



ROSS & CROMARTY ARCHAEOLOGICAL SERVICES

InvernessWestLinkRoad – GroundInvestigation

ArchaeologicalWatchingBrief



DataStructureReport

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Plate1 SF09 Flintflake, possible flint -workingdebitage

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Summary

This report presents the results of the archaeological watching brief undertaken on behalf of Capita Symonds during ground investigations ahead of construction of the Inverness West Link Road on the southwest side of Inverness. The watching brief was a requirement from the Highland Council Planning Department during the digging of trial pits along the proposed route in order to check for any archaeological material. The digging of twenty trial pits and inspection pits ahead of four boreholes on the Caledonian Canal (Schedule Monument 6499) were monitored by an archaeologist. No archaeological features were recorded and no archaeological finds were recovered within the trial pits or borehole inspection pits. Fifteen finds of interest were recovered from the plough soil from field walking during the watching brief at the southwest end of the route.

1 Introduction

1.1 General information

An archaeological watching brief was undertaken in December 2012 and January 2013 during ground investigations ahead of construction of the proposed Inverness West Link Road, located to the southwest side of Inverness. The work was commissioned by Capita Symonds and was required by the Highland Council Planning Department.

1.2 Planning background

The Inverness West Link Road has been proposed in the areas of Torvean and Ness -side to support the future development in the southwest side of Inverness. As part of the development plan, an archaeological watching brief was required during the ground investigations ahead of construction. The watching brief requirement has arisen due to the situation of the proposed road in an area with significant potential for buried prehistoric, Medieval and Post Medieval remains. The proposed road also runs alongside and crosses the 19th century-built Caledonian Canal, Scheduled Monument 6499.

2 Aims and objectives

The general aim of the archaeological watching brief was to efficiently identify and record any features or finds of archaeological interest during the ground investigations, in order to minimise any delays or disruption to the project and to propose appropriate mitigation in the event that significant features of interest are uncovered¹. The *Scottish Planning Policy 2010* and PAN2/2011 describe how archaeology should be managed when considering planning decisions and determining conditions for developments that have an impact on the historic environment². The end result of the archaeological watching brief is to make available the records of any archaeological remains found on a site.

¹ IfA2008(a)

² The Scottish Government 2010, 2011

Thespecificobjectives were:

- Toestablishthepresenceorabsenceofarchaeologicalremainswithintheproposeddevelopmentarea
- Toremovebyhandanyoverburdeninordertoexposethearchaeologicaldeposits
- Torecordandexcavateallfeaturesandrecoveranyartefactspriorotheirdestruction
- Tosampledepositsforpost-excavationwork,includingenvironmentalanalysisand dating

3 Site location,topographyandgeology

- 3.1 TheproposedInvernessWestLinkRoadiscentredonNGR NH6521943090onthesouthwest sideofInverness,approximately1.5kmfromthecitycentre(showninred, Figure 1).Thecity ofInvernessisconsideredthecapitaloftheHighlands,linkingthenorthofScotlandwiththerestofthecountry.Inverness,or *InbhirNis*, meaningmouthoftheNess,issituatedonthe banksoftheRiver Ness,wheretheriverflowsintoanaturalharbourwithintheMorayFirth, whichopensintotheNorthSea.Thecityoccupiesanadvantageouslocationattheeasternend ofLochNessandtheGreatGlen.
- 3.2 ThesouthhalfoftheproposedroadrunsalongthesoutheastsideoftheRiverNess.Fromthe Ness-sideroundaboutontheDoresRoadatHolm(NH6495142282),therouterunsnorthwest towardsNess-sideFarmandthenturnsnortheastandrunsalongtherivertowardsHolmMills. Overthislengththemajorityoftheroutecrossesagriculturaland,althoughashortsection crossesformerindustrialyard. About140mwestofthemill (NH6524243128),theroute crosses theriverandrunsthroughthesouthwestendoftherugbyfields(NH6530243280) and alongthebaseoftheCaledonianCanalbankmenttowardsInvernessLeisureCentre. The proposedroute joinstheA82onthenorthwestsideoftheleisurecentre.Theroad willcrossthe CaledonianCanalonanewswingbridge120msouthoftheTomnahurichswingbridge(NH 6557643673)andwillrunwestthroughtheTorveanGolfCoursetojointheA82. Another shortsectionwillrunnorthwestwardthroughthegolfcourseonthenorthsideoftheA82.
- 3.3 Thenatureofthesubsoilsintheareaoftheproposedroadarealluviumandraisedbeach depositsoverlyingglaciofluvialdepositscomprisinggravel,sandandsilt.Theprehistoric coastlinerrunsbetweentheA82andtheCaledonianCanalinthenorthofthesiteandwings eastwardsbeneaththerugby fieldsandWhinParktotheeast.Theunderlyingbedrockis Devoniansandstone³.

