

**Block 1a, Collegelands, Glasgow:
Archaeological Monitoring**

Data Structure Report

by Claire Williamson

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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

In keeping with the procedure of Rathmell Archaeology Limited this document and its findings have been reviewed and agreed by an appropriate colleague:

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Date

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Introduction

1. This Data Structure Report has been prepared for Dawn Developments Ltd on behalf of TDI Corporation Ltd in respect to the construction of a new office block (B1a) at Collegelands, Duke Street, Glasgow. The archaeological works are designed to mitigate the impact on the archaeological remains within their development area to the agreement of the Glasgow City Council.
2. The West of Scotland Archaeology Service, who advises Glasgow City Council on archaeological matters, requested a negative suspensive condition covering archaeology be attached to the granted consent (GCC REF: 07/02125/DC; Condition 4) which includes the erection of an office blocks (B1a).
3. Rathmell Archaeology Limited has been appointed by Dawn Developments Ltd on behalf of TDI Corporation Ltd to undertake the development and implementation of archaeological mitigation works for the development.

Historical and Archaeological Background

4. A detailed discussion of the overall historical background, past archaeological investigations and monitored ground testing is contained within the archaeological assessment prepared for the overall Collegelands development (Rees *et al* 2005). The planning consent addressed by this Data Structure Report lies in the northwest corner of this assessment area, lying along the Duke Street frontage as it runs east from High Street.
5. With reference to the archaeological assessment the consent pertains to ground that lies wholly within Area B (Rees *et al* 2005; Figure 1 and p8) which is the historic area characterised as an area of tenements and structures that developed in a linear belt between the New Vennel and Duke Street (incorporating Havana Street) defined to the west by the High Street and the east by the Molendinar Burn. This area was wholly overlain by the development of the railway and goods station infrastructure.
6. The recommendations within the archaeological assessment subdivided consented ground for mitigation into two areas based on the relative impacts of the construction of the goods station. A western portion of ground, fronting the High Street, was assessed as having the potential for the fragmentary survival of pre-railway archaeology which warranted a mitigation response. The ground to the east was assessed as having been sterilised by the construction of the 1907 goods station with associated sub-ground levels (see Rees *et al* 2005; Section 6: Mitigation).

The Railway

7. The University of Glasgow disposed of its High Street campus to the City of Glasgow Union Railway and moved to its present location on Gilmorehill between 1864 and 1871. The City of Glasgow Union Railway received their act of parliament for the new railway in 1864. By February 1871 the North British Railway, which had taken over from City of Glasgow Union Railway Company, had opened the College Station on the former site of the University.
8. The construction of the railway system required the large scale clearance of the ground formerly owned by the University of Glasgow. This included: the demolition of all significant standing buildings; general ground reduction; the levelling up of the Molendinar Burn valley; the culverting of the northern portion of the Molendinar Burn; and the reduction of Dovehill (to the east).
9. This 1871 College Station was the terminus of the Glasgow & Coatbridge Railway and incorporated elements of the vacated 17th century Old College. Subsequently the Glasgow City & District Railway, a North British Railway subsidiary, tunnelled under central Glasgow to link the Glasgow & Coatbridge Railway in the east with the Stobcross Branch in the west. During these works the 1871 station was cleared and a new College Station was opened in 1886, with frontage onto High Street. In turn this building has now

been cleared, with a more modest structure replacing it, renamed as High Street Station.

