

# CFA Archaeology Ltd

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*Geophysical Survey*

**Aikengall II Community Windfarm  
East Lothian  
(Planning Ref. 09/00001/SGC)**

**Archaeological Watching Brief**

**Report No. 3281**

## **CFA ARCHAEOLOGY LTD**

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

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Fig. 2: Area of heather moorland at supposed site of aircraft wreckage

Fig. 3: Final removal of subsoil from Turbine 5 area to reveal archaeologically sterile natural.

Fig. 4: Access track between Turbines 10, 14 and 16 stripped

Fig. 5: Final topsoil stripping at Borrow Pit C

Fig. 6: Final topsoil and subsoil stripping at Turbine 10

## **1. INTRODUCTION**

### **1.1 General**

This report presents the results of a programme of archaeological mitigation works carried out by CFA Archaeology Ltd (CFA) during the construction of nineteen turbines and associated infrastructure at Aikengall II Community Windfarm, East Lothian (Fig. 1). The work was carried out between September 2014 and January 2015 and was commissioned by Community Windpower Ltd.

### **1.2 Background**

A Written Scheme of Investigation, dated 22 September 2014, was agreed in advance of works starting with the East Lothian Council Archaeology Service (ELCAS). The WSI and this report use Site reference numbers which refer to gazetteer entries in the Environmental Statement for the wind farm.

A desk based assessment and walkover survey of the grid connector route carried out in 2009 (Johnson 2009), identified a number of archaeologically sensitive sites. A subsequent evaluation of two of these features (Sites 6 and 8) was undertaken in 2013 (MacFadyen, Cameron and Turner 2013).

A World War II RAF aircraft crash site at Yearn Gill Knowe (Site 5) is recorded close to the development area. The remains of all aircraft which crashed whilst on military service are protected by the Protection of Military Remains Act 1986. It is an offence to tamper with, damage, move or unearth any remains, until such time as a License of Excavation has been granted by the Ministry of Defence (MoD); a MoD licence was obtained by CFA prior to the works in the vicinity of Site 5. A 100m buffer was set up around the supposed crash site; a walkover survey took place to explore the possibility that aircraft debris was present that was proud of the ground surface; and ground breaking works in the vicinity was carried out under constant archaeological supervision.

### **1.3 Objectives**

The objectives were:

- to demarcate a 100m buffer around the location of the World War II aircraft crash site;
- to conduct a walkover survey of the parts of the proposed infrastructure closest to the aircraft crash site to allow identification of any surviving remnants of aircraft wreckage visible on the ground surface;
- to conduct a targeted watching brief during ground breaking works around the crash site and other archaeologically sensitive areas;
- to propose mitigation measures as necessary depending on the findings.

Written guidelines were issued for use by all construction contractors.

## **2. WORKING METHODS**

### **2.1 General**

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

### **2.2 Walkover survey**

A targeted walkover survey was carried out within the 100m buffer zone for the crash site, and along the proposed route of the intra-site access roads within the vicinity of the crash site, as well as the access route to Turbine 14 (Figs 1 & 2). Any archaeological remains or aircraft debris were to be recorded and mitigation measures were to be put in place should the need arise. The ground cover at the time of the survey consisted of dense heather and unimproved upland pasture.

### **2.3 Watching Brief**

A targeted watching brief was undertaken during groundbreaking works near to archaeologically sensitive areas, including in the vicinity of the location of the crash site. This required the watching brief to be maintained at the locations of Turbines 5, 6, 9, 10, 12, 14, and 16 and the access tracks between these turbines, and at Borrow-Pits A, C and D. During groundbreaking works that was subject to archaeological monitoring, mechanical excavators were fitted with smooth-bladed ditching buckets.

## **3. ARCHAEOLOGICAL RESULTS**

### **3.1 Walkover Survey**

No archaeological features or traces of aircraft wreckage were discovered during the targeted walkover survey which was undertaken over the 100m buffer zone surrounding the location of the crash site and along the proposed route of the intra-site access roads within the vicinity of the crash site.