³ GeologicalinformationprovidedbyCapitaSymonds

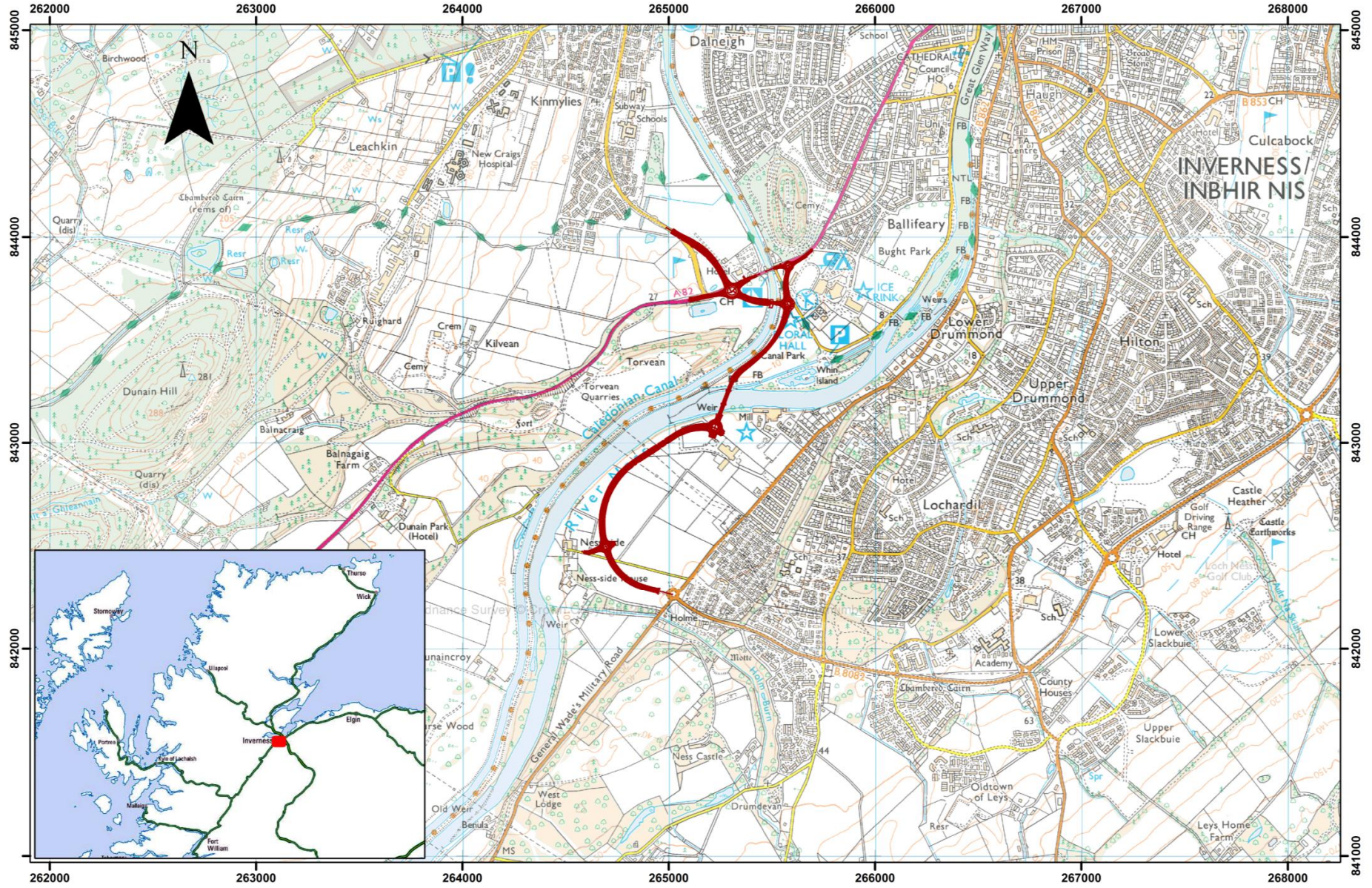


Figure1 Sitelocation

4 Archaeological and historical background

4.1 General background

Artefactual evidence in Inverness establishes that the area was at least intermittently occupied during the Mesolithic period . Numerous development-led excavations , on terraces above the southeast side of Inverness, have uncovered very clear evidence of substantial Iron Age, Bronze Age and Neolithic settlement in Inverness. Long-term occupation is also reflected in the Iron Age hill fort at Craig Phadrig, which overlooks the mouth of the River Ness and the Moray Firth. It has been suggested that Inverness was later the seat of the Pictish Kingdom, visited by St Columba in 565 CE. In 1171, William the Lion (I) of Scotland granted a charter of one ploughgate of land for the creation of a parish church in Inverness in 1171 , thus formally establishing the town .

4.2 Development site background

Built between 1803 and 1822, the Caledonian Canal, designed by Thomas Telford, runs alongside and is crossed by the proposed road at the base of Torvean hill near the north end of the route. A Pictish chain was recovered in 1808 by workers digging a canal near Torvean ⁴.

Situated on top of Torvean hill and overlooking the southwest half of the route, Torvean fort ⁵, possibly dating to the Iron Age, is located on the northwest side of the River Ness and Caledonian Canal. A cairn with possible cist was also identified at the base of the hill in the 19th century ⁶.

The area between Holm Mills and Ness -side has been occupied since at least the early 1700s, with historical maps depicting field enclosures and farmsteads ⁷. Bught Mill, located on the north side of River Ness, and Holm Mills, on the south side of River Ness, were both located in close proximity to the proposed route ⁸.

The Highland Historic Environment Record (HHER) also contains two sites of archaeological interest near the location of the proposed road. In 1808, a group of cairns 'at the Bught' were removed during the construction of the Caledonian Canal ⁹ and in 1954 a Bronze Age cist containing a male inhumation and bronze dagger were discovered in Bught Park ¹⁰.