10. The ground to the north of the Glasgow & Coatbridge Railway and south of Duke Street was progressively consumed to provide marshalling yards and smaller goods sheds, in support of both this railway and the College Goods Station to the south (Ordnance Survey 1898). Initially a portion of tenements north of Havana Street, with an eastern limit of South Pettigrew Street, survived as did Alexander's School and the adjacent Molendinar Works. The latter group of buildings continued to survive outwith the railway landholding while the former were consumed by the High Street Goods Station.
11. This was Glasgow's only major 20th century goods station and was designed by James Bell, an engineer for the North British Railway (it was completed in 1907). It had a steel frame with brick cladding and two floors of warehousing above rail level. The character of the building was to be uncompromisingly functional and impressive in scale. The ramp in the northwest corner, parallel with Duke Street, led to the platform level which ran through the whole station.
12. The goods station was a success for the North British Railway, latterly the London and North Eastern Railway. After railway nationalisation, British Railways inherited both this goods station and the adjacent College Goods Station of the Glasgow and South Western Railway, latterly London, Midland and Scottish Railway. A subsequent decline in rail freight led to its closure in the 1970s and subsequent demolition in the 1980s – with the exception of the façade fronting onto Duke Street.

Railway construction process

13. The process of ground preparation of the early limited goods station and marshalling yards to the immediate north of the Glasgow City & District Railway is uncertain. Some indication of this process can be drawn from the 1898 Ordnance Survey where ground to the east of South Pettigrew Street has yet to be made up to the correct level yet has been cleared of any buildings and streets. This suggests formal demolition and clearance of the site prior to construction rather than the burial and consumption of standing or part standing structures.
14. The scale and mass of the subsequent High Street Goods Station required massive ground reduction and foundations. While the ramp at the north (see Figure 1) raised up to the platform level, there was clearly a massive sub level throughout the footprint of the main goods station structure. This is evidenced through the extant plans, the window and light wells visible on the façade on Duke Street and geotechnical investigation results.

Post-Assessment changes to Knowledge

15. The principle archaeological investigation conducted since the 2005 archaeological assessment (Rees *et al* 2005) was the assessment of the infill of the Molendinar Burn valley undertaken through open trenches by GUARD. Their work focused on the eastern elements of College Goods Station, to the south of the extant railway (Sneddon & Will 2008). This evaluation did not uncover any additional information which ran counter to the interpretation reached from available resources in 2005.

Project Works

16. The programme of works comprised the archaeological monitoring of all groundbreaking works carried out within the archaeologically sensitive area located to the west of the former High Street Goods Station (see Figure 1) for the erection of a new office block. The entire area was reduced by 350-400mm from the level of the car park and two areas in the northwest and northeast of the area were reduced by 3.5m and 3.35m respectively from the level of Duke Street (see Figure 2). An area outwith the archaeologically sensitive area to the east was also monitored to a depth of 4m below the level of the carpark.

