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Site & Landscape Survey

Geophysical Survey

**Borders Railway Project
Hardengreen Carpark
Eskbank
Midlothian**

Archaeological Evaluation

Report No. 2046

CFA ARCHAEOLOGY LTD

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This document has been prepared in accordance with CFA Archaeology Ltd
standard operating procedures.

**Borders Railway Project
Hardengreen Carpark
Eskbank
Midlothian**

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INTRODUCTION

1.1 General

This report presents the results of an archaeological evaluation undertaken by CFA Archaeology Ltd (CFA) in April 2012 at the proposed Hardengreen carpark (revised location), Eskbank, Midlothian (NGR: NT 3246 6592 centred) (Fig. 1). The work was commissioned by ERM Ltd on behalf of Transport Scotland.

A Written Scheme of Investigation (WSI) dated 10 April 2012 covering this programme of works was produced by CFA. This WSI was designed to meet the requirements of the East Lothian Council Archaeology Service (ELCAS) on behalf of Midlothian Council.

1.2 Background

The proposed Hardengreen carpark lies on the route of the Borders Railway Project within the county of Midlothian. This project proposes to reinstate the Newcraighall to Tweedbank section of the former Waverly Line. The reinstated railway line will run for approximately 48km, with the majority of the route using existing railway embankments.

The proposed carpark was previously within a different location and ELCAS acting on behalf of Midlothian Council had requested mitigation measures requiring the archaeological evaluation of the site. This was identified in Table A4 in the *Cultural Heritage Management Plan* (Jones & Neighbour 2010) as Site 623. Following changes to the layout of the development the site of the carpark has moved and is subject to a separate planning application. Consultation with ELCAS resulted in the agreement that the revised location should be subject to a similar evaluation.

The proposed car park lies on waste ground immediately to the south of the New Jewel and Esk College adjoining the existing carpark. Recent dumping of soil, presumably related to the construction of the adjacent college has taken place across almost the entirety of the area resulting in considerable depths of made-ground. It was not possible to place any trenches at the extreme southern tip of the site where it was estimated that the overburden measured c.3m - 3.5m in depth.

1.3 Objectives

The objectives of the programme of works reported herein were:

- To determine the presence or absence, location, extent, date, character, condition, significance and quality of any surviving archaeological remains liable to be threatened by the proposed development.
- To propose mitigation measures where necessary.

2. WORKING METHODS

2.1 General

CFA Archaeology Ltd follows the Institute for Archaeologists' Code of Conduct, Standards and Guidance.

2.2 Evaluation

Nine trenches (Trench 1 to Trench 9) were excavated amounting to 840m² (7% of the proposed development area).

Topsoil and modern overburden were removed by a tracked 360° mechanical excavator equipped with a 2m wide smooth-bladed ditching bucket. All groundbreaking work was carried out under constant archaeological supervision. Any further excavation required to fulfil the objectives of the evaluation was carried out by hand.

All excavation and on-site recording was carried out according to standard CFA procedures, principally by drawing, by photography and by completing standard CFA record forms.

The stratification of all excavated areas was recorded whether or not significant archaeological deposits were identified.

Trench positions were surveyed using industry standard electronic surveying equipment and all trenches were backfilled.

3. ARCHAEOLOGICAL RESULTS

3.1 General

Numbers in bold refer to contexts, a full list of which is contained in Appendix 2. A summary of the trenches excavated is contained in Appendix 3.

3.2 Trial Trenches

Nine trenches were excavated amounting to 7% of the proposed development area. The deposits within the trenches measured up to 2.5m in depth. Modern overburden was **(001)** was identified in all trenches. In Trenches 1 and 9 the topsoil had been stripped before the modern material was dumped on to the clayey natural **(003)**. In all the other trenches the modern overburden had been dumped directly over the topsoil **(002)**. The made-ground consisted of very heavy clay deposits containing patches of modern hardcore and other construction debris.

Numerous field drain cuts were identified within all of the trenches, where these were investigated they were of the ceramic horseshoe type indicating early 19th century agricultural improvement. There were no features, deposits or artefacts of archaeological significance identified and the poorly draining nature of the natural subsoil suggests that the archaeological potential of the area is low.

4. CONCLUSIONS

An archaeological trial trenching evaluation was carried out at the proposed Hardengreen carpark on the route of The Borders Railway Project. The deposits within the area consisted of a considerable depth of made ground resulting from the construction of the New Jewel and Esk College. Numerous field drain cuts were identified indicating early 19th century agricultural improvement, but there were no features deposits or artefacts of archaeological significance identified.

CFA does not recommend any further work in relation to this evaluation. However, it is understood that the decision regarding any further mitigation lies with the ELCAS.