### **3.2 Watching Brief**

Topsoil (**001**) across the development site is firm black peaty material varying from 0.1 to 0.2m in depth (Figs 3 to 6), which overlay a dark grey/brown gravel/silt subsoil (**002**), which contained occasional sub rounded stones up to 0.1m in diameter. The subsoil (**002**) directly overlay the natural substrate (**003**) which varied from orange to brown/pink gravelly silts and clays across the site (Figs 3 to 6). No archaeological remains and no traces of a crashed aircraft were uncovered during the watching brief.

#### **4. CONCLUSIONS**

A programme of archaeological mitigation works, consisting of a walkover survey and a targeted watching brief, was carried out at Aikengall II Community Windfarm, East Lothian. No archaeological remains were uncovered during the watching brief and no traces of the crashed World War 2 aircraft were discovered in the vicinity of the location for the crash site.

The project archive, comprising all CFA digital data, record sheets, maps and reports, will be deposited with RCAHMS and copies of reports will be lodged with the East Lothian Council Historic Environment Record.

The project will be reported through the online OASIS portal and a summary statement will be submitted for publication in *Discovery and Excavation in Scotland* (See Appendix 3).

#### **5. REFERENCES**

- Johnson, M 2009 *Aikengall II – Wester Dod Community Windfarm, Middle Monynut, East Lothian and Scottish Borders: Archaeological Desk-based Assessment and Field Survey*, CFA Report No. 1660.
- Macfadyen, K, Cameron, R and Turner, L 2013 *Aikengall II Windfarm, Innerwick, East Lothian. Archaeological Evaluation*. Addyman Archaeology unpublished report.

## APPENDIX 1: Digital Photograph Register

Photo No.	Description	Taken From
001	Stripping road from junction nr T5 looking towards T9	N
002	Stripping road from junction nr T5 looking towards T9	N
003	Stripping road between T5 and T9	N
004	Road to T9 largely stripped	S
005	Start of spur to T13 and T15 stripped	W
006	Shot of stripping along road passing T6 and T10	SE
007	Shot of stripping along road passing T6 and T10	SE
008	Shot of stripping along road passing T6 and T10	NW
009	Shot of stripping along road passing T6 and T10	NW
010	Shot of stripped road towards T10, T14, T16	WNW
011	Enlargement at Spur 2	E
012	Enlargement at Spur 2	N
013	Enlargement at Spur 2	SW
014	Enlargement at Spur 2	S
015	Topsoil stripping at T9	W
016	Topsoil stripping at T9	NW
017	Topsoil stripping at T5	N
018	Topsoil stripping at T5	N
019	Topsoil stripping at T5	E
020	Looking towards Site 5 (WW2 plane crash)	W
021	Looking towards Site 5 (WW2 plane crash)	NW
022	Looking towards Site 5 (WW2 plane crash)	SW
023	Looking towards Site 5 (WW2 plane crash)	WSW
024	Topsoil stripping at T5	N
025	Topsoil stripping at T5	N
026	Topsoil stripping at T5	NW
027	Topsoil stripping at T5	W
028	Topsoil stripping at T5	SW
029	Topsoil stripping at T5	S
030	Topsoil stripping at T5	SW
031	Deeper topsoil stripping at T5	W
032	Deeper topsoil stripping at T5	W
033	Deeper topsoil stripping at T5	N
034	Partial topsoil strip at T9	W
035	Topsoil stripping at T9	W
036	Topsoil stripping at T9	W
037	Topsoil stripping at T9	NW
038	Topsoil stripping T9	NW
039	Topsoil stripping at borrow pit C	NW
040	Topsoil stripping at borrow pit C	NW
041	Topsoil stripping at borrow pit C	W
042	Topsoil stripping at borrow pit C	W
043	Topsoil stripping at borrow pit C	E
044	Topsoil stripping at borrow pit C	NW
045	Topsoil stripping at borrow pit C	SE
046	Topsoil stripping at borrow pit C	W
047	Topsoil stripping at T16	N
048	Topsoil stripping at borrow pit C	NW
049	Topsoil stripping at borrow pit C	E