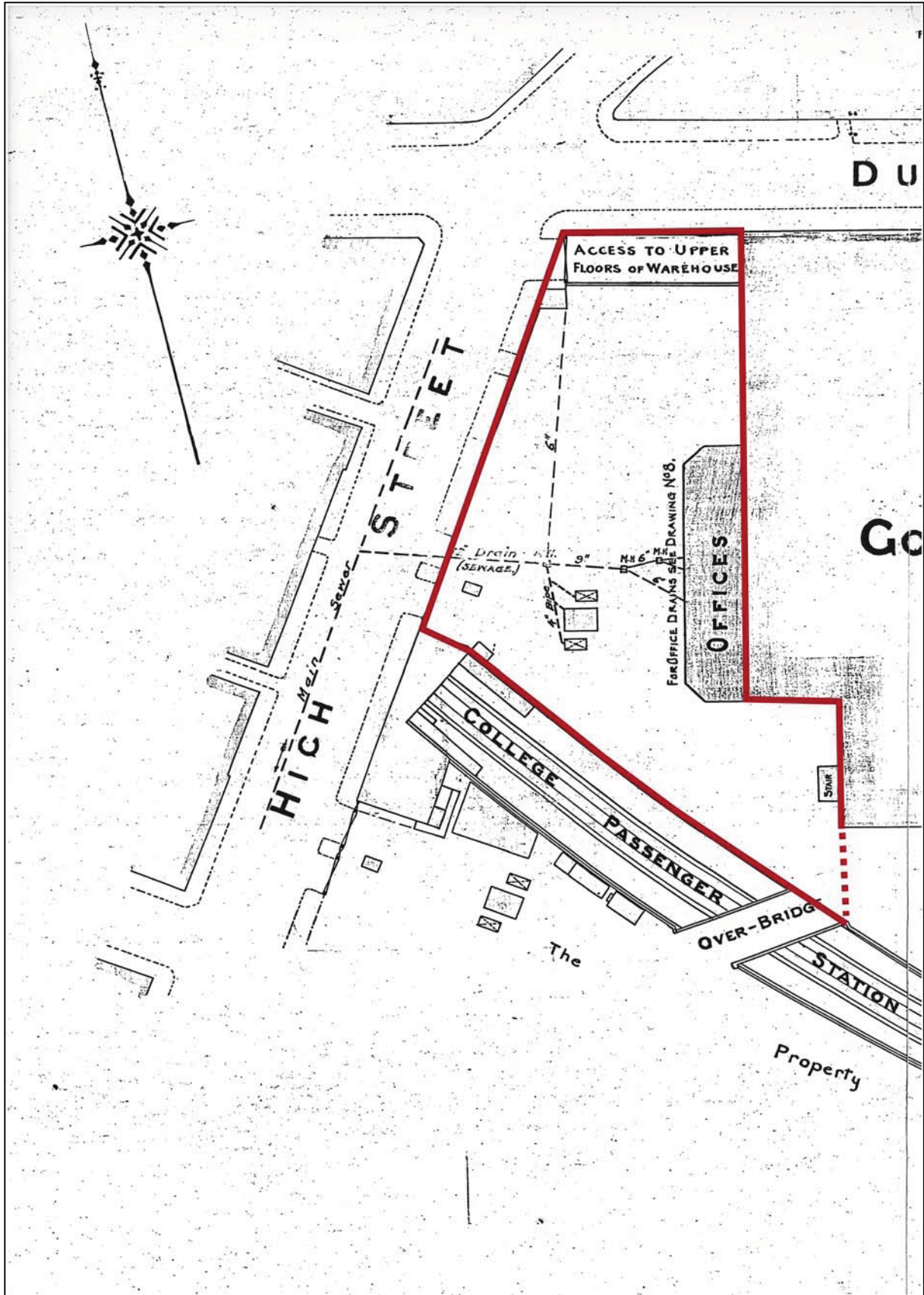


Figure 1: Detail defining extent of 'Ground to the West of the former High Street Goods Station' based on North British Railways 1904 plans.

