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Geophysical Survey

**Temporary Bus Terminal
250m North West of the A823 and A9 Junction,
Gleneagles,
Perth & Kinross.**

Archaeological Evaluation

Report No. 3056

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1. INTRODUCTION

1.1 General

This report presents the results of a further archaeological evaluation undertaken by CFA Archaeology Ltd (CFA) in July 2013 within the area of a proposed temporary bus terminal to serve the 2014 Ryder Cup at Gleneagles, Perth & Kinross (Planning ref: 12/01770/FLL) (Fig.1 inset). The work was commissioned by Ryder Cup Europe Ltd.

An addenda to the Written Scheme of Investigation (WSI) for this further evaluation was produced by CFA. This included an indicative trench layout and was approved in advance by Perth & Kinross Heritage Trust (PKHT).

1.2 Background

Planning permission has been granted by Perth and Kinross Council for the formation of a temporary bus terminal and associated works at Land 250 Metres North West of A823 and A9 Junction, Gleneagles (12/01770/FLL).

A previous evaluation (Suddaby 2013) had found several vestigial features and a sherd of prehistoric pottery was recovered from one of these. However, the taphonomic security of the pottery could not be guaranteed and the vestigial nature of the features made an assessment of the significance of the features difficult. In order to prevent potentially unnecessary excavation PKHT recommended a further programme of evaluation. Following this, if the features are identified as significant then a programme of excavation or preservation in situ will be required. Any decisions on future requirements will be made by the planning authority as advised by PKHT.

1.3 Objectives

The objectives of the project were:

- To conduct a further programme of archaeological trial trenching evaluation in order to enhance the information available on the features identified from the earlier evaluation and attempt to better establish the extent, condition, character, quality and date of the archaeological features or deposits within the proposed development area and establish the vulnerability of any archaeological features to the proposed development;
- To produce a data structure report on the results of the evaluation;
- To provide suitable mitigation for further archaeological works if the results merit it.

2. WORKING METHODS

2.1 General

Work was conducted with regard to the Institute for Archaeologists' (IfA) *Standard and Guidance for an Archaeological Evaluation and Code of Conduct*.

2.2 Evaluation Strategy

The site was originally divided into 3 areas (Areas 1-3). Area 1 consists of a pasture field. Area 2 consists of a materials storage area surrounded by bunded topsoil. Area 3 consists of undulating ground with areas of gorse (Suddaby 2013). Area 1 contained a small number of vestigial archaeological features and it is the further investigation of these which are the focus of this report.

Extensions to Trenches 1, 4 & 6 were excavated around the previously identified features (Fig 1). The results of this trenching were still fairly neutral so in order to try and once and for all prove the area to be of limited to archaeological potential a further two trenches (21 & 22) were excavated and a further small extension to Trench 1 was also excavated. All the features identified were evaluated and fully recorded as per the WSI.

The trenches were excavated by machine under direct archaeological supervision to remove topsoil and other soil deposits down to natural subsoil or the first significant archaeological horizon, whichever was reached first.

Samples of all features of archaeological interest were hand excavated in order to establish their likely date, nature, extent and condition.

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

Trench locations were recorded using industry standard surveying equipment and the trenches were backfilled on completion of recording.

3. ARCHAEOLOGICAL RESULTS

3.1 General

Appendix 1 contains a tabulated summary of all the trenches. The remainder of the site records are described in Appendices 2-4.

Topsoil was generally 0.2-0.3m thick, with pinkish brown silty sand & gravel/cobbles subsoil present in much of Area 1. The natural geology comprised of free-draining silty sands and gravels.

3.2 Further Evaluation

Extensions to Trench 1 (Figs 2, 3, 4, & 5)

The easternmost extension to Trench 1 measured 14m x 8m. The stratigraphy comprised of 0.3m topsoil overlying the natural geology.

In this extension the two parallel linear features were recorded in the earlier evaluation were identified. Both were aligned NE-SW and were filled with an homogeneous dark-brown silty sand with occasional gravel. The western gully (**105**) previously identified as **101** measured at least 4m long, 0.8m wide and 0.19m deep. The gully continued beyond the northern edge of the extension but ended within this extension. Given the very shallow nature of the feature it is unclear as to whether this was a true terminal or simply that the feature had been truncated away.

