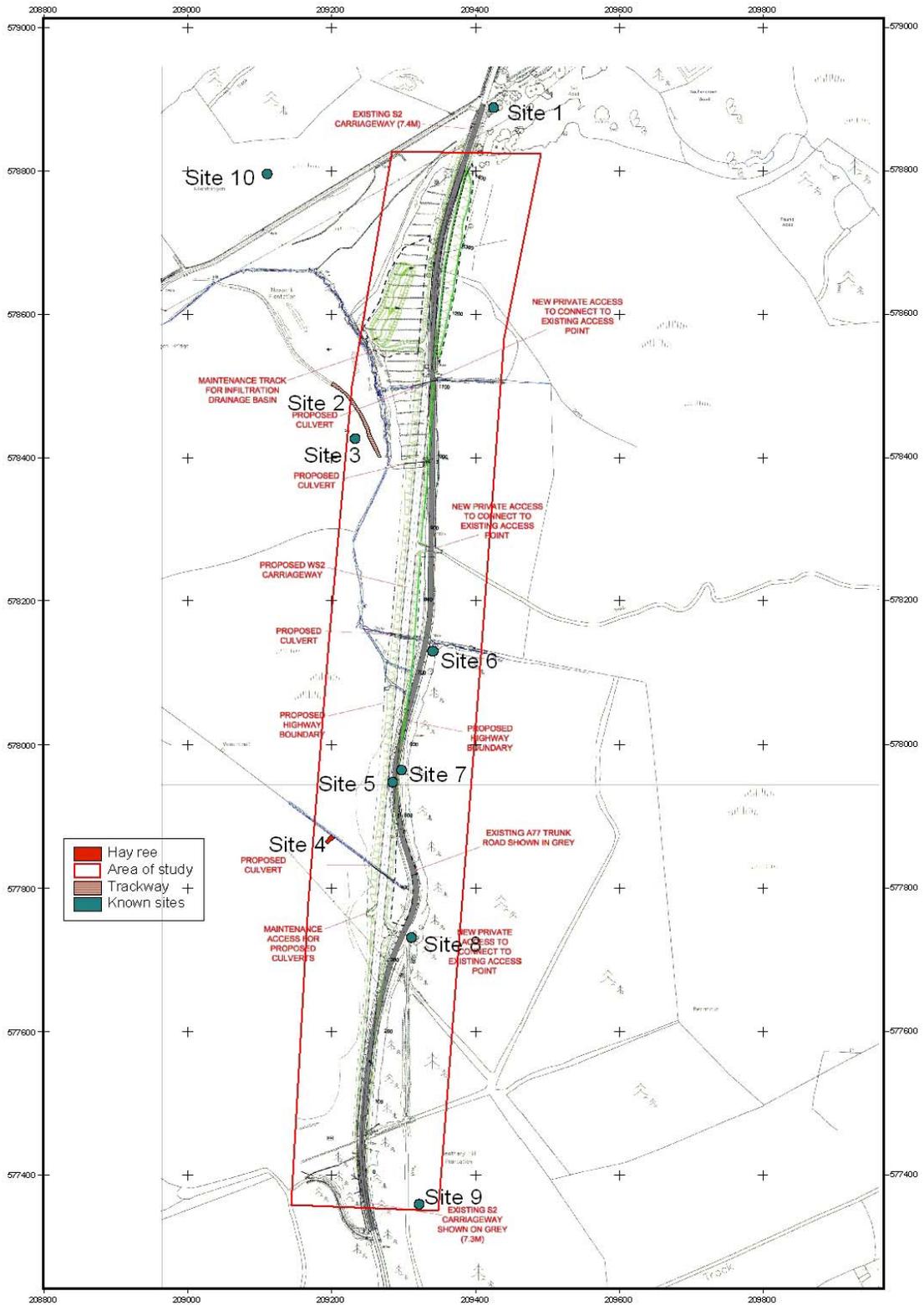


Figure 3: Study Area with Known Sites Marked

- 3.4 The agricultural use of the ground is also evident from the presence of a sub rectangular enclosure **(3)** and a Hay Ree **(4)** (NMRS NX07NE28). A plantation of trees has also appeared at the southern end of the study area.
- 3.5 Out with the study area but within 300m are three sites, to the north west is Kilantringan **(10)** (NMRS NX07NE3) the supposed site of a medieval church and village. To the east is Craigue Fell (NMRS NX07NE11) a large cairn measuring 14.5m by 13m and up to 1m in height. The third site was the site Carlock Castle (SMR 52098) of which there are no upstanding remains, which is situated to the southeast of the study area.