⁴ HHER No. MHG3800

⁵ HHER No. MHG3749

⁶ HHER No. MHG3760

⁷ National Library of Scotland (NLS) 2012

⁸ *Ibid*

⁹ HHER No. MHG3771

¹⁰ HHER No. MHG3757

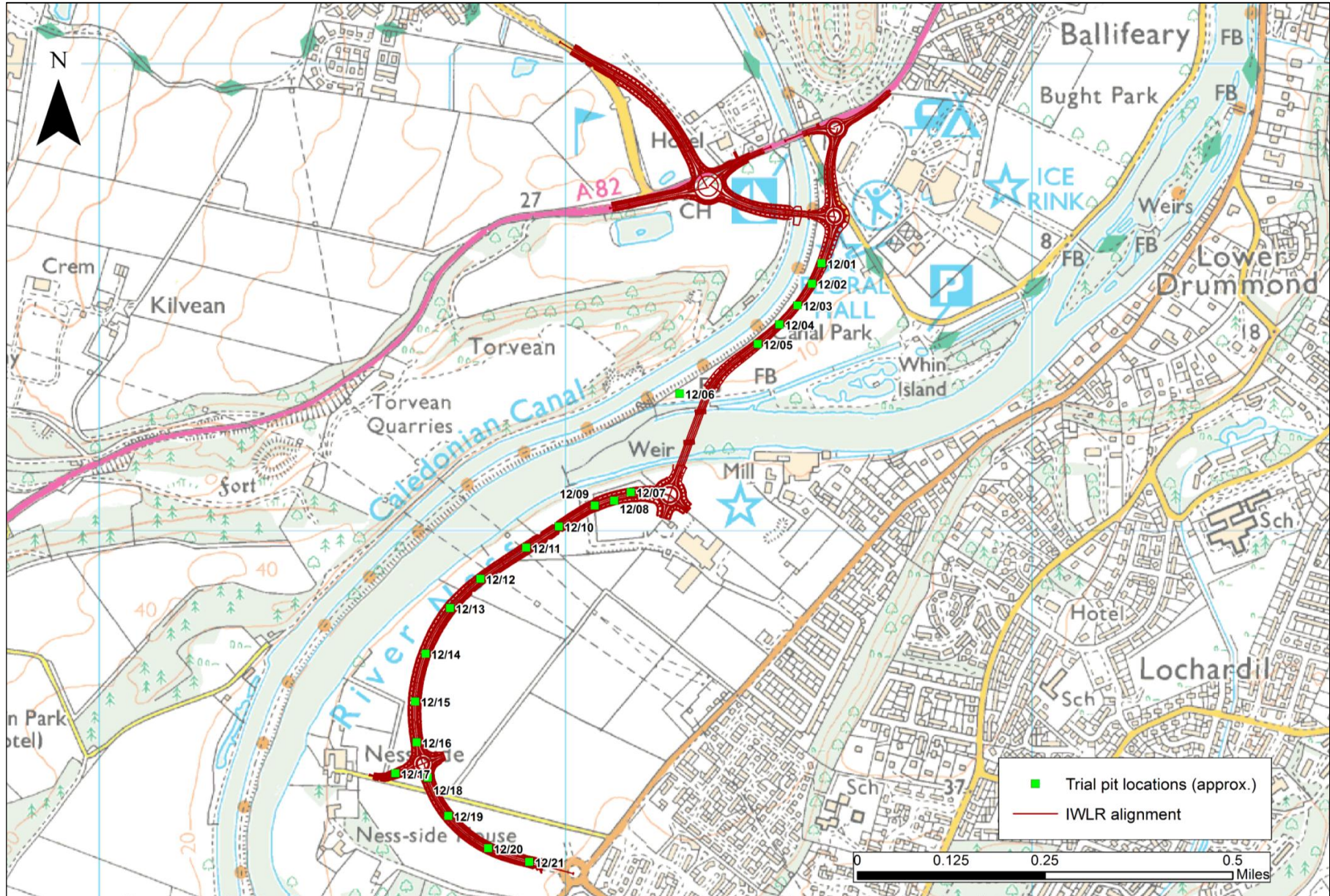


Figure2 Proposedlocationofthetrialpits

5 Methodology

A desk-based assessment, archaeological walkover survey and archaeological watching brief were conducted as part of the ground investigations for the Inverness West Link Road. A full methodology for the borehole and trial pit work was supplied by the Capita Symonds geotechnical team. Prior to the works, Capita Symonds submitted a Scheduled Monument Consent application for investigations within the scheduled area of the Caledonian Canal. The desk-based assessment and archaeological monitoring will serve to inform the final design and construction of the new road and bridges across the canal and the River Ness.

5.1 Desk-based assessment

The purpose of the desk-based assessment (DBA) was to gain information about the known archaeology or potential for archaeology within a given area or site (including the presence or absence, character and extent, date, integrity, state of preservation and relative quality of the potential archaeological resource), in order to make an assessment of its merit to assist in the formulation of a strategy for further work¹¹. The information will also inform the archaeologist of the potential nature of archaeological features to be uncovered during fieldwork.

The DBA was undertaken prior to the fieldwork commencing in order to assess the general archaeological and historical background of the proposed route. A full check of all available historical and archaeological records, aerial photographs and historical maps was conducted using the Highland Historic Environment Record (HER), the Highland Council archives, the National Monuments Record of Scotland (NMRS), Historic Scotland's databases, the National Library of Scotland (NLS) and any other available records or online resources about the area. LIDAR survey data, provided by the Highland Council, was also examined for any indications of archaeological remains visible on the ground surface.

5.2 Walkover survey

A site visit and walkover survey was conducted on 6 November 2012, ahead of the commencement of the ground investigations, in order to assess the site prior to fieldwork and to record any archaeological features which may be visible on the ground surface. Any archaeological sites identified during the survey were recorded using an Archer Field PC with ArcPad GIS software, rated to submetre accuracy. The location of any sites was reported to the geotechnical engineers on plan and in GIS shapefile format to inform the programme of ground investigations.

5.3 Watching brief

A Written Scheme of Investigation (WSI) was prepared ahead of the watching brief evaluation¹² and contains further details about the ground investigation methodology, as supplied by Capita Symonds.

¹¹ IfA 2008 (b)

¹² Peteranna 2012

5.3.1 Ground investigation methods

The ground investigations of the proposed Inverness West Link Road comprised a mixture of cable percussion and rotary boreholes, window sampler boreholes and machine and hand dug trial pits.

As part of this work, boreholes were utilised along the towpath of the Caledonian Canal, a Scheduled Monument, in order to ascertain the nature of the embankment fill and the underlying soils to a depth of approximately 55m below towpath level. Inspection pits dug as part of the preparation for boreholing were monitored by an archaeologist.

From the areas south west of Inverness Leisure Centre to the south west end of the proposed route, twenty-one machine dug trial pits were planned (Figure 2) for excavation to a maximum depth of three metres below ground level. At each location the existing turf and top soil was carefully stripped using a straight-edged bucket and the area was examined. Following the examination, excavation proceeded to allow for logging and sampling of soils by the geotechnical engineer.