The eastern gully (**107/109**) previously identified as **103** measured at least 7.5m long, 0.7m wide and 0.1m deep. The gully continued beyond the northern edge of the extension but ended within this extension. Given the very shallow nature of the feature it is unclear as to whether this was a true terminal or simply that the feature had been truncated away. A single piece of post-medieval pottery was recovered from this feature.

The westernmost extension measured 10m long by 4m wide and the stratigraphy comprised of 0.28m topsoil overlying onto the natural geology. No archaeological features or deposits were found.

Extension to Trench 4 (Figs. 2 & 6)

Trench 4 measured 10m x 10m and the stratigraphy comprised of 0.3m topsoil overlying 0.15m of subsoil onto the natural geology.

In Trench 4, a small pit (**407**) previously identified as **401** and a short length of gully (**405**) were recorded.

The gully was aligned NW-SE and measured 3.5m long, 0.9m wide and 0.09m deep. It was filled with dark grey silty sand with gravel/cobbles (**406**). No finds were recovered. This created a right angled return with Gully **403** which was identified in the earlier evaluation. However Gully **403** was not identified during this investigation.

It was concluded that this feature was so vestigial that it was completely removed during the mechanical excavation associated with this phase of evaluation.

Extension to Trench 6

This extension measured 10m x 10m and the stratigraphy comprised of 0.3m topsoil overlying 0.15m of subsoil onto the natural geology. The previously identified possible pit was not identified. It is likely that this feature was so vestigial that it was completely removed during the mechanical excavation associated with this phase of evaluation.

Trench 21 (Figs. 2, 7 & 8)

Trench 21 was aligned north-south and measured 20m by 5m the stratigraphy comprised of 0.3m topsoil overlying 0.1m of subsoil onto the natural geology. A single NE-SW linear feature (**211**) was found. This measured 2.1m long by 0.35m wide and 0.05m deep and contained dark brown sandy silt (**213**). No finds were recovered.

Trench 22

Trench 22 measured 5m x 5m stratigraphy comprised of 0.15m topsoil overlying 0.1m of subsoil onto the natural geology. No archaeological features deposits were identified in this trench.

3.4 Finds, by Melanie Johnson

A tiny piece of post medieval red ware was recovered from context **108**. The level of abrasion indicates that this sherd has likely been subject to post-depositional movement.

4. CONCLUSIONS

A total of six trenches were excavated covering an area of 477m². This combined with the earlier phase of evaluation provides a total coverage of 1575m². This phase of investigation covered a far wider area than required and served to confirm that the features present were isolated and extremely vestigial and did not form part of a wider complex of significant remains. The limited finds are not taphanometrically secure. It is most likely that the features are agricultural in origin.

CFA recommend that no further work is required in mitigation, however, it is understood that the final decision regarding any further work in mitigation rests with Perth & Kinross Council as advised by PKHT.

The project archive, comprising all CFA record sheets, maps and reports will be deposited with the Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS) and copies of reports will be lodged with PKHT.

A summary statement of the results of this evaluation will be submitted for publication in *Discovery and Excavation in Scotland* and an online OASIS entry submitted on completion of the project.

5. References

Suddaby, I, 2013. *Temporary Bus Terminal 250m North West of the A823 and A9 junction, Gleneagles, Perth and Kinross Archaeological Evaluation*. CFA Unpublished Report 3024

APPENDIX 1: Summary of Evaluation Trenches

Trench No.	Size (m)	Depth of topsoil	Description
Eastern Extension of 1	14 x 8	0.3m topsoil	Two linear gullies 105 , & 107/109
Western Extension of 1	10 x 4	0.3m topsoil	No Archaeological deposits
Extension of 4	10 x 10	0.3m topsoil	Features 405 & 407
Extension of 6	10 x 10	0.3m topsoil	No Archaeological features or deposits
21	20 x 5	0.2m topsoil	Feature 211
22	5 x 5	0.15m topsoil	No Archaeological features or deposits

APPENDIX 2: Context Register

Context	Fill of	Trench	Description
001		All	Dark Brown-black silty sand
002		4, 6, 21 & 22	Pinkish brown silty sand with occasional cobbles
003		All	Natural subsoil.
105		1	NE-SW aligned gully (same as 101)
106	105	1	Grey-brown sandy silt
107		1	NE-SW aligned gully (same as 103)
108	107	1	Grey brown sandy silt
109		1	NE-SW aligned gully (same as 103 & 107)
110	109	1	Grey brown sandy silt
405		4	NW-SE aligned gully (sane as 403)
406	405	4	Dark pinkish brown sandy silt (Same as 402)
407		4	Sub oval pit (same as 401)
408	407	4	Dark pinkish brown silty sand
211		21	NE-SW aligned linear feature
212		21	Not used
213	211	21	Dark grey-brown silty sand