4 Findings: Survey

- 4.1 The study area is generally open hill ground with the prevailing slope was from east to west. The western side consisted of unmanaged woodland and boggy ground, while the eastern side is forestry, arable fields and unmanaged woodland.
- 4.2 Only two sites were identified during the walkover survey **((2)(4))**; Figure 2). Both of these sites had previously been identified by the desk-based assessment undertaken in advance of the survey.
- 4.3 Site **(2)** (NGR: NX 0930 7845) is a trackway running southeast to northwest (Figure 3c), which leads to a ford across a burn but is not visible on the eastern side of the burn. The trackway is marked on Roy's map 1747-55 (Figure1a) as a fork in the road leading to Kill St Ninan (Kilantringan **(10)**).
- 4.4 Site **(4)** (NGR: NX 0923 7792) was a sub rectangular structure measuring approximately 5m by 12m which matched the mapped location of a Hay Ree. The majority of the fabric of the structure had been robbed away leaving only a handful of stones to define the outline of the structure (Figure 4a).
- 4.5 Sites **(5a)(5b)** the military road (NMRS NX07NE18) and subsequent turnpike run through the study area are were considered to not visible as they appear to have been subsumed by the modern road (See section 3.2 to 3.3). It is unclear therefore as to whether there is any surviving fabric pertaining to the evolution of this road under the modern road fabric.
- 4.6 The other sites identified from the desk based assessment had no visible upstanding remains. Site **(3)** appears to have been robbed out, while Sites **(6)(7)(8)(9)** have been expunged by forestry plantation.
- 4.7 While the western side of the study area is predominantly boggy ground, there was no visible evidence for areas of significant peat deposits or comparable sources for palaeoenvironmental remains.

5 Discussion of significance

- 5.1 In evaluating site significance, the importance of archaeological resource is assessed principally according to the criteria published in NPPG5. The main thresholds of archaeological significance defined in NPPG5 are National Importance, Regional and Local Importance, and Other. Sites of National Importance comprise those sites protected by scheduling under the 1979 Act, and sites of schedulable quality. Scheduling is an ongoing process and not all sites of appropriate quality are currently scheduled; hence planning authorities maintain the Non Statutory Register of sites that are those sites of schedulable quality but which have yet to be scheduled (Category V - almost certain and/or C – probable).
- 5.2 Sites of Regional and Local Importance are those that do not merit scheduling, but which have significance within a regional or local context. This may, for example, apply to their importance to regional or local history, or they may be the only local example of a monument type. Sites of Other Importance may comprise component parts of a landscape rich in archaeological monuments, and sites or monuments with less than local importance such as findspots with no known remains.



Figure 4a: Hay Ree (4)



Figure 4b: Position of Tollbooth (1)



Figure 4c: Old Trackway (2)

5.3 Table 1 summarises the archaeological significance of the archaeological resources.

<i>No</i>	<i>Site</i>	<i>Descriptor</i>	<i>Site Significance</i>	<i>Impact Potential</i>
1	Toll	Toll house and ancillary structure	Regional	None
2	Track way	Trackway, depicted on Roy 1755.	Other	None to High – the extant and visible track to the west of the burn will not be impacted by any build element, the inferred line to the east of the burn will be severely impacted by the new build
3	Enclosure	Large sub-rectangular enclosure	Local	None
4	Hay Ree	Sub rectangular agricultural structure,	Local	None
5	Military Road	Stranraer to Ballantrae Military Road and later the toll road.	Regional	None to High - the location of the road will be significantly impacted; the potential varies depending on survival
6	Gravel Pit	Gravel extraction pit	Other	None
7	Gravel Pit	Gravel extraction pit	Other	High
8	Gravel Pit	Gravel extraction pit	Other	None
9	Quarry	Whinstone Quarry	Other	None
10	Village	Kilantringan, the site of a medieval church and village.	Regional	None
	Unknown Archaeology	Unknown buried archaeology	Unknown	High – if present

