BAA Glasgow HIAL Project
Archaeological Mitigation

Data Structure Report

by Alan Matthews

issued 5th November 2010

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 for Archaeologists' 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:

Checked …….. Date …….

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Introduction

1. This Data Structure Report has been prepared for archaeological works required Morgan Sindall Ltd on behalf of BAA Glasgow Airport in respect of their High Intensity Approach Lighting replacement project at Glasgow Airport. The archaeological works were designed to mitigate the impact on the archaeological remains within their development area to the agreement of the West of Scotland Archaeology Service, Historic Scotland and Renfrewshire Council.

2. The majority of the works are within the Scheduled Monument known as the Site of All Hallows Church protected under the terms of the Ancient Monuments and Archaeological Areas Act 1979. BAA Glasgow Airport has been granted Scheduled Monument Consent for these works (AMH 2792/1/1 HS Case ID 201003287). This consent explicitly required the works to conform to the submitted plans except where variation is agreed in writing.

3. The original submission to Historic Scotland for Scheduled Monument Consent was supported by a scheme of works from Headland Archaeology for monitoring within the graveyard and footprint of the All Hallows Church and a watching brief outside the Scheduled Monument. The current Method Statement (Rees 2010) replicated all key aspects of this original scheme, and expanded the scope of works to include an archaeological response to all ground breaking works within the Scheduled Monument.

4. Renfrewshire Council had conditioned the granted planning consent for the construction of fencing (10/0307/PP) with an archaeological watching brief condition; this was based on the advice of the West of Scotland Archaeology Service. An element of this Data Structure Report is the archaeological monitoring of excavations relating to the placement of fencing, meeting this archaeological condition, some of which pertains to construction work that is outwith the Scheduled Monument. This is in keeping with the terms of the Method Statement (Rees 2010).

5. The Method Statement (Rees 2010) was prepared by Rathmell Archaeology Ltd to define the proposed response to the anticipated adverse impact on this archaeological site. This Data Structure Report describes all works on site works covered by the Method Statement (Rees 2010) and this should be taken to include all groundbreaking works relating to the High Intensity Approach Lighting (HIAL) within the Scheduled Area and all groundbreaking works relating to the conditioned fence line.

6. All archaeological works were designed to fulfil the identified requirements of West of Scotland Archaeology Service, archaeological advisor to planning authority, Renfrewshire Council and the requirements of Historic Scotland.

Historical and Archaeological Background

7. The primary trigger for the archaeological monitoring work to be carried out was of course the Scheduled Monument known as Site of All Hallows Church (Scheduled Monument Index No. 2792). The certificate for the scheduling of this site indicates that the scheduled area covers the area of All Hallows Church (Church of the Parish of Inchinnan) and all surrounding offices, to the east the Manse and its garden, the field to the north and the area between all of this and the Black Cart Water to the south and south-west. The area of the Manse, garden and immediately to the south were not affected by the development work described below.

8. Inchinnan Parish Church was reputedly given to the Knights Templar by David I (1124 – 53). The structure went through several rebuilds, being demolished in 1828 and 1900, before finally being replaced with All Hallows Church, the remains of which survive today. The potential medieval significance of the area is reinforced by four gravestones, sculptures with swords which are locally referred to as Templar's Graves. Several finds from the area are held in the Hunterian Museum including: a cross marked piece of quartz, a green-glazed pottery disc bearing a Maltese cross and a pewter disc with a lion and a unicorn.

Figure 1a: Roy's Military Survey (1747-55)

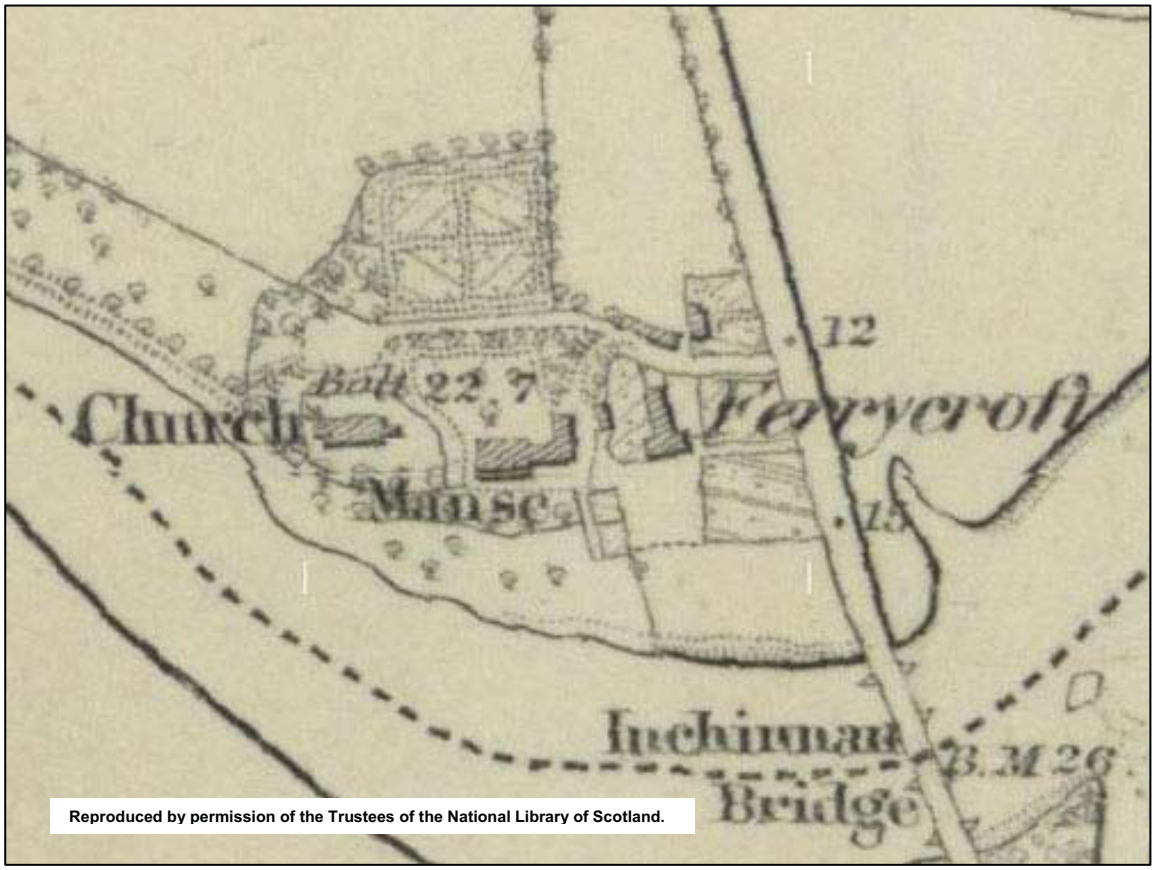

Figure 1b: 1st edition Ordnance Survey (1858)

