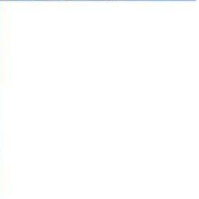
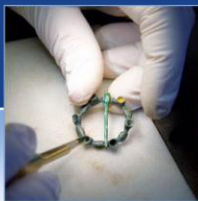


# Hampton by Hilton Development, Edinburgh Airport: Archaeological Evaluation Data Structure Report

AOC 23337  
7<sup>th</sup> August 2017



ARCHAEOLOGY

HERITAGE

CONSERVATION

## Hampton by Hilton Development, Edinburgh Airport: Archaeological Evaluation Data Structure Report

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**Planning Reference: 15/00661/FUL**

**National Grid Reference (NGR): NT 14954 73253**

**AOC Project No: 23337**

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**Date of Report: 7<sup>th</sup> August 2017**

**This document has been prepared in accordance with AOC standard operating procedures.**

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**Date: 26<sup>th</sup> May 2017**

**Approved by: Ross Murray**

**Date: 26<sup>th</sup> May 2017**

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**Date: 7<sup>th</sup> August 2017**

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Appendix 3: Discovery and Excavation in Scotland Report

## ABSTRACT

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An archaeological evaluation was undertaken by AOC Archaeology prior to the construction of a hotel development at 1-4 Edinburgh Airport Police Station, Almond Road, Edinburgh.

The evaluation was due to comprise 200 linear metres of trench, but due to the abundance of live services within the site, the works were constrained to 80 linear metres. The only archaeological features revealed were agricultural field drains and furrows most likely dating to the post medieval period.

The trenches also indicated that the previous development on the site had impacted heavily on the underlying subsoil.

## 1 INTRODUCTION

### 1.1 Development background

1.1.1 An archaeological evaluation was required prior to the construction of a hotel development at 1-4 Edinburgh Airport Police Station, Almond Road, Edinburgh. The scope of the works was determined by the City of Edinburgh Council, which is advised on archaeological matters by the City of Edinburgh Council Archaeology Service (CECAS). The archaeological works were conducted according to the terms of a *Written Scheme of Investigation* (AOC 2017), approved on behalf of the City of Edinburgh Council by CECAS and in accordance with *Scottish Planning Policy* (Scottish Government 2014) and *PAN 2/2011 Planning and Archaeology* (Scottish Government 2011)

### 1.2 Site location

1.2.1 The development site is located on the southern side of Edinburgh Airport, which is situated to the west of the city between Newbridge and Gogar (centred on NGR: NT 14954 73253). The site is bounded by Jubilee Road to the north and east, Almond Drive to the west, and car parking to the south with Fairview Road beyond. The site was most recently part of the Edinburgh Airport Police Station comprising landscaping, car parking space and two small buildings.

### 1.3 Archaeological Background

1.3.1 A desk-based assessment had been prepared for the development by Oxford Archaeology (2014), a summary of which is provided below.

1.3.2 The development area contains no known sites of potential archaeological interest. There are 24 known sites within 1km of the development area, dating from the later prehistoric to post-medieval periods. The distribution of known prehistoric sites within the valley that contains the development area indicates that it was used for burial and settlement, as several prehistoric cemeteries and roundhouses have been found within the surrounding landscape.

1.3.3 Throughout the medieval and post medieval periods the site lay in fields and was used for arable cultivation or pasture. There are several known settlements from these periods, but none are located within or impact upon the development area.

1.3.4 Into the modern period the surrounding airport was formerly RFC (later RAF) Turnhouse, constructed in 1915, and continuing in military use until 1966, playing an important role as a WWII fighter station.

## 2 OBJECTIVES

2.1 The objectives of the archaeological evaluation were:

- i) to determine and assess the character, extent, condition, quality, date and significance of any buried archaeological remains within the proposed development area through evaluation trenching;
- ii) to advise and implement an appropriate form of mitigation, such as excavation, post-excavation analyses and publication, given the infeasibility of preserving the archaeological material *in situ*, should significant archaeological remains be encountered.