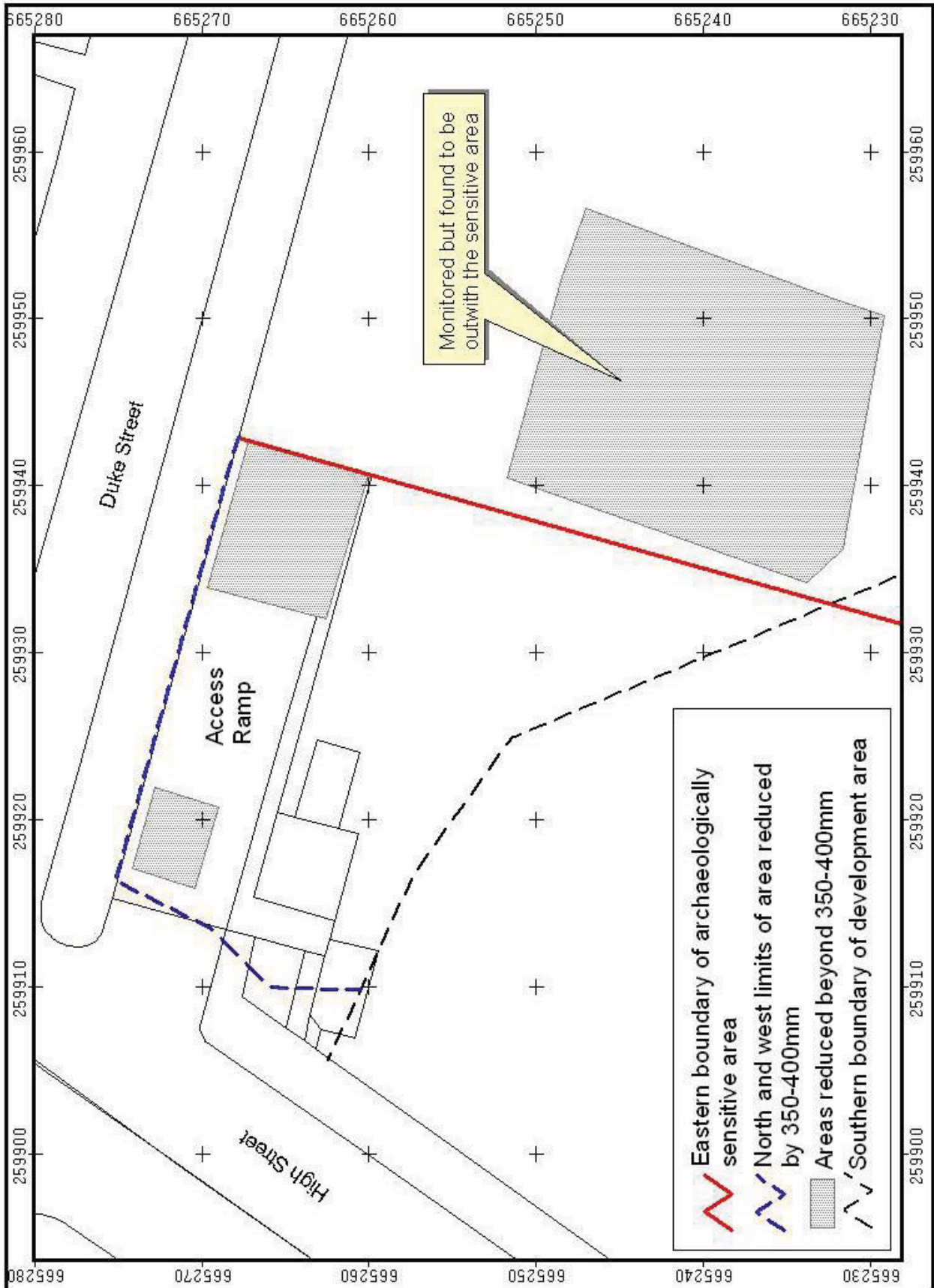


Figure 2: Plan showing location of areas monitored during archaeological works

17. In compliance with the Written Scheme of Investigation (Rees 2009) any potential archaeological features were investigated and recorded, with the on-site works taking place on the 23rd February 2010 and from the 6th to the 7th April 2010. 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.

Findings

18. The archaeologically sensitive area was located at the corner of Duke Street and High Street, Glasgow at the northern end of the High Street Car Park and covered an area totalling approximately 608m².
19. An area to the east was also monitored prior to the recognition that it lay outwith the archaeologically sensitive area and therefore did not require monitoring (see Figure 2). This excavated area lay within the footprint of the former High Street Goods Station at its western end. As was expected, when reduced to a depth of 4m below the level of the carpark, the area only revealed made up ground (002);(003) containing frequent inclusions of demolition material and modern rubbish from the demolition of the Goods Station.