Figure 2a: Excavation in graveyard (looking south-west)

Figure 2b: Excavation in graveyard (looking north-east)

Figure 3a: Inspection hatch and track NE of graveyard

Figure 3b: Track to E of graveyard

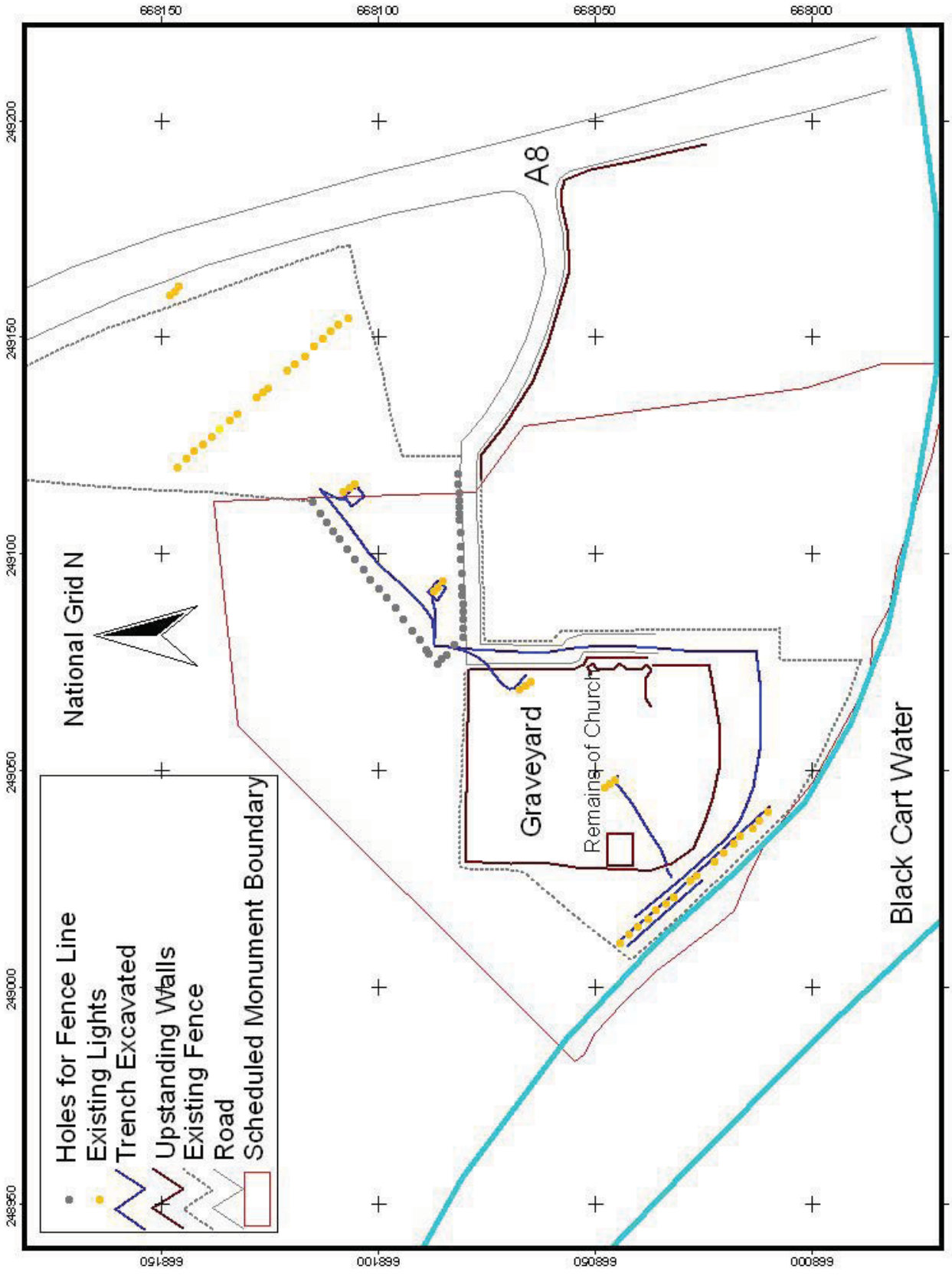

Figure 4: Plan of area of archaeological monitoring

9. All Hallows Church was demolished in 1965 in order to permit the extension of Abbotsinch Airfield (Glasgow Airport). Prior to the commencement of archaeological monitoring All Hallows Church exists as a grass mound between 3 and 4m high. At the east and west ends of the former church structures remain which appear to have been in part stabilised with concrete. The west the structure may be part of a crypt and the east structure the lower courses of the wall of the church (Figure 5b). The surrounding graveyard is enclosed by a stone wall and several gravestones remain within the graveyard. Only a few gravestones are still standing and it would appear that all have been moved in the course of the demolition or landscaping works.

10. Roy's Military Survey of Scotland (1747-55) (Figure 1a) shows a small settlement to the north and east of Inchinnan Kirk. The potential exists for this settlement or kirktoun (WOSAS Site ID: 62749) to have medieval origins. The potential importance of the site is implied by the presence of the church and the ferry across the river, Black Cart Water. Several structures are depicted on Roy's Map one of which may be identified as the church. It is also worth noting that although the road is depicted on Roy's Map as following roughly the same alignment as the modern A8 the bridge over the Black Cart Water remains incomplete.

11. The picture is more complete by the 1st edition Ordnance Survey (Figure 1b) and bears a much greater resemblance to the modern appearance of the site. At least three buildings are depicted and identified as the church, manse and a large structure labelled Ferrycroft. Two smaller structures are also depicted on either site of the Ferrycroft. The surrounded area is depicted as enclosed woodland or garden with the field to the north of the manse being shown as having a decorative layout.