APPENDIX 3: Photographic Register

These continue from Report 3024

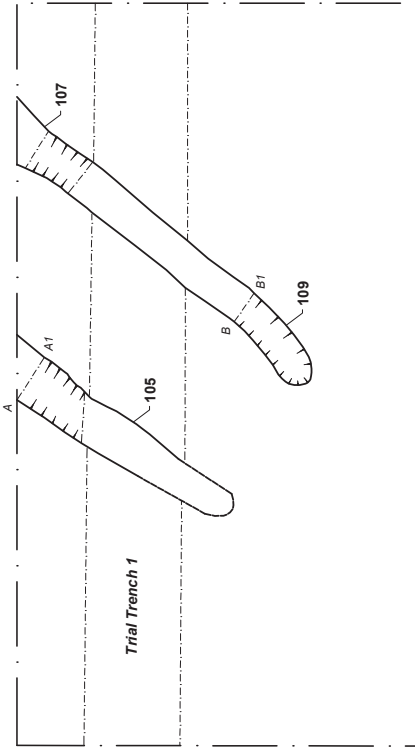
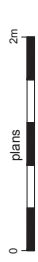
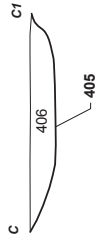
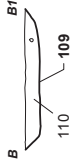
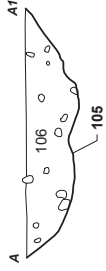
Photo	Contexts/Description	From	Conditions
72	Trench 1	E	Sunny
73	Features 105 , 107 & 109	SW	Sunny
74	SW facing section of cut 105	SW	Sunny
75	SW facing section of cut 107	SW	Sunny
76	SW facing section of cut 109	SW	Sunny
77	View of Trench 1b	NW	Sunny
78	NW facing section 405	NW	Sunny
79	N facing view of Trench 1b	S	Sunny
80	NW facing view of Trench 4 showing 405 & 407	NE	Sunny
81	SW facing view of Trench 4 showing 405 & 407	SE	Sunny
82	SW facing section of 407	SW	Sunny
83	S facing view of Trench 21	N	Sunny
84	SW facing section of cut 211	SW	Sunny
85	NE facing section of cut 212	NE	Sunny
86	S facing view of Trench 22	N	Sunny
87	S facing view of Trench 6	N	Sunny
88	N facing view of text Trench 6	S	Sunny

APPENDIX 4: Drawings Register

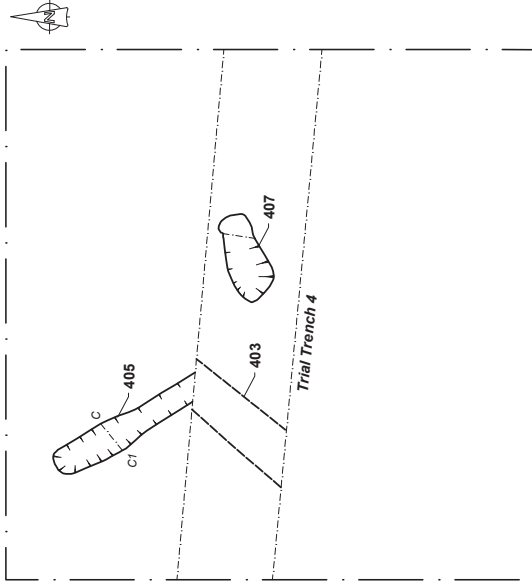
Number	Trench	Scale	Description
12	1	1:50	Trench , plan
13	1	1:10	Cut 105 section
14	1	1:10	Cut 107 section
15	1	1:10	Cut 109 section
16	4	1:50	Trench 4, plan
17	4	1:10	Cut 405 section
18	4	1:10	Cut 407 section
19	21	1:100	Trench 21 plan
20	21	1:10	Cut 221 section



Key:



Trench 1



Trench 4



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Fig. No: 2 Revision: A

Title: Plans and sections

Project:
Temporary Bus Terminal
250m North West of the A823
and A9 Junction, Gleneagles,
Perth & Kinross