### 3 METHODOLOGY

- 3.1 The archaeological evaluation was due to comprise a 10% sample of the 4000 m<sup>2</sup> development area, amounting to a total basal trench area of ca. 400 m<sup>2</sup>. Due to the presence of an abundance of live services running through the development area, a large bund containing mature trees and an upstanding building and electricity sub station, this total was not reached (Figure 2).
- 3.2 The evaluation consisted of three trenches of varying length and alignment, equating to 160 m<sup>2</sup>, focussing mainly on the accessible areas comprising the proposed building footprint. The work was conducted utilising a 13 tonne tracked excavator equipped with a bladed ditching bucket, and operating under the constant supervision of an experienced field archaeologist. Each trench was recorded using AOC *pro forma* trench record sheets.

### 4 RESULTS

- 4.1 All archaeological works were conducted on the 23<sup>rd</sup> May 2017. Weather conditions were fair throughout the course of the work conducted meaning that archaeological visibility was good. The various data gathered from the evaluation are presented as a series of appendices:

Appendix 1: Evaluation trench descriptions

Appendix 2: Photographic Register;

Appendix 3: 'Discovery and Excavation in Scotland' entry

- 4.2 Trench 1 was placed through an area of former wooded landscaping, revealing a mid brown sandy loam with abundant tree roots, overlying the coarse orange sandy subsoil (Plate 1). The topsoil in this area measured between 0.4 m to 0.58 m in depth and contained occasional concrete and brick fragments. Ceramic tile drains and agricultural furrows were noted throughout the trench, all aligned NNW-SSE.
- 4.3 Trenches 2 & 3 were placed within the tarmac covered former car parking areas, and revealed 0.5 m of tarmac and type 1 stone directly overlying the natural subsoil (Plate 2). The west end of Trench 2 contained similarly aligned drains and furrows as Trench 1 but the E end appeared to have been truncated to a greater depth to create the level ground of the car park. Trench 3 also contained a post medieval field drain, with the modern construction materials also directly impacting the natural subsoil (Plate 3).



Plate 1: General view of Trench 1



Plate 2: General view of Trench 2





Plate 3: General view of Trench 3

## 5 CONCLUSIONS

- 5.1 The evaluation revealed that the previous development on the site had impacted upon the natural subsoil throughout the area. Where the impact was not substantial the only archaeological remains related to post medieval agricultural activity in the form of field drains and furrows. No other archaeological remains were present within the development area.

## 6 REFERENCES

Oxford Archaeology (South) 2014, Proposed Hotel Almond Avenue, Edinburgh Airport Desk Based Assessment, OA Job No: 6047

Scottish Government 2011, *PAN 2/2011 Planning and Archaeology*

Scottish Government 2014 *Scottish Planning Policy 2014, Archaeology and Planning*,