12. The area out with the graveyard is currently partially enclosed by a modern link fence with the access road having a poorly maintained gravel surface and the fields to the north in grass but uncultivated. Of course, the existing High Intensity Approach Lighting is in place across the scheduled area and beyond to the north-east.

Project Works

13. The programme of works comprised the archaeological monitoring of all ground breaking works relating to the replacement or refurbishment of High Intensity Approach Lighting within the scheduled area around All Hallows Church (Figure 4). Archaeological monitoring also included all ground breaking works relating to the conditioned placement of fencing. All of the ground breaking works carried out within the boundaries of the graveyard was accomplished by hand excavation with an archaeologist present; the remainder of the works were carried out by machine.

14. The purpose of the works was the renewal or replacement of the High Intensity Approach Lighting including the corresponding power cables. Archaeological monitoring of this work was carried out from the 11th of October until the 25th of October 2010. An archaeologist was present on site for all ground breaking works during this period. All works carried out complied with the agreed Method Statement (Rees 2010) and the Scheduled Monument Consent (AMH 2792/1/1 HS Case ID 201003287).

15. In compliance with the Method Statement (Rees 2010) any potential archaeological features were investigated and recorded, with the on-site works taking place from the Insttute for Archaeologists' Standards and Policy Statements and Code of Conduct and Historic Scotland Policy Statements.

Figure 5a: Track to E of graveyard

Figure 5b: Pit for new lighting base

Figure 6a: Excavating for fence line

Figure 6b: Pit for fence line

Findings

16. It should be noted that because the following report discusses archaeological remains to which the cardinal points have particular significance, such as All Hallows Church, all orientations will refer to grid north of the National Grid. In this case, the development area was located to the north-east of the runway of Glasgow Airport on the north-east side of a bend in the Black Cart Water. The runway runs almost exactly north-east to south-west. However, some of the wider plans relating to this development work refer to Airport Grid North in which case the runway runs exactly east to west. This report will not refer to Airport Grid north from this point forward.

17. The High Intensity Approach Lighting runs north-east to south-west, in alignment with the runway, with the lines of lights, crossbars, running north-west to south-east across the scheduled area. At the time of carrying out the work the scheduled area included the fenced off and partially walled off area of the graveyard and church. The church now exists only as a grassed over mound with surviving structural elements at the east and west end. To the east of the church and graveyard the area of the former Manse sits in a wooded area enclosed by a wall and does not form a part of this study. The remainder of the scheduled area and the area covered by the fence line is open grass fields with some existing hedges and fences.

18. The three elements of the monitoring work will be described separately in the Findings; the hand excavation of the graveyard, machine excavation of the remainder of the scheduled area and the excavation for the fence line. The Discussion and the Recommendations will bring all of the results together and refer to the entire site. The archaeological monitoring work was carried out according to the schedule of Morgan Sindall Ltd and so, for example, elements of the fence line were monitored before work had been completed on the High Intensity Approach Lighting.

19. All work was carried out according to the terms of the Method Statement (Rees 2010). Work was staggered so that an archaeologist was present for any ground breaking work taking place and all potentially significant archaeological features were investigated.

Interior of the Graveyard

20. The first few days of archaeological monitoring were exclusively within the graveyard, however, this work was not finished before work on other areas commenced and it was necessary on occasion to return to the graveyard while other excavation work was held. The purpose of this work was to link along the lines of the existing cables to the existing bases for the lights. Two crossbars of three lights each exist within the graveyard adjacent to corresponding concrete transformer boxes.

21. In keeping with the terms of the Method Statement (Rees 2010) all excavation work within the graveyard was carried out by hand. Prior to work commencing the two existing crossbars were supplied by eight cables running north-east to south-west across the graveyard and wired to the light bases via the transformer boxes (Figure 2a). It was the intention of this work to supply the existing bases from the closest corner of the graveyard and miss out the central section of cable. This would be accomplished by following the lines of the existing cables from the north-east and south-west corners respectively (Figure 2b).

22. Having been previously located using a CAT scanner the cables were exposed by hand excavation at the wall of the graveyard closest to the runway. It was demonstrated that the cables ran under the wall and into the graveyard at a depth of approximately 400mm. The eight electrical cables, plus one earth, were all exposed in a trench which was on average 250mm wide and 400mm deep and ran from the wall in an almost straight line to the crossbar of lights in the centre of the graveyard.

23. At no point during their placement had the location of the cables been marked. No sand or marker tape was present and at times the cables rose to less that 300mm depth beneath the ground surface. A similar situation was found when the cables were traced by the same method from the north-east corner to the crossbar of lights closest to there.

Because the cables were unmarked and at such a variable depth progress was necessarily slow and careful.

24. In keeping with the terms of the Method Statement (Rees 2010) the tracks excavated were hand cleaned and investigated for significant archaeological remains. In neither track was significant archaeology located. Topsoil (001) and turf was typically evident for the first 150mm depth of the excavation and for the remainder the fill was the backfill of the original cut to place the cables (002). Only modern, 20th century, material was recovered from (002) within the graveyard. This material included rusted metal tools, a Buckfast bottle and other rubbish. No significant archaeological remains were observed in the section and it is likely that the original disturbance for the track was wider that that created by this work.

25. Again in keeping with the terms of the Method Statement (Rees 2010) and the Scheduled Monument Consent connections from the new cables to the existing light bases were made along the line of existing cables and creating the minimum possible disturbance to the area. Typically these excavations were 200mm or less deep but occasionally it was necessary to excavate deeper in order to establish access to an existing base. All of these excavations were through made ground (002) and no significant archaeology was disturbed or observed in the course of these works.

Remainder of the Scheduled Area

26. Out with the graveyard but still within the Scheduled Area it was necessary to provide ducting for new cables to supply the renewed lighting. Two crossbars, of three lights each existed to the north-east of the graveyard and here the bases were to be replaced. To the other side, between the airport and the Black Cart Water, a long crossbar of sixteen lights was to be renewed on the existing bases. The ducting for new cables was placed in a track which ran adjacent to the lights north-east of the graveyard and then passed around the east and southern half of the graveyard to link up with the lights adjacent to the Black Cart Water.