Groundbreaking works within the archaeologically sensitive area

20. Initially the entire area was reduced by 350-400mm below the level of the High Street car park, which already sat approximately 1-1.5m below the level of Duke Street, for later resurfacing works. Then two areas were reduced further (see Figure 2). A rectangular area, measuring 4m NE-SW by 5m NW-SE, was excavated to a depth of 3.5m below the level of Duke Street in the northwest corner of the sensitive area. This was later decided to be unrequired and was backfilled. A second rectangular area, measuring 7.5m NE-SW by 9.2m NW-SE, was excavated to a depth of 3.35m below the level of Duke Street in the northeast corner for the location of the northwest extension to the main build.
21. Prior to excavation the majority of the area was covered by a thin layer of tarmac (006) which was revealed to be 90mm thick. This sat on a bedding layer of loose pale grey sandy gravel (007) which measured 250-300mm thick. Underlying this was made-up ground comprising a loose mix of sandy gravel with fragments of rubble; brick; concrete; modern rubbish and general demolition material. This base of this was not revealed so its full depth is not known but it likely represents a use of material to level the ground prior to the laying of the High Street car park.
22. These deposits were present across the whole of the southern part of the archaeologically sensitive area within the current development area. The only area where these were not present was along the northern edge where the access ramp had been positioned which ran into the first floor of the High Street Goods Station (see Figures 1 and 2).
23. At an earlier stage in the works, this ramp had been demolished to ground level and the material (004) from this was still present covering the northern area. The two excavated areas in the northwest and northeast sat within the footprint of the ramp and revealed that remains of the ramp (005) were still *in situ* beneath the demolition material (004) which had infilled the area (see Figures 4a and 4b). As well as supporting brick piers which carried down the full depth, the two areas revealed a concrete surface at their base which comprised the floor of the arched compartments visible in the ramp prior to its demolition (see Figure 3a). The excavation works halted at this concrete floor in both areas.



Figure 3a: Pre ex shot of sensitive area from the southeast, showing the access ramp in the background prior to its demolition



Figure 3b: Shot of sensitive area from the northwest after the general reduction by 350-400mm



Figure 4a: Northwest excavated area from the southwest



Figure 4b: Northeast excavated area from the southwest

Discussion

24. No significant archaeological features or deposits were uncovered during the groundbreaking works. The majority of the area had been covered by the High Street car park and the 350-400mm reduction across the area only revealed modern made-up ground which had been levelled for the laying of the carpark surface.
25. The two areas excavated deeper in the northern section of the area sat within the footprint of the ramp which ran into the first floor of the High Street Goods Station and revealed it to have caused a deeper disturbance than had at first been realised. The construction of the base of the arched compartments to 3.35-3.5m below the level of Duke Street will have cut deep into the natural subsoil destroying any earlier archaeological features which may have existed there.

Recommendations

26. The archaeological monitoring failed to identify any significant archaeological features or artefacts within the development area. It has already been agreed with the West of Scotland Archaeology Service that rotary piling to be carried out within the reduced northeast area will not require monitoring due the depth of the modern disturbance which will have already cut deep into the natural strata.
27. Consequently, as long as no further groundbreaking works are carried out within the archaeologically sensitive area beyond the rotary piling in the reduced northeast section, we recommend that no further archaeological works are appropriate with regard to this site.
28. The appropriateness and acceptability of our recommendations rest with Glasgow City Council and their advisors, West of Scotland Archaeology Service.

Conclusion

29. Archaeological monitoring works were carried out in respect to the construction of a new office block (B1a) at Collegelands, Duke Street, Glasgow. The archaeological works were designed to mitigate the impact on the archaeological remains within their development area.
30. Only the ground lying to the west of the former High Street Goods Station was identified as being archaeologically sensitive. The works failed to reveal any significant archaeological features or deposits in this area.

References

Documentary

Rees, T., 2009, *Block 1a, Collegelands, Glasgow: Archaeological Monitoring, Written Scheme of Investigation*, unpublished commercial report by Rathmell Archaeology Ltd

Rees, T., Gordon, D. & Shaw, R., 2005, *Collegelands, Duke Street, Glasgow: Archaeological Assessment*, unpublished commercial report by Rathmell Archaeology Ltd

Sneddon, D. & Will, B., 2008 *College Goods Yard, Glasgow: Archaeological Evaluation Data Structure Report Project 2507*, unpublished commercial report by GUARD

Scot Gov, 2010, *Scottish Planning Policy*

SOEnv, 1994, *Planning Advice Note 42, Archaeology*, Scottish Office Environmental Department.