6 Discussion of vulnerability

- 6.1 Site **(1)** & **(10)** sit outwith the study area and as such will not be affected by the road improvements. The majority of **(2)** from NGR NX0926 7853 to 0930 7845 and the whole of **(3)**, are protected by the burn which forms a natural barrier from the works, however the balance of the trackway, which is not visible but would had let from the ford to the present road, is highly vulnerable to the works.
- 6.2 Site **(4)** has lost intrinsic elements of its fabric and appears to be primarily raised earth. As such is quite vulnerable to the any works within their immediate vicinity. However, it is 55m from the proposed works and unlikely to be affected.
- 6.3 Sites **(5a)** & **(5b)** are not visible, as they sit under the modern road. It is unknown whether any remains are still present under the modern road. If there are any present then they would be highly vulnerable to works.
- 6.4 Sites **(6)(7)(8)(9)** have been encroached upon by forestry, and are no longer visible. Only site **(7)** will be directly affected by the road improvements, however it appears have been filled in prior to the planting of the forestry.
- 6.5 An uncertain effect is predicted in relation to the as-yet unquantifiable potential for currently unidentified archaeology within the development area. It is possible that there are buried archaeological features within the development site, which could be disturbed by the proposed development.

7 Proposed Mitigation

- 7.1 The archaeological works identified ten archaeological sites either within, or adjacent to, the proposed road improvement works. Of these sites, three have the reasonable potential to be adversely affected by the build **(2)(5)(7)**; of these the gravel pit **(7)** is considered not to be of archaeological significance (see Table 1) and hence no works are recommended to mitigate this adverse impact.
- 7.2 Site **(5)** is reasonably of at least Regional significance and, should there be any surviving fabric, will be severely affected by the proposed build. As such we would recommend that mitigation is appropriate to clarify the survival of historic fabric and to record its character during loss.
- 7.3 Site **(2)** is inferred from cartographic sources to cross to exist within the area and should be considered to be of Local significance. We would recommend that the presence, location and character of this site should be determined prior to its loss.
- 7.4 The potential for unknown sites, which is assessed as moderate given the presence of numerous sites in the broader landscape, must be addressed by the mitigation. The potential for the survival appears better on the arable fields on the eastern side of the study area. It is less likely on the western side due to the boggy ground and within plantation, there are however certain areas that that are higher and less boggy were it may be possible for archaeology to have survived. We would recommend that the potential for unidentified archaeology is tested and additional mitigation emplaced should such archaeology be identified to be at risk from the development.
- 7.5 In summary we would propose that the mitigation of impact on significant archaeology should be detailed within a Written Scheme of Investigation for agreement with all relevant parties. It is proposed that the Written Scheme of Investigation would feature the following elements:
- archaeological evaluation through intrusive trenches extending to 5% of the land to be directly affected by the proposed road improvement after exclusion of the modern carriageway, immediate road margins and woodland plantation areas. These works will ensure that any unidentified archaeology is located and the line of the track **(2)** can be identified , characterised and recorded as appropriate;
 - agreement of mitigation option for any archaeology identified by the evaluation, either micro-siting of build element (ie preservation *in-situ*) or full excavation of significant archaeology (ie preservation by record);
 - area excavation of significant archaeology identified by the evaluation and agreed by mitigation option for preservation by record;
 - intermittent archaeological monitoring during the ground disturbance elements of the construction programme that impact on the current A77 carriageway. These works will ensure that any historic fabric of the road **(5)** disturbed by the construction can be identified and recorded as appropriate;
- 7.6 All stages of work would include the consequent production of written reports on the findings of the work and the subsequent agreement and implementation of post-excavation analyses and publication of the results of the work where appropriate. All such works would be undertaken in accordance with the guidelines of the Institute of Field Archaeology.

8 Conclusion

- 8.1 A programme of archaeological survey works was undertaken on a study area of approximately 34ha of ground in respect to a proposed trunk road improvement to the A77 Glen App, South Ayrshire (centred NGR: NX 0933 7808). The study area is hill ground consisting of the boggy ground, forestry and arable fields.
- 8.2 Ten archaeological sites were identified in the course of the works, of which three are

considered to be likely to be adversely affected by the proposed build. The three sites with the potential to be directly affected are the site of a gravel pit; the line of an eighteenth century track and the route of the military way cum toll road. In addition there is also the potential for currently unidentified buried archaeology along the line of proposed road improvements.

- 8.3 Rathmell Archaeology has recommended a series of issues that will need to be addressed by the proposed development and outlined a choice of mitigation strategies that may be developed within the context of specific development proposals. These encompass monitoring, evaluation, excavation and reporting.

9 References

Cartographic References

Ainslie	1821	
Armstrong	1775	
Ordnance Survey,	1857	1 st edition Ordnance Survey, Ayrshire
Ordnance Survey,	1910	2 nd edition Ordnance Survey, Ayrshire
Roy	1747-55	<i>Military Survey of Scotland</i> , Area around Ballantrae in Ayrshire.