27. For the most part this excavation work was carried out by a small 360 excavator or a JCB 3cx depending on the requirements of the work (Figure 3a). Typically the track excavated was 600mm deep and 400mm wide permitting the placement of two plastic ducts in pea-gravel and with warning tape on top before being backfilled. The track was backfilled as work progressed so at no point during the works was the entire area open to inspection (Figure 3b). Within the scheduled area five inspection hatches with manhole covers were concreted into place along this line. This typically involved excavation of a 900mm box from the placement of the inspection hatch.

28. Additional excavation was required in order to connect the ducting for the main line of cables to the new or renewed light bases. In the area between the graveyard and Black Cart Water this was accomplished by hand and by machine (Figure 7a) in order to establish the route of existing cables and to provide access to the existing bases. Additional access was provided by machine excavation of a trench along the north-east side of the bases. The cable was also traced north-east (Figure 7b) to join the track within the graveyard, by passing beneath the graveyard wall. Similarly, existing cables were traced beyond the north-east corner of the graveyard to join the main line of cables and branch lines of ducting were provided from the main track to connect with the new light bases in that area.

29. The two new light bases which were excavated within the scheduled area (Figure 5b), to the north-east of the graveyard, involved a pit for foundations which was 3m by 2m and approximately 800mm deep from existing ground level. These pits were excavated by machine and provided an opportunity to examine a deep section through deposits in the north-eastern part of the scheduled area. Those deposits exposed were; topsoil (001) to a maximum depth of about 150mm, made ground and levelling (003) to a further depth of about 400mm and the remainder was through natural clay (004).The primary exception to this was in areas where the excavation work dug through an existing service track in which case the backfill was (002) as before.

Figure 7a: Track to S of graveyard

Figure 7b: Tracing cables to SW of graveyard

30. The above sedimentary sequence was the most common in all excavation work out with the graveyard. The made ground (003) was composed of intermixed layers of red blaes, broken tarmac, fragments of sandstone and modern brick. Along the access road to the east of the graveyard the lower layers of (003) included areas of type 1 gravel. All of the anthropic material recovered from this deposit was modern (20th century) in origin, however, very little was recovered. The depth of this deposit varied constantly from 300mm to 450mm deep.

31. In the area to the south-east of the graveyard, which is around the south-east corner, there was a higher content of red blaes in the made ground (003). In addition, beneath (003) deposit (005) consisted of dark brown silty clay with inclusions of coal, charcoal and modern brick. However, given that is was immediately on top of the natural soil (004) and given the similarity of the matrix to the natural soil it appeared to be disturbed natural. This was only uncovered in a few small sections of the new track. The disturbance already done to this area is demonstrated by the exposing of an existing manhole 2m to the west of the graveyard wall.

32. There was some change in the nature of the sequence of sediments to the south-west of the graveyard, which is between the graveyard and the river. Immediately adjacent to the wall of the graveyard there was a steep and substantial build up of dark brown silty sand (006). This deposit was exposed during the excavation to connect cables through the south-western corner of the graveyard. In the area immediately around the long crossbar of lights south-west of the graveyard the sequence of sediments was topsoil (001) for about 100mm, made ground (003) for about 350mm and natural sand (007) at the base of the trenches. The area had been heavily disturbed for the placement of the existing lights.

33. Any potentially significant archaeological features in this area were investigated according to the terms of the Method Statement (Rees 2010). No significant archaeological features were uncovered in the course of the work and all of the artefacts observed were of 20th century origin.

Fence Line

34. The extension of an existing fence line in the area between the graveyard and A8 road to the north-east was covered under the scheduled monument consent in part however the archaeological work was also carried out as an element of the granted planning consent. This element of the archaeological monitoring work was also detailed in the Method Statement (Rees 2010). Fortunately it was possible to carry out the excavation work necessary for the placement of the fence line intermittently when no excavation was being carried out on the replacement of the High Intensity Approach Lighting.

35. Establishment of the fence line involved excavation of a series of holes (Figure 6a) along the access road to the graveyard and then turning to form a second line directly north-east away from the graveyard. Both of these lines connected with existing fencing to enclose the area covered by the approach lighting. Excavation of these holes was carried out under archaeological observation according to the terms of the method statement and with a mini-digger.

36. The sediments uncovered during this work were identical in nature to those described for the placement of new lighting bases above; topsoil (001), made ground (003) and natural clay (004) (Figure 6b). The only variation to this was immediately adjacent to the access road where gravel had been placed as a road surface and the topsoil as described elsewhere was absent. Typically the holes excavated were about 400mm square and 900mm deep. No significant archaeological material was recovered from the excavation of these holes and no features or structural remains were observed.

Figure 8a: Track at northern boundary of scheduled area

Figure 8b: Section through pit for new light base

Discussion

37. It is surprising, given that almost all of the works here took place within a Scheduled Monument, that no significant archaeological features were observed in the course of the works and that no artefacts were uncovered in the site other that those which were easily identifiable as 20th century rubbish. It is perhaps necessary to suggest some reason for this lack of significant archaeological material in this discussion especially given that such a broad sample of the entire site was subject to archaeological monitoring.

38. Within the boundaries of the graveyard significant upstanding remains are evident, these include; gravestones and markers many of which are evidently out of place, remains to the east and west of the lower courses of the structure of All Hallows Church and of course the boundary wall. Therefore we can be certain that the archaeological potential of the graveyard and church remain. However, within the graveyard the excavation work relating to this project was carried out exclusively within the disturbance created by the placement of the existing cables, transformer boxes and light bases. It is clear that any archaeologically significant anthropic material recovered from within the graveyard during the placement of the existing lighting was not reburied in the same track and so the monitored excavations were entirely through made ground.

39. Out with the graveyard the excavations uncovered only topsoil (001), made ground (003) and clay subsoil (004) (Figure 8a) for all of the area to the east and north of the graveyard. The nature of the made ground, containing red blaes and type 1 gravel in multiple varying layers suggests repeated attempt to resurface the area. The fact that the blaes continues beyond the access road to the area beyond the scheduled area, north-east of the graveyard, suggests that it may have been laid during the placement of the existing approach lighting. Although it should be noted that there is no direct evidence to support this. The type 1 may be old surface material from the access road.