5.3.2 Archaeological monitoring

5.3.2.1 An archaeological watching brief was conducted during the trial pit excavations of twenty pits along the proposed route (Figure 3) to check for archaeological deposits, features or finds that would need recording prior to their destruction. One of the pits, TP12/07, was not excavated due to difficulties with the landowner. This section of ground was, however, covered during the prior walkover survey.

A programme of archaeological monitoring of the Caledonian Canal was also undertaken as part of the Scheduled Monument consent. During this work, excavation of the borehole investigation pits and any associated site clearance was conducted under archaeological supervision.

5.3.2.2 All field work was conducted in accordance with *Institute for Archaeologists* Code of Conduct¹³ and on-site recording was carried out according to standard IfA procedures.

5.3.2.3 The location of each individual trial pit and any features of archaeological interest were plotted using a Trimble GeoXR Rover, an Archer Field PC or a Garmin handheld GPS. The trial pits were recorded using high resolution digital photography throughout the watching brief in order to record the evaluation as well as any findings of interest.

¹³ IfA2010

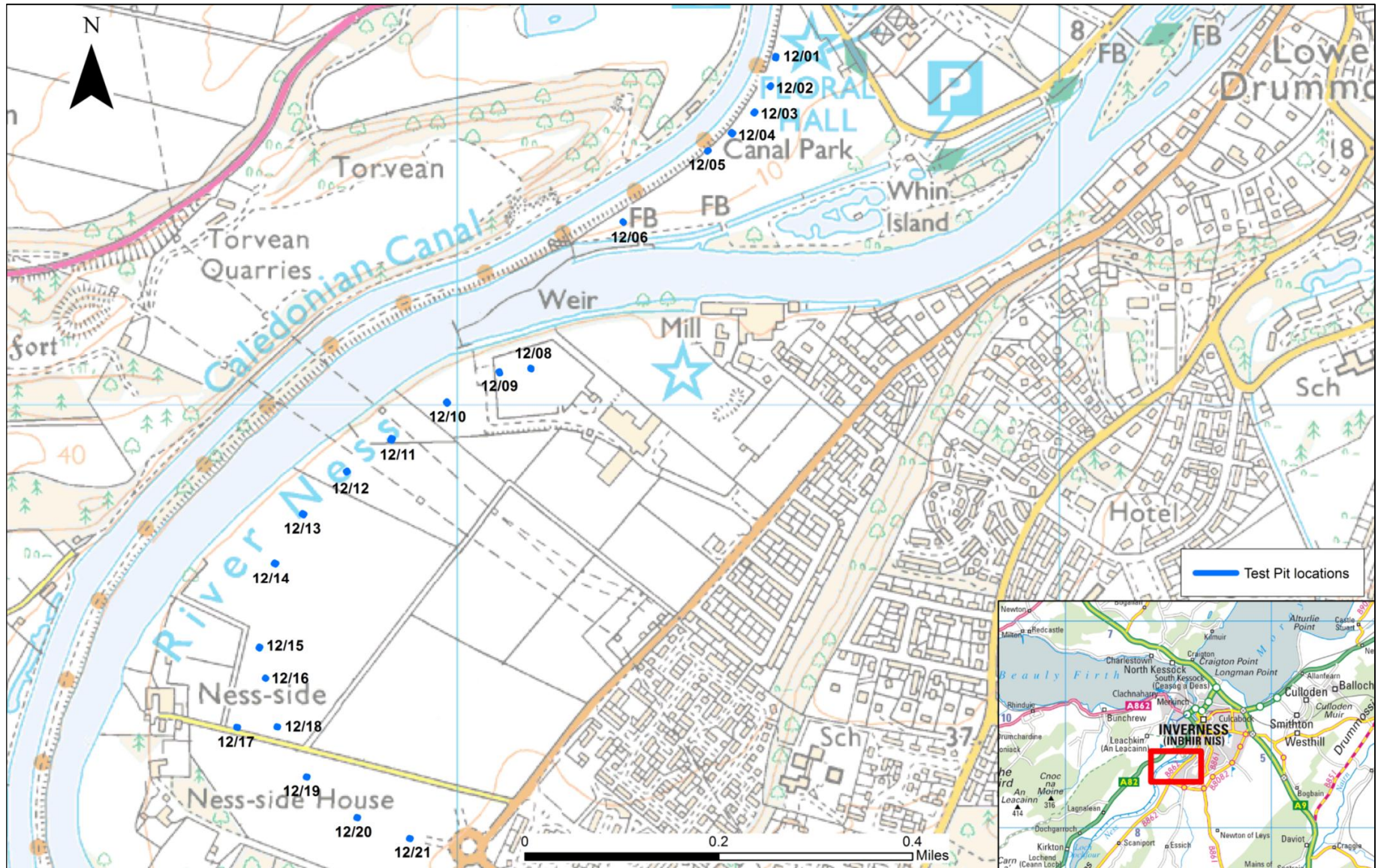


Figure3 Location of the archaeological watching brief

6 Results

6.1 Desk-based assessment

6.1.1 Cartographic sources

Mapping held at the National Library of Scotland (NLS) in Edinburgh was checked on-line and produced the following results:

John Henri Bastide's map of Inverness, 1725

A General Survey of Inverness, and the Country Adjacent to the foot of Loch-Ness

On the south side of the river near the line of the proposed West Link Road, the map shows a settlement of approximately six buildings with associated enclosed areas of cultivation to west and south. This settlement is not shown on the later 1st Edition Ordnance Survey mapping, and would have been located between Ness-side farmstead and Holm Mills. Settlement and associated areas of cultivation are also shown near the southwest end of the proposed route on the south side of Holm Burn and on the west side of the river in the same location (Figure 4).

A small settlement of four structures is shown at the northeast end of the proposed West Link Road, to the northeast side of Torvean hill.