The project archive, comprising all CFA record sheets, maps and reports, will be deposited with the National Monuments Record of Scotland (NMRS) and copies of reports will be lodged with the Midlothian Council Sites and Monuments Record.

A summary statement of the results of this evaluation will be submitted for publication in *Discovery and Excavation in Scotland* on completion of the wider mitigation works for The Borders Railway Project.

5. REFERENCES

Bibliographic

Jones C and Neighbour T 2010 'Borders Railway Project: Cultural Heritage Management Plan' Version 5 Rev A

McLukie A 2011 'Borders Railway Project Environmental Management System Manual', Version 5 Rev A

APPENDIX 1: Photographic Register

Digital

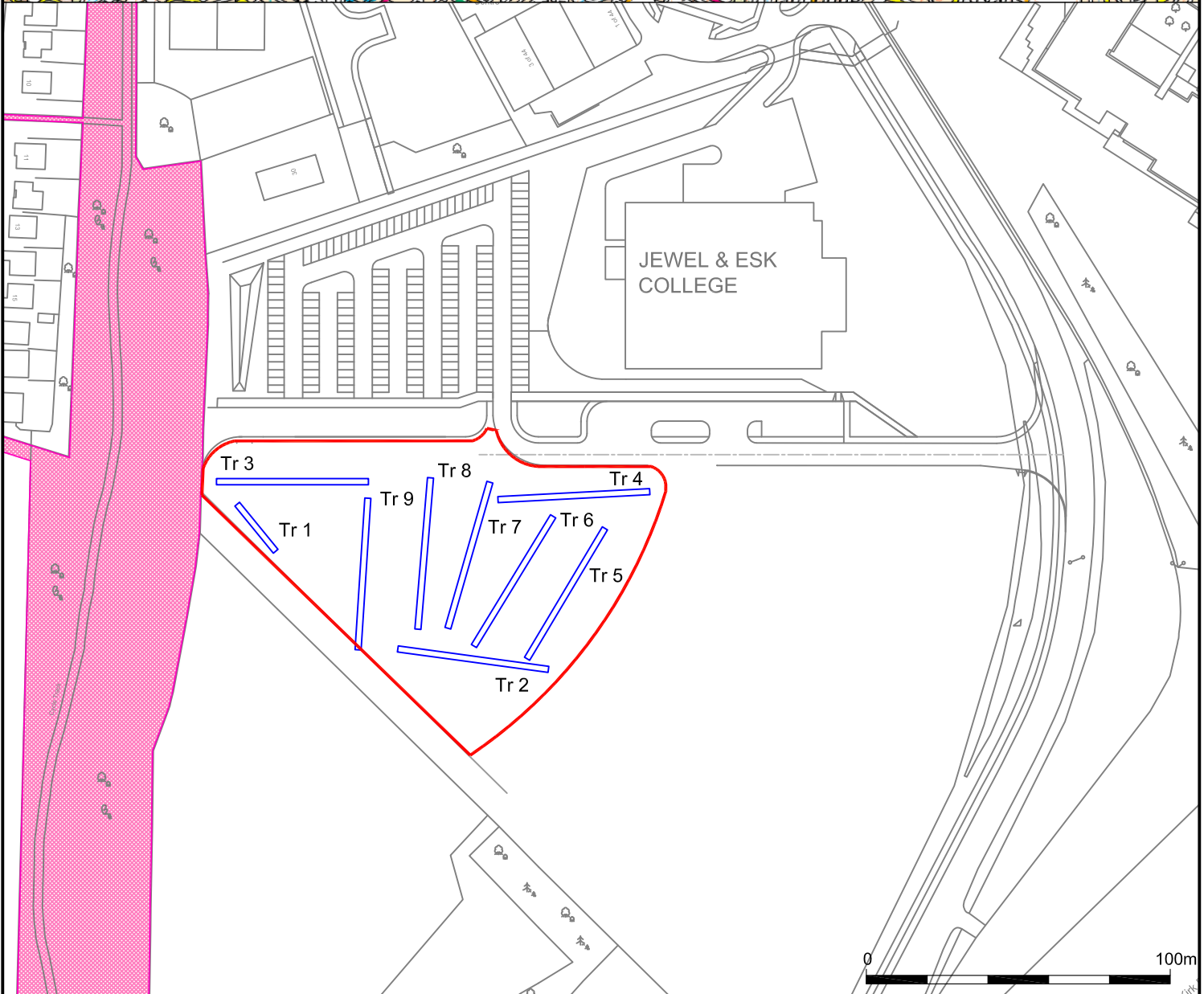
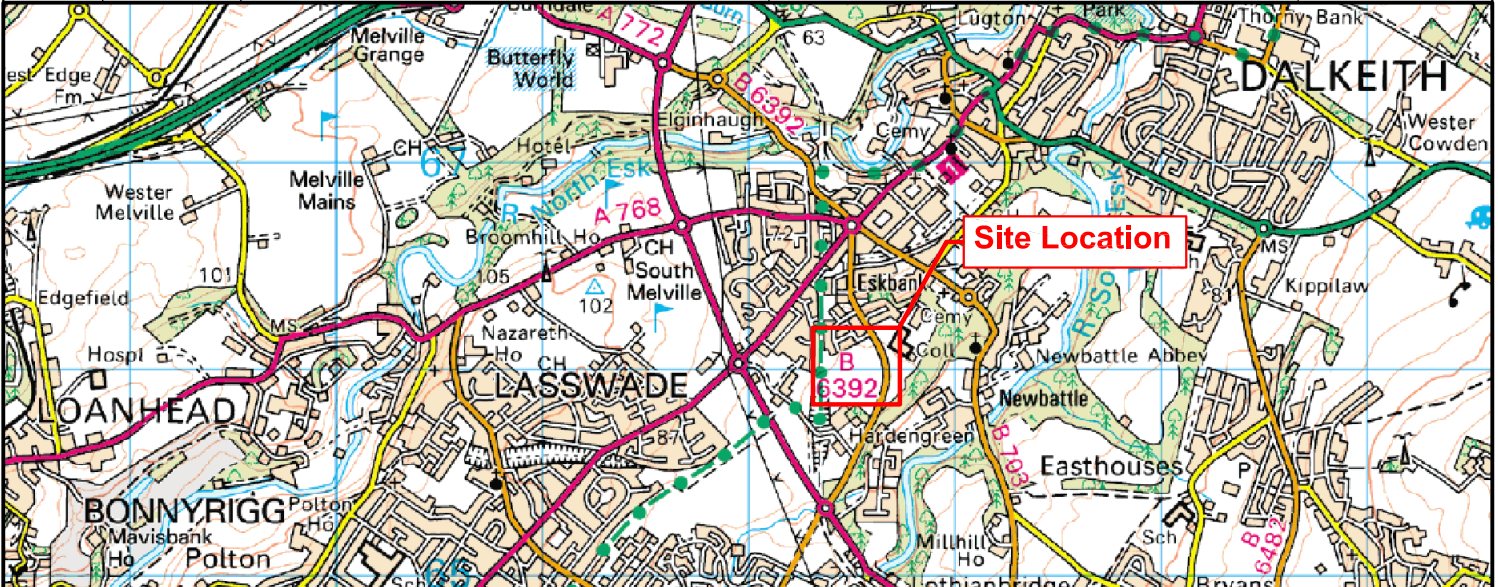
Shot	Description	From
1	Trench 1, general	NW
2	Trench 2, general	W
3	Trench 3, general	E
4	Trench 4, general	E
5	Trench 5, general	SW
6	Trench 6, general	SW
7	Trench 7, general	SW
8	Trench 8, general	N
9	Trench 9, general	S
10	General shot of backfilled trenches	SE
11	General shot of backfilled trenches	S
12	General shot of backfilled trenches	SW
13-14	General shot of backfilled trenches	SE