40. Fragments of modern brick and sandstone were also observed in (003), although this does suggest the demolition of structures in the area at no point was it found in sufficient quantity or with sufficient integrity to be referred to a demolition deposit. In addition there was nothing to definitely indicate that the material related to a structure which had formally occupied the site. It could have been imported as bedding or levelling material along with the blaes (Figure 8b) or type 1. What is clear is that for all of the area to the east and north-east of the graveyard there has been some attempt at levelling or surfacing which may have removed any previously existing archaeological remains.

41. The area to the south-west of the graveyard, between the graveyard and Black Cart Water, also seems to have been subject to levelling or landscaping. At the very least we can be certain that extensive disturbance has taken place around the placement of the existing light bases and transformer boxes. This was demonstrated on site by the depth of made ground (003) shown in the excavations here. In addition, the steep slope from this area up to the graveyard must be an artificial creation, given the depth of the b-horizon (006) here and the fact that the entire face has been roughly reinforced with concrete. It would seem that the area between the graveyard and the Black Cart Water has been variously landscape for the placement of the lights and the stabilisation of the graveyard.

42. The excavation for the fence line added little additional information other that to confirm the level of disturbance over a wider potion of the whole site. The pits for the fence also established that at least some of the made ground (003) was imported to provide a surface for the access road. As with the rest of the site no significant artefacts were recovered during the excavation for the fence line and the only material observed was 20th century in origin. Any anthropic material recovered during the excavation work could be attributed to deposition of modern rubbish, perhaps during previous work on the site.

43. That no significant archaeological remains were uncovered within the graveyard is primarily due to the fact that all excavation took place within the track of previous excavations. It addition to this it is worth noting that the church and the graveyard have clearly been partially demolished and stabilised. In the course of this process it is unclear

at what depth significant archaeological remains would be uncovered and in what condition they may be found. The most recent gravestone still visible is dated to 1942.

44. The archaeological monitoring of the area out with the graveyard revealed no significant archaeological remains because the area had been subject to extensive levelling or landscaping. It was unclear from those deposits observed if any evidence of demolition work still remains on site and so it is difficult to say with any certainty of the archaeological potential of the remainder of the area. However, from the sample of the site seen the archaeological potential of the area outside the graveyard would seem to be very low. No significant artefacts were recovered and the only sediments observed related to modern levelling and surfacing. This is especially true in the area between the graveyard and the river which seems to have been extensively modified for the stabilisation of the graveyard and the placement of the existing lights.

Recommendations

45. The archaeological monitoring failed to identify any previously unknown significant archaeological features or artefacts within the development area. The only significant remains observed were those upstanding remains of the church and gravestones within the boundary wall of the graveyard. None of the development work referred to above significantly impacted on these remains. Out with the graveyard no significant archaeological remains were observed and it seemed that modern (20th century) disturbance had removed any previously existing significant archaeology from the site.

46. Rathmell Archaeology Ltd recommends that no further archaeological work be carried out within the scheduled area of All Hallows Church in relation to this development given that no further excavation is planned. Further, we recommend that the planning condition be purged from the establishment of the fence line. Given that no significant archaeological material was observed or recorded in the course of the archaeological monitoring we recommend that no post-excavation analysis is appropriate for this site. Given the complete lack of significant archaeological remains outside of the boundary of the graveyard and the disturbance implied by the made ground any future work in this area should consider the very limited potential for recovering significant archaeology from this area.

47. The appropriateness and acceptability of our recommendations rest with Renfrewshire Council, their advisors West of Scotland Archaeology Service and Historic Scotland.

Conclusion

48. Archaeological monitoring work was carried out on behalf of Morgan Sindall Ltd and BAA Glasgow Airport in respect to their replacement and refurbishment of the High Intensity Approach Lighting. This work was carried out under granted Scheduled Monument Consent (AMH 2792/1/1 HS Case ID 201003287). In addition, all groundbreaking works relating to the placement of new fencing around the area was subject to archaeological monitoring in compliance with the conditioned planning consent (10/0307/PP). All of these works were carried out according to the terms of the agreed Method Statement (Rees 2010).

49. The monitoring work was carried out in and around the scheduled area surrounding All Hallows Church to the north-east of Glasgow Airport runway. The work involved excavation by hand and by machine of tracks for the placement of new electrical cables and in two places for the establishment of new light bases. No significant archaeological features or structures were observed in any of the excavated areas. No artefacts were observed other than those which related the 20th century use of the site. The quantity of made ground uncovered out side the boundary of the graveyard suggest that the archaeological potential of this area has been removed by levelling and landscaping works. The partially upstanding remains of the church and several fallen gravestones are still evident within the graveyard.

50. It is recommended that, given that no further excavation is planned then no further

archaeological work takes place on this site with regards to this development and that no post-excavation analysis of the results is appropriate. The appropriateness and acceptability of our recommendations rest with Renfrewshire Council, their advisors West of Scotland Archaeology Service and Historic Scotland.

References

Documentary

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Cartographic

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1897, Ordnance Survey, 2nd edition Ordnance Survey

1911, Ordnance Survey, 3rd edition Ordnance Survey

Appendix 1: Registers

Within this appendix are all registers pertaining to works on-site:

Context Register

Context No.	Type	Description	Interpretation
001	Deposit	Dark brown sandy silt, inclusions of grass roots, small stones, depth of <100mm	Topsoil
002	Deposit	Dark brown sandy silt, small to mid angular stone, modern brick, roots, cables x8 and earth, buckfast bottles and some tools	Fill of pipe track and made ground
003	Deposit	Dark brown sandy silt matrix, containing layer of red blaes, tarmac, sandstone and modern brick, Deposit built up in layers, type 1 in the lower levels, very mixed, between 300 and 500mm deep, compact	Leveling deposit to the E, S and W of graveyard – may form road surface in places – may contain demolition material
004	Deposit	V compact, light brown, silty clay, no inclusions, uniform consistency, reached at depth of 500 to 600mm	Subsoil, natural soil
005	Deposit	V compact, dark brown silty clay, inclusions of charcoal and coal, modern brick, small stones	Probably made ground or redeposited natural (older that 003)
006	Deposit	Loose dark brown to black, silty sand, inclusions of charcoal, modern brick, 19th or 20th century material, modern rubbish, approximate depth of 500mm	Build up of topsoil and made ground beyond W corner of graveyard
007	Deposit	Moderate to loose, light brown sand, some disturbance and small stones, roots	Natural subsoil, close to river, may be river wash