Herman Moll's map of *The East Part of the Shire of Inverness with Badenoch*, 1745

The map shows settlement at *Holms* to the south of the SW end of the proposed West Link Road.

William Roy's *Military Survey of Scotland*, 1747-55

Roy's map depicts an area of settlement near the present location of Ness-side.

Ordnance Survey 6 inch to 1 mile 1st Edition

***Inverness-shire (Mainland)*, Sheet CII and CIII- Surveyed 1869-1870, published 1872**

The southwest half of the proposed West Link Road, the area between Ness-side House and Farm and Holm Mills, is shown as cultivated fields with enclosing boundary walls. The settlement depicted on Bastide's map is no longer shown (Figure 5).

The woollen mill at Holm Mills and the corn/flour mill at Bught Mill are located near the east side of the proposed West Link Road (northeast half of the route). Both mills have lades associated with them, which will be crossed by the proposed road (Figure 5).

6.1.2 Aerial imagery and LIDAR images

Aerial imagery for the site was checked using ESRI background base mapping. No visible archaeological features were noted within the area for the proposed Inverness West Link Road.

LIDAR images covering the area around the proposed road were supplied by the Highland Council. There were no visible archaeological features identifiable along the proposed route.



Figure 4 Excerpt from John Henri Bastide 1725 map, *A General Survey of Inverness, and the Country Adjacent to the foot of Loch Ness*¹⁴

¹⁴ NLS2012



Figure5 Excerptfromthe1st EditionOS6in: 1mimapof *Inverness-shire*¹⁵

6.1.2 HighlandHistoricEnvironment Record(HHER)

TheHighlandHistoricEnvironmentRecordwasconsultedonline¹⁶ andthefollowingsitesor eventswererecordedwithin thecorridorofthe proposedroad and/orthesurrounding landscape:

EHG3277 NH6504642425(centred) ArchaeologicalEvaluati onatNessSide,Dore Road,Inverness

AnarchaeologicalevaluationwasundertakenpriortoconstructionofaTescostoreona greenfieldsiteatNessSide,DoresRoad,Inverness.Theworksconsistedofa5%sample evaluationona4.5halandparcell ocatedadjacenttothesouthendoftheproposedWestLink Road. Nosignificantarchaeologicalfindsorfeatureswereidentifiedduringthefieldwork.

¹⁵ *ibid*

¹⁶ HighlandHER 2012,2013

EHG3099 NH 6675 4155 (centred) Evaluation, Inverness South-West Flood Relief Channel

In 2009 GUARD undertook an archaeological evaluation on an area of ground associated with the construction of a flood relief channel in south-west Inverness, a section of which ran along Holm burn by the southwest end of the proposed West Link Road. No significant archaeological features or finds were identified in this section.

MHG17894 NH 6555 4096 General Wade's Military Road

A portion of General Wade's military road runs along the E side of the B862 where it crosses Holm Bum to the south of the Dores roundabout next to the south end of the proposed West Link Road.

**MHG49273 NH 65182 43128 Lade, Holm Mills, Inverness
MHG54247**

A mill lade with a sluice to the west end, where it channels water from the River Ness, is shown on 1st and 2nd edition Ordnance Survey mapping to west of Holm Mills.

MHG49272 NH 65521 43133 Holm Mills, Inverness

Holm Mills, a woollen mill powered by water, is located to the east side of the proposed West Link Road at the south crossing of River Ness. The mill is first shown on 1st edition Ordnance Survey mapping, marked as a Woollen Mills, with gasometer, sluices and lades to the E and W.

MHG3771 NH 6500 4300 Bught Park, Inverness

In 1808, a group of cairns 'at the Bught' were reportedly removed during the construction of the Caledonian Canal.

MHG3757 NH 6560 4370 Bught Park, Inverness

In 1954, a Bronze Age cist containing a male inhumation and bronze dagger were discovered in Bught Park by workmen bulldozing trees. The actual site of the find may be NH6571 4372.

SM6499 NH 6546 4353 Caledonian Canal: Dochgarroch Lock-Muirtown Lock

Built between 1803 and 1822, the Caledonian Canal, designed by Thomas Telford, runs alongside and is crossed by the proposed road at the north end of the route.

MHG3800 NH 6542 4346 Findspot of silver chain, Torvean

In 1808, workers digging the Caledonian Canal near Torvean recovered a massive Pictish silver chain, dating to between 400 and 800 AD. The find is with National Museums Scotland

MHG3760 NH65424346 Cairn, Torvean
MHG4992

A large cairn was recorded at the base of Torvean hill on the west side of the river, reportedly close to where a Pictish silver chain (MHG3800) was found. It was also said that a cist comprising six flagstones was found under it later.

MHG3749 NH 64374315 Fort, Torvean
SM3806

A fort, probably dating to the Iron Age, is situated along a ridge on Torvean hill. It is of a oval form, 100' long ENE -WSW by 50' wide, and surrounded by a ditch forming an irregular oval shape at a considerably lower level on the slopes of the hill. The outer line of defence comprises a ditch cut into the slope with an outer rampart. The ditch is best preserved to N, measuring 3m in width and c.0.8m in depth with the rampart c.4m in width. A modern wall runs along the spine of the ridge and bisects the fort.

MHG3802 NH65104360 Findspot, Lochna Sanaois

A Neolithic stone axe was found near the Skating Pond at Loch -na Sanaois, on the west side of the proposed route N of Torvean hill. It is held in Inverness Museum.