Appendix 1: Registers

Within this appendix are all registers pertaining to works on-site during the watching brief.

Context Register

Context No.	Area/Trench	Type	Description	Interpretation
001	Block 1a	Deposit	Compact black tarmac layer covering surface of area. Measures approx. 100mm thick.	Modern tarmac surface of High Street carpark
002	Block 1a	Deposit	Compact dark grey/black compact sandy clay with frequent inclusions of modern demolition material including bricks, plastic tubing, glass etc. Measures approx. up to 1m deep. Lies below (001).	Made up ground including modern demolition material, likely from the dumping in of material from the demolition of the former High Street Goods Station. May have also been disturbed from the laying of the modern carpark.
003	Block 1a	Deposit	Mixed dark grey brown sandy clay with frequent inclusions of modern demolition material including bricks, plastic bags, glass, wiring, wood and large concrete blocks etc. Bands of tarmac/gravel and pale brown/orange sand present near the top and tip lines visible. Measures at least 3m deep although may run deeper as full depth of deposit not reached.	Made up ground including modern demolition material, likely from the dumping in of material from the demolition of the former High Street Goods Station.
004	Block 1a	Deposit	Demolition material present across northern half of area. Dumped loose rubble of frequent red brick/concrete/modern rubbish. Seen to go down to 3.5m below level of Duke Street in NW corner. Appears to have infilled open compartments which sat underneath ramp.	Material built up from the demolition of the ramp which ran along Duke Street into the first floor of the High Street Goods Station
005	Block 1a	Structural	Remains of ramp still in situ. Includes the remains of three piers partially visible in N half of area constructed of brick. Excavation in NW corner exposed concrete covering in shape of archway on inner face of brick wall running along Duke Street. Pier visible to the E side of arch and a concrete floor exposed at 3.5m down from level of Duke Street. Excavation in NE corner revealed concrete floor at 3.35m down.	Remains of ramp into High Street Goods Station still in situ including the brick wall along Duke Street, brick piers and concrete floor. Appears to have been arched compartments below the ramp which reached 3.35m-3.5m below the level of Duke Street.
006	Block 1a	Deposit	Tarmac surface covering sensitive area. Measures 90mm thick. Appears to sit approximately 1.5m below the level of Duke Street.	Modern tarmac surface of High Street carpark, same as (001).
007	Block 1a	Deposit	Loose pale grey sandy gravel used as bedding layer below tarmac (006) within sensitive area. 250-300mm thick.	Modern deposit which acted as bedding layer below tarmac surface of High Street carpark.

Context No.	Area/Trench	Type	Description	Interpretation
008	Block 1a	Deposit	Made up ground sitting below (006)/(007). Loose mix of sandy gravel/rubble/brick/concrete/demolition material/modern rubbish.	Made up ground including modern demolition material, likely used to level the ground before placing of High Street carpark.