APPENDIX 2: Context Register

Context No.	Area	Trench	Description
001	N/A	All	Made-ground
002	N/A	2 - 8	Buried topsoil
003	N/A	All	Natural subsoil

APPENDIX 3: Summary of Excavation Results

Trench No.	Area No.	Size (m)	Depth of Deposits (m)	Features
1	N/A	20 x 2	2 – 2.5	Field drains
2	N/A	50 x 2	1.8 – 20	Field drains
3	N/A	50 x 2	0.5	Field drains
4	N/A	50 x 2	0.5	Field drains
5	N/A	50 x 2	1.6	Field drains
6	N/A	50 x 2	1.5 – 1.9	Field drains
7	N/A	50 x 2	0.5 – 1.1	Field drains
8	N/A	50 x 2	0.5 – 1.8	Field drains
9	N/A	50 x 2	2	Field drains



Key:

Trench Location

Development Boundary



Scale at A4:
1:2000

Fig No: 1 Revision: 0 Client: ERM Ltd.

Title:
Site Location and Trench Plan

Project:
Borders Railway Project



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Fig 2 - Trench 2 from West



Fig 3 - Trench 4 from SW



Fig 4 - Trench 9 from South

Key:

Fig. No:	2-4	Revision:	A	Client:	ERM Ltd.
Title:					
Project:	Borders Railway Project				



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