Bibliography

AMAA	1979	<i>Ancient Monuments and Archaeological Areas Act 1979</i> .
McClure, D	1994	<i>Tolls and Tacksmen</i> , Darvel
SODev	1994	<i>National Planning Policy Guideline 5, Archaeology and planning</i> , Scottish Office Development Department.
SOEnv	1994	<i>Planning Advice Note 42, Archaeology</i> , Scottish Office Environmental Department.
Taylor, W	1996	<i>The Military Roads in Scotland</i> , Great Britain

Appendix 1: Sites

Presented below are the sites identified by the works. Only those sites whose number is in bold lie wholly or substantially within the proposed extension area.

Site	NMRS	SMR	NGR	Description
1	N/A	N/A	NX09467894	Toll gate/house and ancillary structure, marked on the 1 st edition Ordnance Survey 1857. No longer evident on the ground
2	N/A	N/A	NX0929 7849	Trackway, depicted on Roy's Military map of 1755. Still evident on the ground
3	N/A	N/A	NX0929 7845	Large Sub rectangular enclosure, depicted on the 1 st edition Ordnance Survey 1850. No longer on the ground.
4	NX07NE28	41889	NX0923 7790	Hay Ree, sub rectangular structure, depicted on the 1 st edition Ordnance Survey
5	NX07NE18	42154	NX0933 7800	Stranraer to Ballantrae Military Road built from 1780 to 1782. Subsequently this road becomes the eighteenth century Toll Road. Appears to underlie the modern A77 Road
6	N/A	N/A	NX0938 7818	Gravel Pit depicted on the 1 st Edition Ordnance Survey 1857. No longer evident on the ground
7	N/A	N/A	NX0935 7809	Gravel Pit depicted on the 1 st Edition Ordnance Survey 1857. No longer evident on the ground
8	N/A	N/A	NX0931 7770	Gravel Pit depicted on the 1 st Edition Ordnance Survey 1857. No longer evident on the ground
9	N/A	N/A	NX0935 7742	Whinstone Quarry depicted on the 1 st Edition Ordnance Survey 1857.
10	NX07NE3	11201	NX0915 7885	Kilantringan, the site of a medieval church and village. No longer visible on the ground

Appendix 2: Discovery & Excavation in Scotland

LOCAL AUTHORITY:	South Ayrshire
PROJECT TITLE/SITE NAME:	A77 Glen App
PARISH:	Ballantrae
NAME OF CONTRIBUTOR:	Douglas Gordon
NAME OF ORGANISATION:	Rathmell Archaeology Limited
TYPE(S) OF PROJECT:	Survey/DBA
NMRS NO(S):	NX07NE18; NX07NE3
SITE/MONUMENT TYPE(S):	Agricultural Structure, Military Road
SIGNIFICANT FINDS:	None
NGR (2 letters, 6 figures)	NX 0933 7808
START DATE (this season)	13 th March 2007
END DATE (this season)	13 th March 2007
PREVIOUS WORK (incl. DES ref.)	None
PROPOSED FUTURE WORK:	None
MAIN (NARRATIVE) DESCRIPTION: (may include information from other fields)	<p>A programme of archaeological survey works was undertaken on a study area of approximately 34ha of ground in respect to a proposed trunk road improvement to the A77 Glen App, South Ayrshire (centred NGR: NX 0933 7808). The study area is hill ground consisting of the boggy ground, forestry and arable fields.</p> <p>Ten archaeological sites were identified in the course of the works, of which three are considered to be likely to be adversely affected by the proposed build. The three sites with the potential to be directly affected are the site of a gravel pit; the line of an eighteenth century track and the route of the military way cum toll road. In addition there is also the potential for currently unidentified buried archaeology along the line of proposed road improvements.</p>
PROJECT CODE:	07019
SPONSOR OR FUNDING BODY:	Mouchel Parkman
ADDRESS OF MAIN CONTRIBUTOR:	10 Ashgrove Workshops, Kilwinning, Ayrshire KA13 6PU
E MAIL:	contact@rathmell-arch.co.uk
ARCHIVE LOCATION (intended/deposited)	Report to West of Scotland Archaeology Service and archive to National Monuments Record of Scotland.

Contact Details

Rathmell Archaeology can be contacted at its Registered Office or through the web:

Rathmell Archaeology Ltd
10 Ashgrove Workshops
Kilwinning
Ayrshire
KA13 6PU

www.rathmell-arch.co.uk

t.: 01294 542848
m.: 07817 334907

f.: 01294 542849
e.: contact@rathmell-arch.co.uk

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