Photo No.	Description	Taken From
050	Topsoil stripping at T16	S
051	Topsoil stripping at T16	SN
052	Topsoil stripping at T14	N
053	Topsoil stripping at T14	E
054	Topsoil stripped, road to T10	S
055	Subsoil stripped off at T14	NE
056	Subsoil stripping at T14	E
057	Subsoil stripping at T14	NE
058	Subsoil stripping at T14	E
059	Subsoil stripping at T10	NE
060	Subsoil stripping at T10	SW
061	Subsoil stripping at T10	S
062	Subsoil stripping at T10	SE
063	Subsoil stripping at T10	NE
064	T14 fully stripped	NW
065	T14 fully stripped	SE
066	T14 fully stripped	SE
067	T14 fully stripped	E
068	T14 fully stripped	SE
069	T14 fully stripped	SE
070	Working shot at T14	NW
071	Working shot at T14	N
072	Topsoil stripping at T16	NW
073	Topsoil stripping at T16	NE
074	Working shot at T16	NW
075	Working shot at T16	N
076	Working shot at T16	NW
077	Working shot at T16	W
078	Working shot at T16	NW
079	Looking towards area to be floated at T12 access road	NE
080	Access road to T12 post-ex	SW
081	T12 junction with access track completed	NW
082	T12 turning point outwith WB area	SW

## APPENDIX 2: Context Register

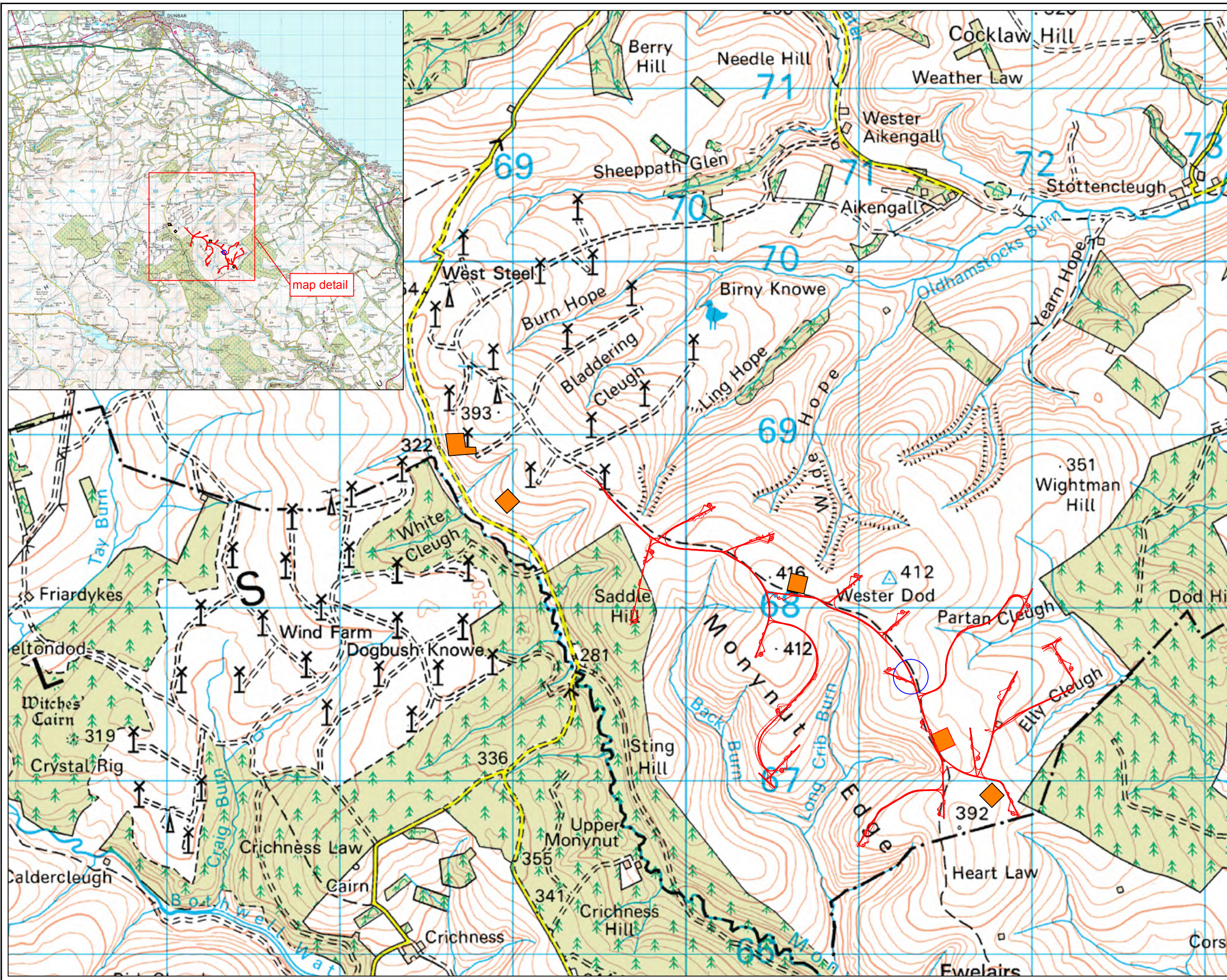
Context	Fill of	Trench/Area	Description
001			Topsoil & Heather
002			Subsoil consisting of grey gravels and unsorted stones
003			Natural red/brown gravel sand and silts