Photographic Register

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
1	-	-	-	-	23	NE corner	S	11/10/10
2	-	-	-	-	24	NE corner	S	11/10/10
3	1	8	1	7	25	Digging in NE corner	S	11/10/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
4	-	-	-	-	26	Digging in NE corner	S	11/10/10
5	1	9	1	8	27	Wall crossing NE	W	11/10/10
6	-	-	-	-	28	Wall crossing NE	W	11/10/10
7	1	10	1	9	29	Digging SW corner	NW	11/10/10
8	-	-	-	-	30	Digging SW corner	NW	11/10/10
9	1	11	1	10	31	SW corner wall crossing	N	11/10/10
10	-	-	-	-	32	SW corner wall crossing	N	11/10/10
11	1	12	1	11	33	Digging SW	NE	11/10/10
12	-	-	-	-	34	Digging SW	NE	11/10/10
13	1	13	1	12	35	SW at wall	NE	11/10/10
14	-	-	-	-	36	SW at wall	NE	11/10/10
15	1	14	1	13	37	Line begins at SW	SE	11/10/10
16	-	-	-	-	38	Line begins at SW	SE	11/10/10
17	1	15	1	14	39	Line begins at NE	N	11/10/10
18	-	-	-	-	40	Line begins at NE	N	11/10/10
19	-	-	-	-	41	Runway lights	NE	11/10/10
20	-	-	-	-	42	Runway lights	NE	11/10/10
21	-	-	-	-	43	Runway lights	NE	11/10/10
22	-	-	-	-	44	Runway lights	NE	11/10/10
23	1	16	1	15	45	Track SW	SW	11/10/10
24	-	-	-	-	46	Track SW	SW	11/10/10
25	1	17	1	16	47	Track NE	SW	11/10/10
26	-	-	-	-	48	Track NE	SW	11/10/10