Photographic Register

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
1	1	1	1	1	-	Working shot – reducing area	SW	23/02/10
2	1	2	-	-	-	Working shot – reducing area	SW	23/02/10
3	-	-	-	-	1	Working shot – reducing area	S	23/02/10
4	-	-	-	-	2	Working shot – reducing area	S	23/02/10
5	-	-	-	-	3	Working shot – reducing area	S	23/02/10
6	-	-	-	-	4	Working shot – reducing area	S	23/02/10
7	1	3	1	2	-	Working shot – reducing area	SSE	23/02/10
8	1	4	1	3	-	Working shot – reducing area	SW	23/02/10
9	-	-	-	-	5	Working shot – reducing area	SW	23/02/10
10	1	5	1	4	6	Working shot – reducing area	SW	23/02/10
11	1	6	1	5	7	NW facing section of reduced area	SW	23/02/10
12	1	7	1	6	8	Shot towards ramp from former Goods Station running along Duke Street	SE	23/02/10
13	-	-	-	-	9	Working shot – reducing area	NW	23/02/10
14	1	8	1	7	10	Shot of façade of former Goods Station still standing along Duke Street	NW	23/02/10
15	1	9	1	8	11	Shot of façade of former Goods Station still standing along Duke Street	NW	23/02/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
16	-	-	-	-	12	General shots of reduced area	SE	23/02/10
17	-	-	-	-	13	General shots of reduced area (with ramp)	S	23/02/10
18	-	-	-	-	14	General shots of reduced area	SSW	23/02/10
19	1	10	1	9	15	NW facing section of reduced area	NW	23/02/10
20	-	-	-	-	16	Working shot – reducing area	S	23/02/10
21	-	-	-	-	17	Close up of NW facing section of reduced area	SW	23/02/10
22	1	11	1	10	18	NW facing section of reduced area	W	23/02/10
23	-	-	-	-	19	General shots of façade, ramp and reduced area	S	23/02/10
24	-	-	-	-	20	General shots of façade, ramp and reduced area	S	23/02/10
25	-	-	-	-	21	General shots of façade, ramp and reduced area	SE	23/02/10
26	-	-	-	-	22	General shots of façade, ramp and reduced area	S	23/02/10
27	-	-	-	-	23	Working shot – reducing area	SE	23/02/10
28	-	-	-	-	24	Working shot – reducing area	SE	23/02/10
29	-	-	-	-	25	Working shot – reducing area	SE	23/02/10
30	-	-	-	-	26	SE facing section of reduced area	SE	23/02/10
31	-	-	-	-	27	General shot of reduced area with façade in background	S	23/02/10
32	-	-	-	-	28	General shot of reduced area (SE facing section)	SSE	23/02/10
33	-	-	-	-	29	General shot of reduced area (SE facing section)	SSE	23/02/10
34	1	12	1	11	30	General shot of reduced area (SE facing section)	SSE	23/02/10
35	-	-	-	-	1	General shot of area before works (after ramp demolished)	W	06/04/10
36	-	-	-	-	2	General shot of area before works (after ramp demolished)	SW	06/04/10
37	-	-	-	-	3	General shot of area before works (after ramp demolished)	S	06/04/10
38	-	-	-	-	4	General shot of area before works (after ramp demolished)	S	06/04/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
39	-	-	-	-	5	Working shot – excavating in NW corner	WSW	06/04/10
40	-	-	-	-	6	Working shot – excavating in NW corner (with ramp arch)	W	06/04/10
41	-	-	-	-	7	Working shot – excavating in NW corner (with ramp arch)	W	06/04/10
42	-	-	-	-	8	Arch of ramp in NW corner	W	06/04/10
43	1	13	1	12	9	Arch of ramp in NW corner	W	06/04/10
44	1	14	-	-	10	Arch of ramp in NW corner	W	06/04/10
45	-	-	-	-	11	Arch of ramp in NW corner	W	06/04/10
46	-	-	-	-	12	Working shot – lifting tarmac	NW	06/04/10
47	-	-	-	-	13	Tarmac lifted	NW	06/04/10
48	-	-	-	-	14	Tarmac lifted	NW	06/04/10
49	-	-	-	-	15	Tarmac lifted	NW	06/04/10
50	-	-	-	-	16	Removing pile of demolished material	W	06/04/10
51	-	-	-	-	17	Removing pile of demolished material	SW	06/04/10
52	-	-	-	-	18	Shot of remains of ramp pier in situ	SW	06/04/10
53	-	-	-	-	19	Shot of remains of ramp pier in situ	S	06/04/10
54	-	-	-	-	20	Shot of remains of ramp pier in situ	S	06/04/10
55	-	-	-	-	21	General shot of area with remains of ramp piers	S	06/04/10
56	-	-	-	-	22	Shot of ramp piers	SE	06/04/10
57	-	-	-	-	23	Shot of ramp piers	SE	06/04/10
58	-	-	-	-	24	General shot of area after demolition material removed	S	07/04/10
59	1	15	1	13	25	General shot of area after demolition material removed	S	07/04/10
60	-	-	-	-	26	General shot of area after demolition material removed	SSW	07/04/10
61	-	-	-	-	27	Working shot – 200mm reduction	NW	07/04/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
62	1	16	1	14	28	Working shot – 200mm reduction	NW	07/04/10
63	-	-	-	-	29	Working shot – 200mm reduction	NW	07/04/10
64	1	17	-	-	30	General shot of area after 200mm reduction	NW	07/04/10
65	-	-	-	-	31	General shots of façade and area of main build	W	07/04/10
66	-	-	-	-	32	General shots of façade and area of main build	S	07/04/10
67	-	-	-	-	33	General shots of façade and area of main build	S	07/04/10
68	-	-	-	-	34	General shots of façade and area of main build	NW	07/04/10
69	-	-	-	-	35	Working shot – excavating area in NE	W	07/04/10
70	-	-	-	-	36	Working shot – excavating area in NE	NW	07/04/10
71	-	-	-	-	37	Working shot – excavating area in NE	NW	07/04/10
72	-	-	-	-	38	Working shot – excavating area in NE	WNW	07/04/10
73	-	-	-	-	39	Working shot – excavating area in NE	W	07/04/10
74	-	-	-	-	40	Working shot – excavating area in NE	N	07/04/10
75	-	-	-	-	41	Area in NE – ramp wall and concrete floor	NW	07/04/10
76	-	-	-	-	42	Area in NE – ramp wall with concrete floor and pier	SW	07/04/10
77	1	18	1	15	43	General shot of NE excavated area	SW	07/04/10
78	-	-	-	-	44	General shot of NE excavated area	SW	07/04/10
79	-	-	-	-	45	General shot of NE excavated area	SW	07/04/10