### APPENDIX3: Discovery and Excavation in Scotland Entry

<b>LOCAL AUTHORITY:</b>	East Lothian Council
<b>PROJECT TITLE/SITE NAME:</b>	Aikengall II Community Windfarm
<b>PROJECT CODE:</b>	AIKE4
<b>PARISH:</b>	Innerwick
<b>NAME OF CONTRIBUTOR:</b>	Ewan MacNeilage
<b>NAME OF ORGANISATION:</b>	CFA Archaeology Ltd
<b>TYPE(S) OF PROJECT:</b>	Walkover survey and watching brief
<b>NMRS NO(S):</b>	
<b>SITE/MONUMENT TYPE(S):</b>	
<b>SIGNIFICANT FINDS:</b>	None
<b>NGR (2 letters, 6 figures)</b>	NT 371 668
<b>START DATE (this season)</b>	September 2014
<b>END DATE (this season)</b>	
<b>PREVIOUS WORK (incl. DES ref.)</b>	None
<b>MAIN (NARRATIVE) DESCRIPTION:</b> (May include information from other fields)	A programme of archaeological mitigation works, consisting of a walkover survey and a targeted watching brief, was carried out, including in the vicinity of the recorded location of a crashed Word War 2 aircraft. No archaeological remains were uncovered and no traces of the crashed aircraft were discovered.
<b>PROPOSED FUTURE WORK:</b>	None
<b>CAPTION(S) FOR ILLUSTRS:</b>	None
<b>SPONSOR OR FUNDING BODY:</b>	Community Windpower Ltd
<b>ADDRESS OF MAIN CONTRIBUTOR:</b>	CFA Archaeology Ltd, Old Engine House, Eskmills Park, Musselburgh, EH21 7PQ.
<b>EMAIL ADDRESS:</b>	cfa@cfa-archaeology.co.uk
<b>ARCHIVE LOCATION (intended/deposited)</b>	Archive to be deposited in NMRS, Reports lodged with SMR and NMRS.





**Key:**

- Windfarm infrastructure
- Borrow Pits
- Plane crash site with 100m buffer

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Fig. No: 1 Report No: 3281

Title:  
Site plan showing turbine locations, access tracks and buffer zones around possible aircrash site

Project:  
Aikengall Windfarm

Client:  
Community Windpower Ltd

Scale at A3:  
1:4000

Drawn by: GC Checked: SW Date: 16/09/2015

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Fig. 2 Area of heather moorland at supposed site of aircraft wreckage



Fig. 3 Final removal of subsoil from Turbine 5 area to reveal archaeologically sterile natural



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Title:	Fig. 2 - 3	Report: 3281	Drawn: GC	CKD: SW	Date: 22/09/15
Project: Aikengall II Wind Farm	Client: Community Windpower Ltd				



Fig. 4 Access track between Turbines 10, 14 and 16 stripped



Fig. 5 Final topsoil stripping at Borrow Pit C.



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Title:	Fig. 4 - 5	Report: 3281	Drawn: GC	CKD: SW	Date: 22/09/15
Project: Aikengall II Wind Farm	Client: Community Windpower Ltd				





Fig. 6 Final topsoil and subsoil stripping at Turbine10



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Title:	Fig. 6	Report: 3281	Drawn: GC	CKD: SW	Date: 22/09/15
Client: Community Windpower Ltd					
Project: Aikengall II Wind Farm					