6.2 Walkover survey

- 6.2.1 Ahead of the ground investigations, the route of the proposed Inverness West Link Road was walked over and surveyed with the geotechnical engineers in order to check for any features of archaeological interest. A stone/turf boundary wall was recorded between trial pits 12/10 and 12/11, running NW -SE to the river bank (Figure 6). Mostly obscured by the surrounding vegetation, the field boundary measured approximately 0.7m wide and up to 0.4m high and appeared partially revetted into the ground slope; there remains of a disused post and wire fence were detected overlying the alignment of the wall. The line of the boundary wall appears on the First Edition and later OS mapping.
- 6.2.2 A pile of possible building rubble with overlying grubbish was identified approximately 30m northeast of the boundary wall (Figure 6) under a small tree. There was no trace of a building footing in the vicinity, although the dense and high vegetation and shrubs could easily have masked such a feature.
- 6.2.3 The disused mill lade located to the west side of Holm Mills was also photographed during the survey. Shown on OS mapping, it appears as a small channel along the south side of River Ness, running E -W along through the south river crossing. The lade is stone-lined and obscured by dense shrub and tree vegetation on both banks (Plate 2). The proposed route crosses through the lade.

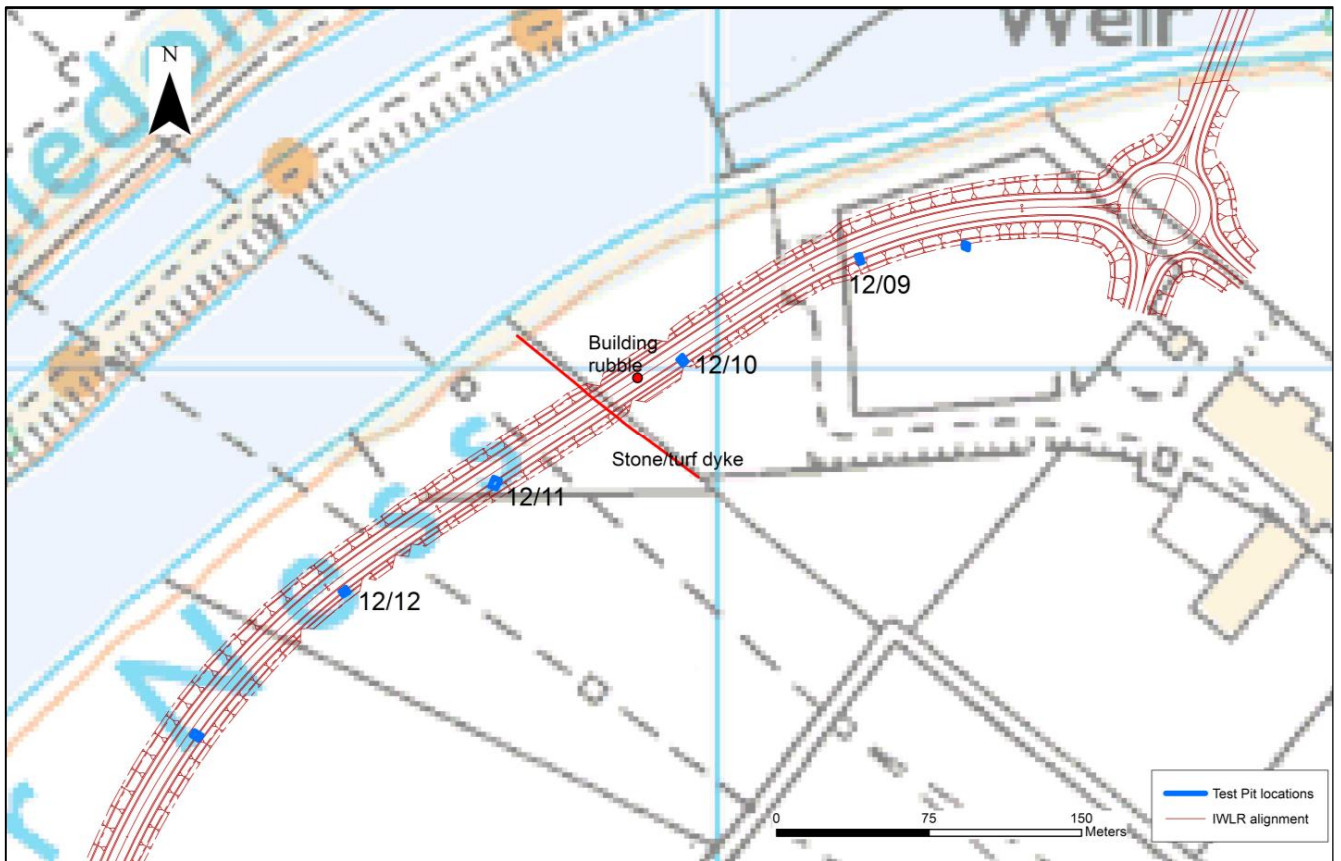


Figure6 Pre-ground investigation walkover survey results



Plate2 Section of the disused lade to the west of Holm Mills, facing N; located at the Crossing of River Ness along the line of the proposed Inverness West Link Road

6.3 Watchingbrief

6.3.1 Trial Pits

- 6.3.1.1 Twenty trial (test) pits (Figure 3) were excavated under archaeological supervision by mechanical digger using a straight-edged bucket. The pits measured between 2-3m long by 1-1.2m wide (Plates 3-4). Following excavation to the subsoil, the pit was dug to a depth required by the geotechnical engineer to allow for collection of environmental samples. Although twenty-one pits had been planned during the ground investigations, TP12/07 was not excavated due to difficulties with the landowner. There were no finds or features of archaeological interest recorded in any of the test pits.
- 6.3.1.2 Trial pits 12/01-12/6 were excavated in the rugby park to the south of Inverness Leisure Centre (Figure 3), along the base of the eastern bank of the Caledonian Canal. The topsoil was a mid-brown silty soil with 5-10% gravel and stones, measuring 30-50cm deep to the subsoil. Only four sherds of c. 19th-20th century glazed pottery and glass sherds were identified in the topsoil for these six pits. The subsoil was a pale orange-brown sandy gravel.
- 6.3.1.3 Trial pits 12/11-12 were excavated in the disused fields near the centre of the proposed route (Figure 3). There were very few small glazed pottery sherds found in the topsoil, amid dark brown gravelly soil measuring 30-40cm deep. The fields were covered in rough grass, willow and scrub vegetation. Trial pits 12/08-09 were located within the concrete base of a shallow tank associated with past industrial use. There was no topsoil surviving during excavation of the pits and no findings to report with the pits.
- 6.3.1.4 Trial pits 12/13-12/21 were excavated in two fields to the east and northeast of Ness-side Farm (Figure 3). The topsoil, 30-40cm in depth, was a mid-brown silty soil with 5-10% small stones overlying a pale orange gravel subsoil. There were numerous scattered finds visible in the plough soil in the surrounding area, comprising mostly glazed pottery sherds, coal fragments, slate and glass sherds. The south field, which had recently been harvested of potatoes, had been stone separated in 2012. Nine artefacts of interest were collected in the fields during the walkover survey and ground investigations and are discussed in section 6.3.2.