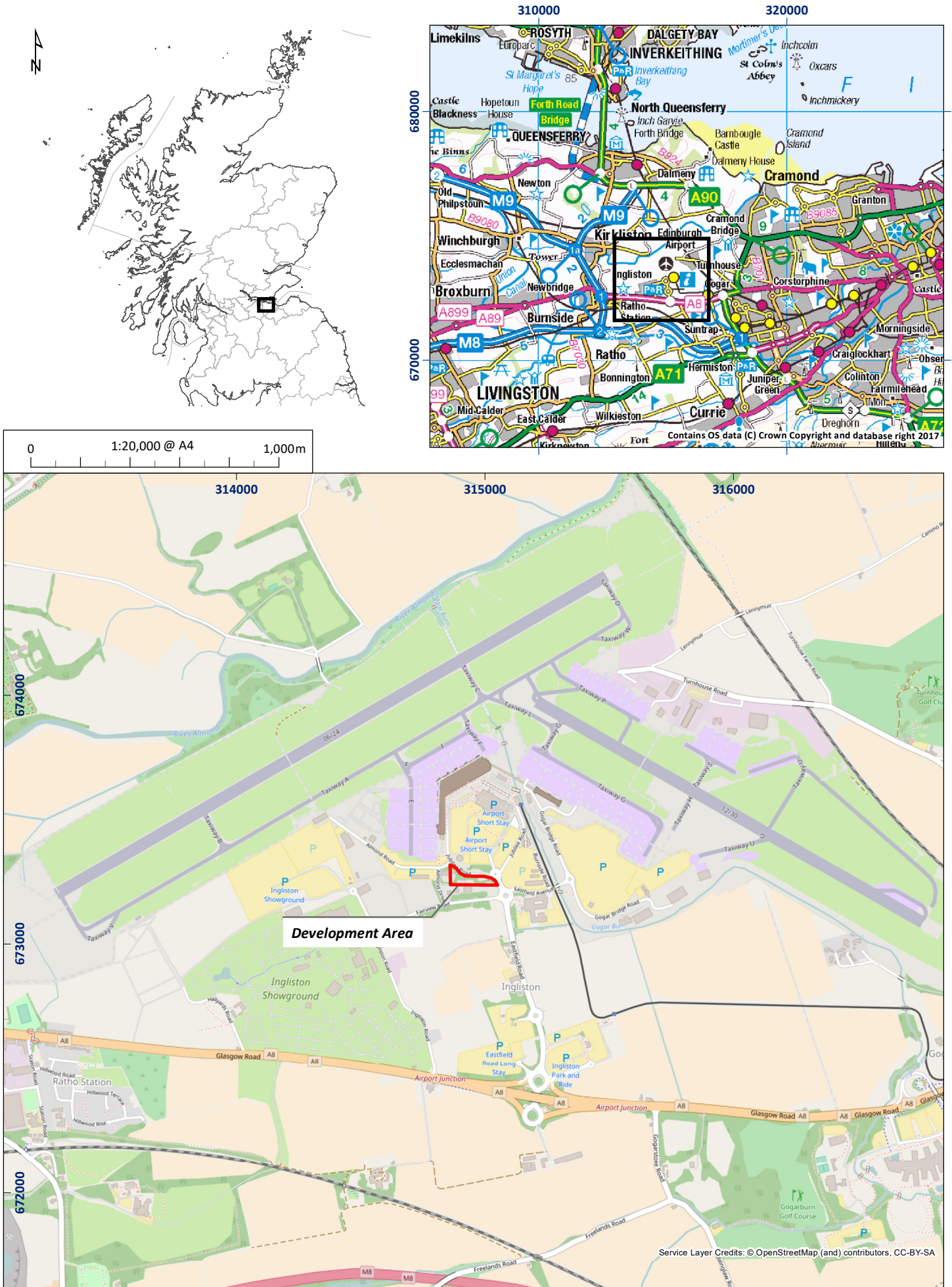


Figure 1: Site location plan

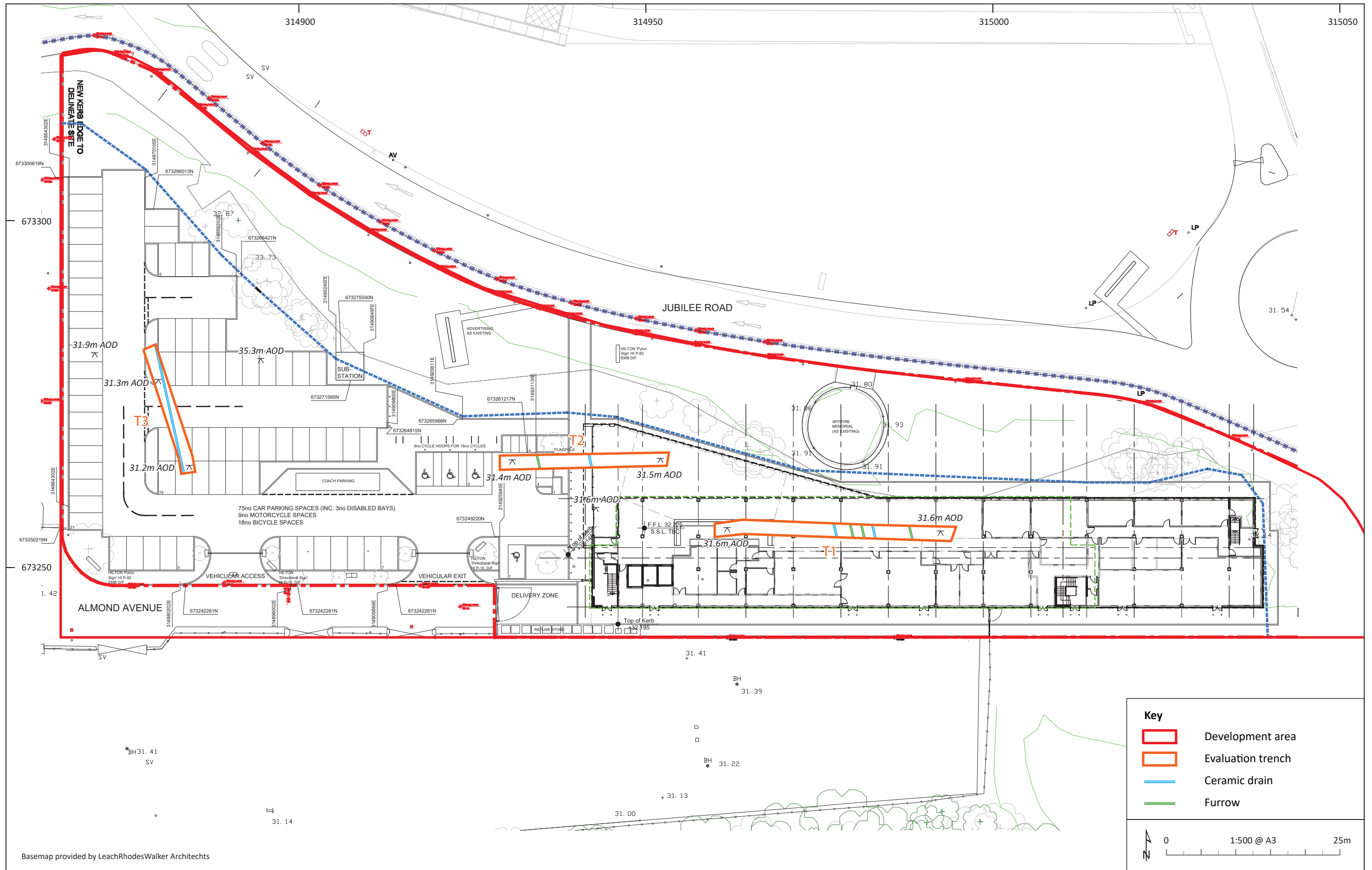


Figure 2: Evaluation trench location plan

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**Hampton By Hilton, Edinburgh Airport,  
Archaeological Evaluation  
Data Structure Report**

**Section 2: Appendices**

## APPENDIX 1: EVALUATION TRENCH DESCRIPTIONS

### Trench 1

<i>Dimensions</i>	35 m by 2 m
<i>Excavated Area</i>	70 m <sup>2</sup>
<i>Excavated Orientation</i>	W to E
<i>Soil make-up</i>	Landscaped topsoil - mid brown sandy loam with abundant tree roots and occasional concrete and brick fragments
<i>Natural Subsoil</i>	Orange coarse sand
<i>Significant Features</i>	None
<i>Other Features</i>	Ceramic drain and furrow at 17.1m – 21.7m, NNW-SSE Furrow at 19.4m and 28m, NNW –SSE Ceramic drain at 22.7m, NNW-SSE