Client:
Ryder Cup Europe Ltd

Scale at A3:

Plans, 1:50;
sections, 1:20

Drawn by: TB
Checked: MJ

Report No: 3056

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Fig. 3 - Trench 1, looking West



Fig. 4 - Trench 1, feature 107, looking North-East

Fig. No: 3-4		Revision: A	Project: Temporary Bus Terminal 250m North West of the A823 and A9 Junction, Gleneagles,		
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Fig. 5 - Trench 1, feature 105, looking North



Fig. 6 - Trench 4 showing feature 405, looking South-East

Fig. No: 5-6	Revision: A	Project: Temporary Bus Terminal 250m North West of the A823 and A9 Junction, Gleneagles,
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Fig. 7 - Trench 21, looking South

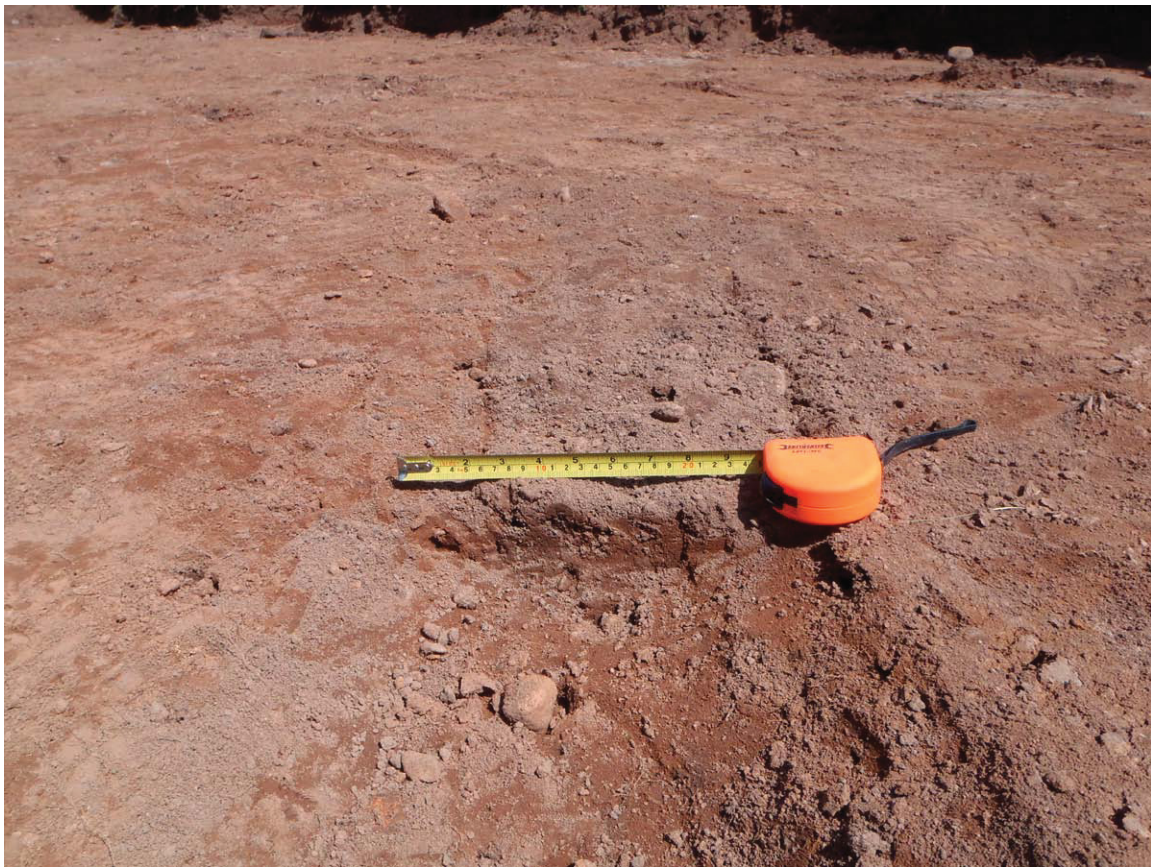


Fig. 8 - Feature 211, Trench 21, looking North-West

Fig. No: 7-8	Revision: A	Project: Temporary Bus Terminal 250m North West of the A823 and A9 Junction, Gleneagles,
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