Plate 3 Post-topsoil-stripping, Trial Pit 12/16, facing SE



Plate 4 Post-topsoil-stripping, Trial Pit 12/05, facing SW

6.3.2 Archaeological finds

The fields to east and northeast of Ness-side Farm were walked over intermittently during the ground investigations, during free time allowed by the geological and environmental sampling. Although numerous c.19-20th glass and pottery fragments were observed in the ploughsoil, a selection of artefacts of interest were recovered and retained for the site records (Table 1).

The finds, which were spread throughout the topsoil and made visible from the machine harvesting, seem to indicate Post Medieval and earlier activity on the site. The clay pipe stems (SF05), gun flint (SF04), slate board fragment (SF03) and lead seal (SF07) are intriguing finds, almost certainly Post Medieval in date and reflecting objects of individuals; while the iron slag and pumice (SF01-02) and flint flake (SF09) are less conclusive and could suggest prehistoric activity.

Find No.	Material	Context	Description	Approx. Date
1	Fe	Ploughsoil	1 x lump of iron slag	Unknown
2	Fe	Ploughsoil	3 x lumps of iron slag and 1 fragment of possible pumice	Unknown
3	Slate	Ploughsoil	1 x fragment of slab with a filed edge and inscribed lines-possible school drawing board or gaming board	Post Medieval
4	Flint	Ploughsoil	1 x gun flint; found at NH 6467542407	Post Medieval (?)
5	Ceramic / bone	Ploughsoil	3 x fragments from 3 clay pipe stems; 1 x fragment of burnt bone	Post Medieval
6	Cu	Ploughsoil	Cu object with rivet; possible clothing or furniture decoration (?)	Unknown
7	Pb	Ploughsoil	Lead bulla (?) seal; 'TOLBU...' inscribed; found at NH 64755 42396	Unknown
8	Ceramic	Ploughsoil	1 x fragment of cream-glazed earthenware pottery	Unknown
9	Flint	Ploughsoil	1 x flint flake, possible worked	Unknown

Table 1 Artefacts recovered from field walking at the southwest end of the route near Ness-side Farm

7 Discussion

It was unsurprising that there were no archaeological features or finds recorded during the watching brief, given the small size of the trial pits. However, the site of the proposed West Link Road remains of archaeological interest due to its location above the banks of the River Ness and the results of the desk-based assessment, which revealed numerous sites of archaeological interest near the northeast end of the route.

Historical mapping has also shown significant settlement along the south side of the river by Holm Burn at the southwest end of the route (Section 6.1.1). The unrecorded settlement on Bastide's map appears to have been located somewhere near the east side of the proposed route between Holm Mills and Ness-side Farm, although it is not clear how far away it was. There is potential for archaeological remains of such a site to have survived below the ground surface, particularly in the disused field at between Trial Pits 12/09 and 12/12, where the dense and high ground vegetation may have masked archaeological features.

The mills at Bught and Holm are also of archaeological interest, particularly as the two mill lades will be crossed by the development at the south and north sides of River Ness.

Furthermore, the recovery of numerous archaeological finds of interest in the fields at the southwest end of the route supports the potential for buried remains within the proposed route.



Plate 5 SF02 Iron slag and possible pumice pieces



Plate 6 SF03 Possible school drawing board or gaming board



Plate 7 SF06 Copper object with rivet



Plate 8 SF07 Lead *bullae*-type seal

8 Recommendations

As a result of the desk-based assessment and recovery of finds at the southwest end of the route, an archaeological watching brief is recommended along the length of the route where the monitoring of the ground investigations was undertaken. Furthermore, archaeological monitoring should be carried out during all invasive work to the Caledonian Canal (Scheduled Monument).

It is also recommended that a detailed photographic recording of the Holm Mills and Bught Mill lades be conducted prior to development work commencing. The structures should also be recorded in section, if they are breached by construction of the road.

9 References

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Appendix 1 List of Site Photographs