<i>Finds</i>	None

### Trench 2

<i>Dimensions</i>	25 m by 2 m
<i>Excavated Area</i>	50 m <sup>2</sup>
<i>Excavated Orientation</i>	W to E
<i>Soil make-up</i>	Modern hard standing – tarmac over type 1 stone
<i>Natural Subsoil</i>	Orange coarse sand
<i>Significant Features</i>	None
<i>Other Features</i>	Furrow at 5.7m, NNW-SSE Ceramic drain at 13.3m, NNW-SSE
<i>Finds</i>	None

### Trench 3

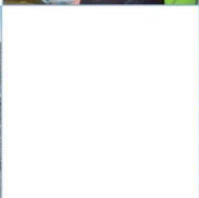
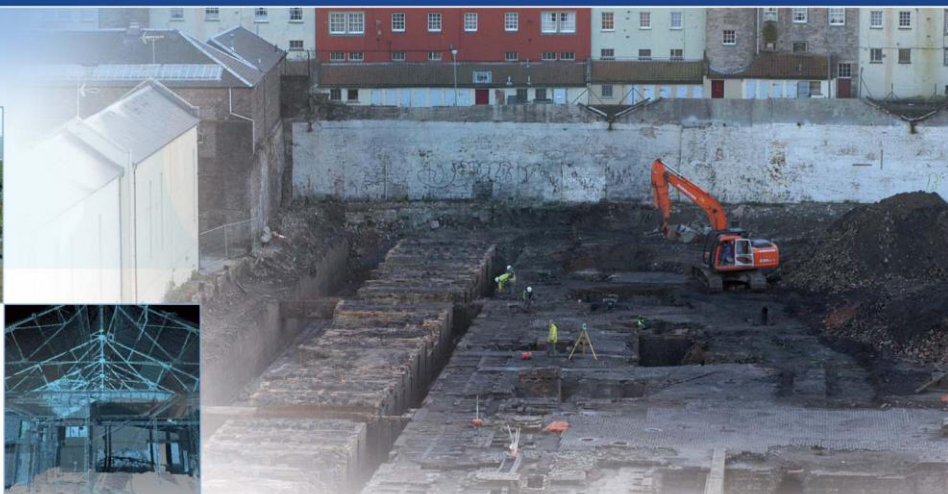
<i>Dimensions</i>	20 m by 2 m
<i>Excavated Area</i>	40 m <sup>2</sup>
<i>Excavated Orientation</i>	NNW-SSE
<i>Soil make-up</i>	Modern hard standing – tarmac over type 1 stone
<i>Natural Subsoil</i>	Orange coarse sand
<i>Significant Features</i>	Modern concrete covered drain at 0.7m to 2m.
<i>Other Features</i>	Ceramic drain at 0m to 20m, NNW-SSE
<i>Finds</i>	None