Image No.	Print		Slide		Digital	Description	From	Date
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28	-	-	-	-	50	Track NE	NE	11/10/10
29	1	19	1	18	51	Track SW	NE	11/10/10
30	-	-	-	-	52	Track SW	NE	11/10/10
31	-	-	-	-	53	Runway	NE	11/10/10
32	-	-	-	-	54	Runway	NE	11/10/10
33	1	20	1	19	55	Track NE	SW	12/10/10
34	-	-	-	-	56	Track NE	SW	12/10/10
35	1	21	1	20	57	Track SW	NE	12/10/10
36	-	-	-	-	58	Track SW	NE	12/10/10
37	1	22	1	21	59	Track SW	NE	12/10/10
38	-	-	-	-	60	Track SW	NE	12/10/10
39	-	-	1	22	61	Looking NE	SW	12/10/10
40	-	-	-	-	62	Looking NE	SW	12/10/10
41	-	-	-	-	59	SW corner	W	12/10/10
42	-	-	-	-	60	SW corner	W	12/10/10
43	-	-	-	-	61	SW corner	S	12/10/10
44	-	-	-	-	62	SW corner	S	12/10/10
45	-	-	-	-	63	S boundary	E	12/10/10
46	-	-	-	-	64	S boundary	E	12/10/10
47	-	-	-	-	65	SE corner	SW	12/10/10
48	-	-	-	-	66	SE corner	SW	12/10/10
49	-	-	-	-	67	SE corner	NE	12/10/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
50	-	-	-	-	68	SE corner	NE	12/10/10
51	-	-	-	-	69	E boundary	S	12/10/10
52	-	-	-	-	70	E boundary	S	12/10/10
53	-	-	-	-	71	Backfilling	E	12/10/10
54	-	-	-	-	72	Backfilling	E	12/10/10
55	-	-	-	-	73	Backfilling	S	12/10/10
56	-	-	-	-	74	Backfilling	S	12/10/10
57	-	-	-	-	75	Plane	N	12/10/10
58	-	-	-	-	76	Plane	N	12/10/10
59	-	-	-	-	77	Plane	N	12/10/10
60	-	-	-	-	77	Plane	E	13/10/10
61	-	-	1	23	78	E connect to lights	E	13/10/10
62	-	-	-	-	79	E connect to lights	E	13/10/10
63	-	-	1	24	80	W connect to lights	E	13/10/10
64	-	-	-	-	81	W connect to lights	W	14/10/10
65	-	-	-	-	82	Plane	W	14/10/10
66	-	-	-	-	83	Plane	W	14/10/10
67	-	-	-	-	84	Plane	W	14/10/10
68	-	-	-	-	85	Plane	W	14/10/10
69	-	-	-	-	86	Plane	W	14/10/10
70	-	-	-	-	87	Plane	W	14/10/10
71	-	-	-	-	88	Digging E of graveyard	SE	14/10/10
72	-	-	-	-	89	Digging E of graveyard	SE	14/10/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
73	-	-	-	-	90	Digging E of graveyard	NE	14/10/10
74	-	-	-	-	91	Digging E of graveyard	NE	14/10/10
75	-	-	-	-	92	Plane	N	14/10/10
76	-	-	1	25	93	Hole E of graveyard	NW	14/10/10
77	-	-	-	-	94	Hole E of graveyard	NW	14/10/10
78	-	-	1	26	95	Track E of graveyard	NE	14/10/10
79	-	-	-	-	96	Track E of graveyard	NE	14/10/10
80	-	-	-	-	97	Track E of graveyard	SE	14/10/10
81	-	-	1	27	98	Track E of graveyard	SE	14/10/10
82	-	-	1	28	99	Track SE of graveyard	SW	14/10/10
83	-	-	-	-	100	Track SE of graveyard	SW	14/10/10
84	-	-	1	29	101	Track SE of graveyard	SW	14/10/10
85	-	-	-	-	102	Track SE of graveyard	SW	14/10/10
86	-	-	1	30	103	Track SE of graveyard	NE	14/10/10
87	-	-	-	-	104	Track SE of graveyard	NE	14/10/10
88	-	-	1	31	105	Manhole	N	14/10/10
89	-	-	-	-	106	Manhole	N	14/10/10
90	-	-	1	32	107	Track SE of graveyard	NE	14/10/10
91	-	-	-	-	108	Track SE of graveyard	NE	14/10/10
92	-	-	1	33	109	Extending track E of graveyard	SW	15/10/10
93	-	-	-	-	110	Extending track E of graveyard	SW	15/10/10
94	-	-	2	1	111	Area to SE of graveyard	SW	15/10/10
95	-	-	-	-	112	Area to SE of graveyard	SW	15/10/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
96	-	-	2	2	113	Track excavating along SW side	SE	15/10/10
97	-	-	-	-	114	Track excavating along SW side	SE	15/10/10
98	-	-	2	3	115	Track excavating along SW side	N	15/10/10
99	-	-	-	-	116	Track excavating along SW side	N	15/10/10
100	-	-	-	-	117	Track excavating along SW side	SW	15/10/10
101	-	-	2	4	118	Track excavating along SW side	SW	15/10/10
102	-	-	2	5	119	Track excavating along SW side	SE	18/10/10
103	-	-	-	-	120	Track excavating along SW side	SE	18/10/10
104	-	-	2	6	121	Track excavating along SW side	SE	18/10/10
105	-	-	-	-	122	Track excavating along SW side	SE	18/10/10
106	-	-	2	7	123	Test dig for pipes W of graveyard	SW	18/10/10
107	-	-	-	-	124	Test dig for pipes W of graveyard	SW	18/10/10
108	-	-	2	8	125	Test dig for pipes W of graveyard	SE	18/10/10
109	-	-	-	-	126	Test dig for pipes W of graveyard	SE	18/10/10
110	-	-	2	9	127	Dig pit to pipe W of graveyard	S	18/10/10
111	-	-	-	-	128	Dig pit to pipe W of graveyard	S	18/10/10
112	-	-	2	10	129	Trench and pits W of graveyard	N	19/10/10
113	-	-	-	-	130	Trench and pits W of graveyard	N	19/10/10
114	-	-	2	11	131	Trench and pits W of graveyard	SE	19/10/10
115	-	-	-	-	132	Trench and pits W of graveyard	SE	19/10/10
116	-	-	2	12	133	Trench and pits W of graveyard	N	19/10/10
117	-	-	-	-	134	Trench and pits W of graveyard	N	19/10/10
118	-	-	2	23	135	Trench by lights W of graveyard	N	19/10/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
119	-	-	-	-	136	Trench by lights W of graveyard	N	19/10/10
120	-	-	-	-	137	Trench by lights W of graveyard	N	19/10/10
121	-	-	2	14	138	Trench by lights W of graveyard	N	19/10/10
122	-	-	2	15	139	Trench by lights W of graveyard	N	20/10/10
123	-	-	-	-	140	Trench by lights W of graveyard	N	20/10/10
124	-	-	2	16	141	Road and bases beyond SAM	W	20/10/10
125	-	-	-	-	142	Road and bases beyond SAM	W	20/10/10
126	-	-	2	17	143	Road and bases beyond SAM	E	20/10/10
127	-	-	-	-	144	Road and bases beyond SAM	E	20/10/10
128	-	-	2	18	145	Base beyond SAM	S	20/10/10
129	-	-	-	-	146	Base beyond SAM	S	20/10/10
130	-	-	2	19	147	Digging to bypass cables on bases	W	20/10/10
131	-	-	-	-	148	Digging to bypass cables on bases	W	20/10/10
132	-	-	2	20	149	Digging to bypass cables on bases	E	20/10/10
133	-	-	-	-	150	Digging to bypass cables on bases	E	20/10/10
134	-	-	2	21	151	Digging to bypass cables on bases	E	20/10/10
135	-	-	-	-	152	Digging to bypass cables on bases	E	20/10/10
136	-	-	2	22	153	Digging to bypass cables on bases	W	20/10/10
137	-	-	-	-	154	Digging to bypass cables on bases	W	20/10/10
138	-	-	2	23	155	Digging to bypass cables on bases	E	20/10/10
139	-	-	-	-	156	Digging to bypass cables on bases	E	20/10/10
140	-	-	-	-	157	Digging for trees	SE	20/10/10
141	-	-	2	24	158	Digging for trees	SE	20/10/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
142	-	-	2	25	159	Digging for trees	SE	20/10/10
143	-	-	-	-	160	Digging for trees	SE	20/10/10
144	-	-	2	26	161	Digging for trees	SE	20/10/10
145	-	-	-	-	162	Digging for trees	SE	20/10/10
146	-	-	2	27	163	Digging new bases E of graveyard	E	21/10/10
147	-	-	-	-	164	Digging new bases E of graveyard	E	21/10/10
148	-	-	2	28	165	Digging new bases E of graveyard	N	21/10/10
149	-	-	-	-	166	Digging new bases E of graveyard	N	21/10/10
150	-	-	2	29	167	Digging new bases E of graveyard	W	21/10/10
151	-	-	-	-	168	Digging new bases E of graveyard	W	21/10/10
152	-	-	2	30	169	Track to connect to graveyard	SW	21/10/10
153	-	-	-	-	170	Track to connect to graveyard	SW	21/10/10
154	-	-	2	31	171	Gravestone recovered	SE	21/10/10
155	-	-	-	-	172	Gravestone recovered	SE	21/10/10
156	-	-	2	32	173	Gravestone recovered	SE	21/10/10
157	-	-	-	-	174	Gravestone recovered	SE	21/10/10
158	-	-	2	33	175	Digging new bases E of graveyard	W	21/10/10
159	-	-	-	-	176	Digging new bases E of graveyard	W	21/10/10
160	-	-	-	-	177	Track to connect E of graveyard	SW	21/10/10
161	-	-	2	34	178	Track to connect E of graveyard	SW	21/10/10
162	-	-	2	35	179	Fence line E of graveyard	W	21/10/10
163	-	-	-	-	180	Fence line E of graveyard	W	21/10/10
164	-	-	2	36	181	Pit for fence line	N	21/10/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
165	-	-	-	-	182	Pit for fence line	N	21/10/10
166	-	-	-	-	183	Digging for fence line	W	21/10/10
167	-	-	-	-	184	Digging for fence line	W	21/10/10
168	-	-	-	-	185	Digging for fence line	W	21/10/10
169	-	-	-	-	186	Digging for fence line	W	21/10/10
170	-	-	-	-	187	Digging track to E of graveyard	N	21/10/10
171	-	-	-	-	188	Digging track to E of graveyard	N	21/10/10
172	-	-	-	-	189	Digging track to E of graveyard	W	21/10/10
173	-	-	-	-	190	Digging track to E of graveyard	W	21/10/10
174	-	-	-	-	191	Digging track to E of graveyard	N	21/10/10
175	-	-	-	-	192	Digging track to E of graveyard	N	21/10/10
176	-	-	-	-	193	Digging track to E of graveyard	W	21/10/10
177	-	-	-	-	194	Digging track to E of graveyard	W	21/10/10
178	-	-	-	-	195	Digging track to E of graveyard	W	21/10/10
179	-	-	-	-	196	Digging track to E of graveyard	W	21/10/10
180	-	-	-	-	197	Digging track to E of graveyard	W	21/10/10
181	-	-	-	-	198	Digging track to E of graveyard	W	21/10/10
182	-	-	-	-	199	Digging track to E of graveyard	W	21/10/10
183	-	-	-	-	200	Digging track to E of graveyard	W	21/10/10
184	-	-	-	-	201	Extending track to E of graveyard	W	22/10/10
185	-	-	-	-	202	Extending track to E of graveyard	W	22/10/10
186	-	-	-	-	203	Extending track to E of graveyard	S	22/10/10
187	-	-	-	-	204	Extending track to E of graveyard	S	22/10/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
188	-	-	-	-	205	Access around lights W of graveyard	N	22/10/10
189	-	-	-	-	206	Access around lights W of graveyard	N	22/10/10
190	-	-	-	-	207	Access around lights W of graveyard	W	22/10/10
191	-	-	-	-	208	Access around lights W of graveyard	W	22/10/10
192	-	-	-	-	209	Access around lights W of graveyard	NW	22/10/10
193	-	-	-	-	210	Access around lights W of graveyard	NW	22/10/10
194	-	-	-	-	211	Access new base	SE	22/10/10
195	-	-	-	-	212	Access new base	SE	22/10/10
196	-	-	-	-	213	Track to access lights W of graveyard	N	22/10/10
197	-	-	-	-	214	Track to access lights W of graveyard	N	22/10/10
198	-	-	-	-	215	Track to access lights W of graveyard	N	22/10/10
199	-	-	-	-	216	Track to access lights W of graveyard	N	22/10/10
200	-	-	-	-	217	Track to access lights W of graveyard	W	22/10/10
201	-	-	-	-	218	Track to access lights W of graveyard	W	22/10/10
202	-	-	-	-	219	Track to access lights W of graveyard	N	22/10/10
203	-	-	-	-	220	Track to access lights W of graveyard	N	22/10/10
204	-	-	-	-	221	Track to access lights W of graveyard	N	25/10/10
205	-	-	-	-	222	Track to access lights W of graveyard	N	25/10/10
206	-	-	-	-	223	Track to access lights W of graveyard	N	25/10/10
207	-	-	-	-	224	Track to access lights W of graveyard	N	25/10/10
208	-	-	-	-	225	Track to access lights W of graveyard	S	25/10/10
209	-	-	-	-	226	Track to access lights W of graveyard	S	25/10/10
210	-	-	-	-	227	Track to access lights W of graveyard	N	25/10/10

