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**South Bridge House,
Whinfield Road,
Selkirk, Scottish Borders**

Archaeological Watching Brief

Report No. 1817

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Whinfield Road,
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1. INTRODUCTION

1.1 General

- 1.1.1 This report presents the results of an archaeological watching brief undertaken by CFA Archaeology Ltd (CFA) in June and August 2010 on the site of a new depot and office extension with associated roadway, car parking and yard at South Bridge House, Whinfield Road, Selkirk (Fig. 1, NGR: NT 4662 2886 centred). The work was commissioned by Hart Builders (Edinburgh) Ltd.
- 1.1.2 A Written Scheme of Investigation (WSI) dated 26 March 2010 for this watching brief was produced by CFA on behalf of Hart Builders (Edinburgh) Ltd. It was designed to meet the requirements of the Scottish Borders Council Archaeology Officer.

1.2 Background

- 1.2.1 Permission (Ref: 09/01782/FUL) has been granted to construct a new depot and office extension, with associated roadway, car parking, yard and filtration trench. The current building and its proposed extension to the south-west are situated within the area of the former Selkirk Station and rail-yard which is of Victorian date. The station itself was demolished prior to the erection of a small factory in the 1970s; however, the proposed depot, yard and roadway lie in the area of the station platform. It is not known how thorough the demolition process may have been when removing the former railway station. It is possible that deposits or structures such as ballast or foundations may remain in areas not disturbed by demolition and subsequent modern development.
- 1.2.2 The First Edition Ordnance Survey map (1860) depicts a probable station house, a number of platforms and a series of sidings orientated north-east to south-west, passing through the design footprint of the new building. By the Second Edition OS map of 1899, the station had been amended, with further sidings, a shed and possibly a canopy and some outbuildings added to the platform. Little change occurs to the station until the 1964 OS map when there is some change to the layout of the buildings. This may have been as a result of the cessation of passenger rail services around 1951. By the 1968 map, the station had been closed to freight for around four years, which is evident in the depiction of the site with no tracks and out of use. A factory was built upon the site post 1975 and is depicted on the 1991 map but not on modern maps.
- 1.2.3 The proposed footprint of the new depot is orientated east to west and is broadly speaking in the middle of the development area (Fig. 2). A compound was constructed in the south of the development area, accessed by a new tarmac road which branches from an un-named road off South Bridge Street. New car parking to the north of the new depot was constructed. The construction process required the machine excavation of turf and topsoil followed by the excavation of foundation and service trenches to support the new building and its infrastructure. A filtration trench orientated north-west to south-east was excavated in the north-east of the development area.

1.3 Objectives

1.3.1 The objectives of the project were:

- To conduct an appropriate programme of archaeological investigation (Watching Brief) to monitor topsoil and turf removal and any groundbreaking that is required on the site.
- To mitigate the effects of construction on any archaeological deposits or features identified through excavation and recording and produce a report on them.

2. WORKING METHODS

2.1 All work complied with the requirements of the Council Archaeologist. All work was conducted with regard to the Institute for Archaeologists' Standards and Guidance.

2.2 The removal of topsoil and overburden was carried out using a mechanical excavator equipped with a flat-bladed bucket under constant archaeological supervision. The investigation of any archaeological remains which were uncovered was carried out by hand.

2.3 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.

3. ARCHAEOLOGICAL RESULTS

3.1 General

- 3.1.1 Topsoil and turf were removed from the area of the proposed groundworks (Fig. 2). The topsoil (**001**) consisted of a thin, patchy turf layer covering brownish-grey sandy silt with an overall depth of c. 0.25m. The topsoil covered a layer of made ground (**002**) comprising greyish-black compacted sandy-silt with frequent small stones. Fragments of rubble, concrete, crushed sandstone and asphalt were all noted as inclusions within this layer. The ground was reduced to the level of this made ground across the whole site. Nothing of archaeological significance was seen at this level.
- 3.1.2 On the south-west side of the site, in the vicinity of the proposed compound, the remains of a ceramic drain and narrow wall foundations (**003**) were partially uncovered (Fig. 3). Remains of a plastic damp course between lime wash render and brick suggested this was the remains of part of the 1970s factory. The narrow width of the wall at only 0.18m suggests this may be the remains of an internal partition wall. Large fragments of shattered concrete (**004**) adjacent to **003** may be the grubbed up remains of an internal floor. No features associated with the former station and rail-yard was noted and no further ground reduction occurred in this area.