**APPENDIX 2: PHOTOGRAPHIC REGISTERS**

Frame	Description	From	Date
1-7	View of site from centre	Var	23/5/17
8	Pre-ex view of T1 area	W	23/5/17
9-10	Type 1 stone in topsoil near memorial	S	23/5/17
11	Post-ex view of T1	E	23/5/17
12-16	Views of E edge of site showing services and tree stumps	Var	23/5/17
17-20	View of west end of site	Var	23/5/17
21-25	General views of site	Var	23/5/17
26	Pre-ex view of T2 Location	W	23/5/17
27-28	Tarmac removed onto Type 1 –T2	W	23/5/17
29	Terram over subsoil in T2	W	23/5/17
30	Post-ex view of T2	E	23/5/17
31	Pre-ex view of T3	NW	23/5/17
32	Tarmac and concrete removed with toothed bucket	NW	23/5/17
33	Post-ex view of T3	SE	23/5/17

**APPENDIX 3: 'DISCOVERY AND EXCAVATION IN SCOTLAND' REPORT**

<b>LOCAL AUTHORITY:</b>	City of Edinburgh Council
<b>PROJECT TITLE/SITE NAME:</b>	Hampton by Hilton Development, Edinburgh Airport
<b>PROJECT CODE:</b>	23337
<b>PARISH:</b>	Edinburgh
<b>NAME OF CONTRIBUTOR:</b>	Kevin Paton
<b>NAME OF ORGANISATION:</b>	AOC Archaeology Group
<b>TYPE(S) OF PROJECT:</b>	Evaluation
<b>NMRS NO(S):</b>	N/A
<b>SITE/MONUMENT TYPE(S):</b>	N/A
<b>SIGNIFICANT FINDS:</b>	None
<b>NGR (2 letters, 6 figures)</b>	NT 14954 73253
<b>START DATE (this season)</b>	23 <sup>rd</sup> May 2017
<b>END DATE (this season)</b>	23 <sup>rd</sup> May 2017
<b>PREVIOUS WORK (inc DES)</b>	None
<b>MAIN (NARRATIVE) DESCRIPTION:</b> (May include information from other fields)	<p>An archaeological evaluation was undertaken by AOC Archaeology prior to the construction of a hotel development at 1-4 Edinburgh Airport Police Station, Almond Road, Edinburgh.</p> <p>The evaluation was due to comprise 200 linear metres of trench, but due to the abundance of live services within the site, the works were constrained to 80 linear metres. The only archaeological features revealed were agricultural field drains and furrows most likely dating to the post medieval period.</p> <p>The trenches also indicated that the previous development on the site had impacted heavily on the underlying subsoil, with very little prospect of archaeological survival out with the landscaped areas.</p>
<b>PROPOSED FUTURE WORK:</b>	None
<b>CAPTION(S) FOR ILLUSTRATIONS:</b>	N/A
<b>SPONSOR OR FUNDING BODY:</b>	Ogilvie Construction Ltd.
<b>ADDRESS OF MAIN CONTRIBUTOR:</b>	AOC Archaeology Group Edgefield Road Industrial Estate Loanhead, Midlothian, EH20 9SY
<b>EMAIL ADDRESS:</b>	<a href="mailto:admin@aocarchaeology.com">admin@aocarchaeology.com</a>
<b>ARCHIVE LOCATION</b>	Archive to be deposited in NMRS



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