Appendix 2: Discovery & Excavation in Scotland

LOCAL AUTHORITY:	Glasgow City
PROJECT TITLE/SITE NAME:	Block 1a, Collegelands, Glasgow
PROJECT CODE:	RA05024
PARISH:	Glasgow
NAME OF CONTRIBUTOR:	Claire Williamson
NAME OF ORGANISATION:	Rathmell Archaeology Limited
TYPE(S) OF PROJECT:	Watching brief
NMRS NO(S):	None
SITE/MONUMENT TYPE(S):	None
SIGNIFICANT FINDS:	None
NGR (2 letters, 8 or 10 figures)	NS 59926 65261 (centred on)
START DATE (this season)	23 rd February 2010
END DATE (this season)	7 th April 2010 (intermittent)
PREVIOUS WORK (incl. DES ref.)	Desk-based Assessment and Monitoring of Geo-technical investigations (DES Vol. 7, 2006, p. 83)
MAIN (NARRATIVE) DESCRIPTION: (may include information from other fields)	<p>Archaeological monitoring works were carried out in respect to the construction of a new office block (B1a) at Collegelands, Duke Street, Glasgow. The archaeological works were designed to mitigate the impact on the archaeological remains within their development area.</p> <p>Only the ground lying to the west of the former High Street Goods Station was identified as being archaeologically sensitive. The works failed to reveal any significant archaeological features or deposits in this area.</p>
PROPOSED FUTURE WORK:	None
CAPTION(S) FOR ILLUSTRS:	None
SPONSOR OR FUNDING BODY:	TDI Corporation Ltd
ADDRESS OF MAIN CONTRIBUTOR:	Unit 8 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

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