3.2 New depot, car parking area and yard

- 3.2.1 Foundation trenches were dug along the perimeter of the footprint of the new depot to a depth of c. 0.75m and a width of approximately 0.9m (Fig. 4). The deposits revealed in these trenches were of made ground (**002**) which was c. 0.5m in depth and contained further evidence of modern demolition from the inclusions of brick fragments, mortar and modern detritus including plastic. Below this was a 0.2m deep layer of dark greyish-black silty sand (**005**) with inclusions of ash and cinder in a silty-sand matrix. This deposit is made ground and probably comprises industrial waste. Below this the natural substrate (**000**) was reached which comprised abundant rounded and sub-rounded river cobbles in a sandy gravel matrix.
- 3.2.2 The remains of a heavily disturbed, lime mortar-bonded sandstone rubble foundation footing (**006**), measuring 2.42m in length by a minimum of 0.7m wide, survived to a height of 0.3m. The remains continued into the south-west facing section of the trench (Fig. 5) but were not visible in the adjacent north-west to south-east orientated foundation trench. The masonry was laid directly onto the natural substrate (**000**) and was covered by **005**. Although the precise provenance of **006** is unknown; it is probably associated with the former rail-yard. However, with no associated dating evidence and given the poor preservation, it is unclear to what phase or purpose the remains can be attributed within the wider historical context of the station itself.
- 3.2.3 In the eastern foundation trench, a demolition cut (**007**) was observed at an approximate depth of c. 0.75m. It was filled by demolition material (**008**) including concrete, breeze blocks, brick fragments and plastic and was cut

through made ground (002) and the natural substrate (000). The feature represents modern demolition activity on site.

3.3 Filtration Trench

- 3.3.1 Trenches for two manholes were excavated to approximate depths of 2.3m and 2.7m. A trench of 11m in length was excavated between these two manholes to a depth of c. 1.2m (Fig. 6).
- 3.3.2 Excavation of the filtration trench revealed a mid-greyish brown silty-sand matrix of turf and made ground (009), with inclusions of concrete, blaes and gravel, extending to a depth of 0.6m. The made ground deposit covered a layer of dark-grey, clayey-silt containing coal ash, and was approximately 0.2m to 0.3m thick (010), and overlay the natural substrate (000).
- 3.3.3 A cut (012) of probable modern date was revealed in the south-east end of the filtration trench. The upper fill (013) was a c. 0.05m thick deposit of whitish-grey crushed masonry which covered a secondary deposit of black sand and coal dust 0.2m thick with further small inclusions of coal (014). The primary fill (015) consisted of a 0.2m to 0.3m thick layer of mid to dark-grey sand with gravel, coal and mortar inclusions. Cut (012) is probably a demolition trench associated with the removal of some part of the railway. No evidence of the former railway or sidings other than the aforementioned industrial residues was noted.

4. CONCLUSIONS

- 4.1 A watching brief was carried out at South Bridge House, Selkirk during groundbreaking works for the construction of a new depot and associated roadway, car parking area and yard. The groundworks were undertaken on the site of Selkirk Station and rail-yard. After the demolition of the station, a factory was constructed on the site, but was subsequently demolished prior to 1991.
- 4.2 The partial and fragmentary remains of the factory dating from the 1970s were recorded.
- 4.3 The remains of a heavily disturbed, lime mortar bonded sandstone rubble foundation footing were also recorded. Although the precise provenance is unknown, these remains were probably associated with the former rail-yard. However, with no associated dating evidence and given the poor preservation, it is unclear to what phase or purpose the remains can be attributed within the wider historical context of the station itself.
- 4.4 Two cuts attributed to modern demolition activity on the site were exposed within the excavated trench sections.
- 4.5 Results from the watching brief suggest the modern demolition activity was both rigorous and thorough, virtually removing all traces of the former railway station in the monitored area.
- 4.6 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 Scottish Borders Council Sites and Monuments Record.
- 4.7 A summary statement of this work will be submitted for publication in *Discovery and Excavation in Scotland* (Appendix 4) and for inclusion on the OASIS website.