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
211	-	-	-	-	228	Track to access lights W of graveyard	N	25/10/10
212	-	-	-	-	229	Line E	W	25/10/10
213	-	-	-	-	230	Line E	W	25/10/10
214	-	-	-	-	231	Line W	E	25/10/10
215	-	-	-	-	232	Line W	E	25/10/10

Appendix 2: Discovery & Excavation in Scotland

LOCAL AUTHORITY:	Renfrewshire
PROJECT TITLE/SITE NAME:	BAA Glasgow HIAL Priject
PROJECT CODE:	10049
PARISH:	Inchinnan
NAME OF CONTRIBUTOR:	Alan Matthews
NAME OF ORGANISATION:	Rathmell Archaeology Limited
TYPE(S) OF PROJECT:	Monitoring
NMRS NO(S):	None
SITE/MONUMENT TYPE(S):	Scheduled Monument, Index No: 2792
SIGNIFICANT FINDS:	None
NGR (2 letters, 6 figures)	NS 491 681
START DATE (this season)	11th October 2010
END DATE (this season)	25th October 2010
PREVIOUS WORK (incl. *DES* ref.)	None
MAIN (NARRATIVE) DESCRIPTION: (may include information from other fields)	Archaeological monitoring work was carried out in respect to replacement and refurbishment of the High Intensity Approach Lighting. In addition, all groundbreaking works relating to the placement of new fencing around the area was subject to archaeological monitoring The monitoring work was carried out in and around the scheduled area surrounding All Hallows Church to the north-east of Glasgow Airport runway. The work involved excavation by hand and by machine of tracks for the placement of new electrical cables and in two places for the establishment of new light bases. No significant archaeological features or structures were observed in any of the excavated areas. No artefacts were observed other than those which related the 20th century use of the site. The quantity of made ground uncovered out side the boundary of the graveyard suggest that the archaeological potential of this area has been removed by levelling and landscaping works. The partially upstanding remains of the church and several fallen gravestones are still evident within the graveyard.
PROPOSED FUTURE WORK:	None
CAPTION(S) FOR ILLUSTRS:	None
SPONSOR OR FUNDING BODY:	BAA Glasgow Airport
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

51. Rathmell Archaeology can be contacted at our Registered Office or through the web:

Rathmell Archaeology Ltd
Unit 8 Ashgrove Workshops
Kilwinning
Ayrshire
KA13 6PU

www.rathmell-arch.co.uk

t.: 01294 542848
f.: 01294 542849
e.: contact@rathmell-arch.co.uk

52. The West of Scotland Archaeology Service can be contacted at their office or through the web:

West of Scotland Archaeology Service
Charing Cross Complex
20 India Street
Glasgow
G2 4PF

www.wosas.org.uk

t.: 0141 287 8332/3
f.: 0141 287 9259
e.: enquiries@wosas.glasgow.gov.uk

53. Historic Scotland can be contacted at their office or through the web:

Historic Scotland
Longmore House
Salisbury Place
Edinburgh
EH9 1SH

www.historic-scotland.gov.uk

t.: 0131 668 6800
f.:
e.:

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