Photo No.	Direction facing	Trial Pit No.	Notes	Date taken	Initials
1	WNW	-	Photo of 'tattie' field at SW end of route during walkover survey; taken from Tesco roundabout off Dores Road	06/11/2012	MKP
2	NE	-	Photo of 'stubble' field at SW end of route during walkover survey; taken from E side of Ness-side Farm	06/11/2012	MKP
3	NNE	-	Derelict field adjacent to River Ness at centre of proposed route; during walkover survey	06/11/2012	MKP
4	NE	-	Gravel area and concrete base, location of Trial Pits 12/09 and 12/08	06/11/2012	MKP
5	N	-	Disused mill lade to west of Holm Mills on S side of River Ness; located at S river crossing of proposed route	06/11/2012	MKP
6	NE	12/06	Pre-excavation of trial pit	26/11/2012	JWom
7	NW	12/06	Post-topsoil stripping of trial pit; c.30cm topsoil	26/11/2012	JWom
8	NW	12/06	Post-excavation of trial pit	26/11/2012	JWom
9	SSW	12/21	Pre-excavation of trial pit	27/11/2012	JWom
10	ESE	12/21	Post-topsoil stripping of trial pit; c.35cm topsoil	27/11/2012	JWom
11	SSW	12/20	Pre-excavation of trial pit	27/11/2012	JWom
12	E	12/20	Post-topsoil stripping of trial pit; c.40cm topsoil	27/11/2012	JWom
13	E	12/19	Post-topsoil stripping of trial pit; c.35cm topsoil	27/11/2012	JWom
14	SW	12/18	Pre-excavation of trial pit	28/11/2012	JWom
15	SE	12/18	Post-topsoil stripping of trial pit; c.35cm topsoil	28/11/2012	JWom
16	SW	12/17	Pre-excavation of trial pit	28/11/2012	JWom
17	SE	12/17	Post-topsoil stripping of trial pit; c.30cm topsoil	28/11/2012	JWom
18	SW	12/16	Pre-excavation of trial pit	28/11/2012	JWom
19	SE	12/16	Post-topsoil stripping of trial pit; c.30cm topsoil	28/11/2012	JWom
20	SW	12/15	Pre-excavation of trial pit	28/11/2012	JWom
21	SE	12/15	Post-topsoil stripping of trial pit; c.40cm topsoil	28/11/2012	JWom
22	SW	12/14	Pre-excavation of trial pit	28/11/2012	JWom
23	SE	12/14	Post-topsoil stripping of trial pit; c.35cm topsoil	28/11/2012	JWom
24	WSW	12/13	Pre-excavation of trial pit	28/11/2012	JWom
25	ENE	12/13	Post-topsoil stripping of trial pit; c.30cm topsoil	28/11/2012	JWom
26	NNW	12/12	Pre-excavation of trial pit	28/11/2012	JWom
27	NNW	12/12	Post-topsoil stripping of trial pit; c.40cm topsoil	28/11/2012	JWom
28	NE	12/11	Post-topsoil stripping of trial pit; c.30cm topsoil	28/11/2012	JWom
29	NNE	12/10	Post-topsoil stripping of trial pit; c.20cm topsoil	29/11/2012	MKP
30	NE	12/10	Location of Trial Pit, during excavation	29/11/2012	MKP
31	SSW	12/10	Post-excavation of trial pit showing glacial gravels	29/11/2012	MKP
32	SW	12/09	Post-excavation of trial pit showing glacial gravels	29/11/2012	MKP
33	NE	12/09	Location of Trial Pit, during excavation; showing concrete base of ground	29/11/2012	MKP
34	SE	12/08	Post-excavation of trial pit showing glacial gravels	29/11/2012	MKP
35	SSW	-	Banks of the Caledonian Canal by Tomnahurich swing bridge-showing location of boreholing equipment on W bank	10/12/2012	MKP
36	SW	-	Banks of the Caledonian Canal by Tomnahurich swing bridge-showing location of boreholing equipment on W bank	10/12/2012	MKP

Photo No.	Direction facing	Trial Pit No.	Notes	Date taken	Initials
37	SW	12/05	Post-topsoil stripping of trial pit; c.40cm topsoil	10/12/2012	MKP
38	N	12/05	Location of Trial Pit, during excavation	10/12/2012	MKP
39	NE	12/04	Post-topsoil stripping of trial pit; c.35cm topsoil	10/12/2012	MKP
40	NE	12/04	Post-topsoil stripping of trial pit; c.35cm topsoil	10/12/2012	MKP
41	NE	12/03	Post-topsoil stripping of trial pit; c.50cm topsoil	10/12/2012	MKP
42	NE	12/03	Location of Trial Pit, during excavation	10/12/2012	MKP
43	ENE	12/02	Post-topsoil stripping of trial pit; c.45cm topsoil	10/12/2012	MKP
44	SW	12/02	Post-excavation of trial pit showing glacial gravels	10/12/2012	MKP
45	SW	12/02	Location of Trial Pit, during geologist's sampling	10/12/2012	MKP
46	SW	12/01	Post-topsoil stripping of trial pit; c.40cm topsoil	10/12/2012	MKP
47	SE	-	Post-topsoil clearance for investigation pit ahead of boreholing on the E side of the Caledonian Canal bank near Tomnahurich Bridge	17/01/2013	MKP
48	S	-	Monitoring of scrub clearance on E bank of Caledonian Canal near Tomnahurich Bridge	14/12/2012	LF

Appendix2 ListofFindsandFindsPhotographs

Find No.	Material	Context	Description	Photo No.	Approx.Date	Initials	Date
1	Fe	Ploughsoil	1xlumpofironslag	SF01	Unknown	JWom	27/11/2012
2	Fe	Ploughsoil	3xlumpsofironslagand1 fragmentofpossiblepumice	SF02	Unknown	JWom	27/11/2012
3	Slate	Ploughsoil	1xfragmentofslabwithafiled edgeandinscribedlines -possible schooldrawingboardorgaming board	SF03	Post Medieval	JWom	27/11/2012
4	Flint	Ploughsoil	1xgunflint;foundatNH 6467542407	SF04	Post Medieval(?)	JWom	28/11/2012
5	Ceramic/ bone	Ploughsoil	3xfragmentsfrom3claypipe stems;1xfragmentofburntbone	SF05	Post Medieval	JWom	28/11/2012
6	Cu	Ploughsoil	Cuobjectwithrivet;possible clothingorfurnituredecoration(?)	SF06a, SF06b	Unknown	JWom	28/11/2012
7	Pb	Ploughsoil	Leadbulla(?)seal;'TOLBU...' inscribed;foundatNH6475542396	SF07a, SF07b, SF07c	Unknown	JWom	28/11/2012
8	Ceramic	Ploughsoil	1xfragmentofcream -glazed earthenwarepottery	SF08	Unknown	MKP	28/11/2012
9	Flint	Ploughsoil	1xflint flake,possibleworked	SF09	Unknown	MKP	28/11/2012