APPENDIX 1: Context Register

| Context | Fill of | Area | Description |
|---------|---------|-------------------|---|
| 000 | | | Natural subsoil. Mid orange alluvial sands, river cobbles and gravels. |
| 001 | | | Turf/topsoil. Mid brownish-grey sandy-silt. 0.25m deep. |
| 002 | | | Modern made ground. Greyish black compacted sandy silt. 0.5m deep. |
| 003 | | | Ceramic drain and possible line of wall. Lime wash and red-brick. Part of 1970s factory. Wall was 0.18m wide. |
| 004 | | | Fragments of concrete slab of 1970s factory. |
| 005 | | | Layer of silty-sand containing ash. 0.4m deep. |
| 006 | | | Heavily truncated masonry foundation. Lime mortar bonded rubble foundation, 2.42m long x 0.7m wide, continues into trench section. Probable surviving remnant of Selkirk Station. |
| 007 | | | Demolition cut. |
| 008 | 007 | | Fill of demolition cut comprising breeze block and other modern materials. |
| 009 | | Filtration Trench | Mid grey-brown silty-sand forming turf and made ground. Modern rubble inclusions noted within matrix. 0.4-0.6m depth. |
| 010 | | Filtration Trench | Grey clayey-silt matrix with coal dust. 0.2-0.3m depth. |
| 011 | Void | Void | Void |
| 012 | | Filtration Trench | Modern demolition cut at south-east end of trench with steep sloping sides and a flat base, 3.3m x 1.6m x 0.38m. |
| 013 | 012 | Filtration Trench | Thin deposit of whitish-grey crushed masonry demolition dust. 0.05m thick forming upper fill of demolition. |
| 014 | 012 | Filtration Trench | Band of black sand containing coal dust and pieces of coal. 0.2m thick. One of a series of fills of demolition cut 012. |
| 015 | 012 | Filtration Trench | Mid to dark grey coarse sand with gravel, coal and mortar. 0.2-0.3m thick forming primary fill of demolition cut. |

APPENDIX 2: Digital Photographic Register

| Shot | Description | From | Conditions |
|-------|--|------|------------|
| 1 | General pre-excavation shot of site | NE | Overcast |
| 2 | General pre-excavation shot of site | N | Overcast |
| 3 | General pre-excavation shot of site | S | Overcast |
| 4 | General pre-excavation shot of site | W | Overcast |
| 5 | General pre-excavation shot of site | S | Overcast |
| 6 | General pre-excavation shot of site | E | Overcast |
| 7 | Shot of area of extension after turf stripping | SE | Overcast |
| 8 | Shot of north-east facing section of hand dug test pit | NE | Overcast |
| 9 | Shot of north-west facing section of service location trench | NW | Overcast |
| 10 | Shot of eastern half of site after turf stripping | N | Overcast |
| 11 | Shot of eastern half of site after turf stripping | NE | Overcast |
| 12 | Shot of initial ground reduction in eastern half of site showing dark hard-core spread | NW | Overcast |
| 13 | Post-ex general shot | NW | Overcast |
| 14 | General shot of NW end of filtration trench section showing 009 to 011 | NW | Overcast |
| 15 | General shot of NW end of filtration trench section showing 009 to 011 | NE | Overcast |
| 16 | General shot of NW end of filtration trench section showing 009 to 011 | N | Overcast |
| 17-18 | SW facing section of filtration trench showing deposit 012 | SW | Dull |

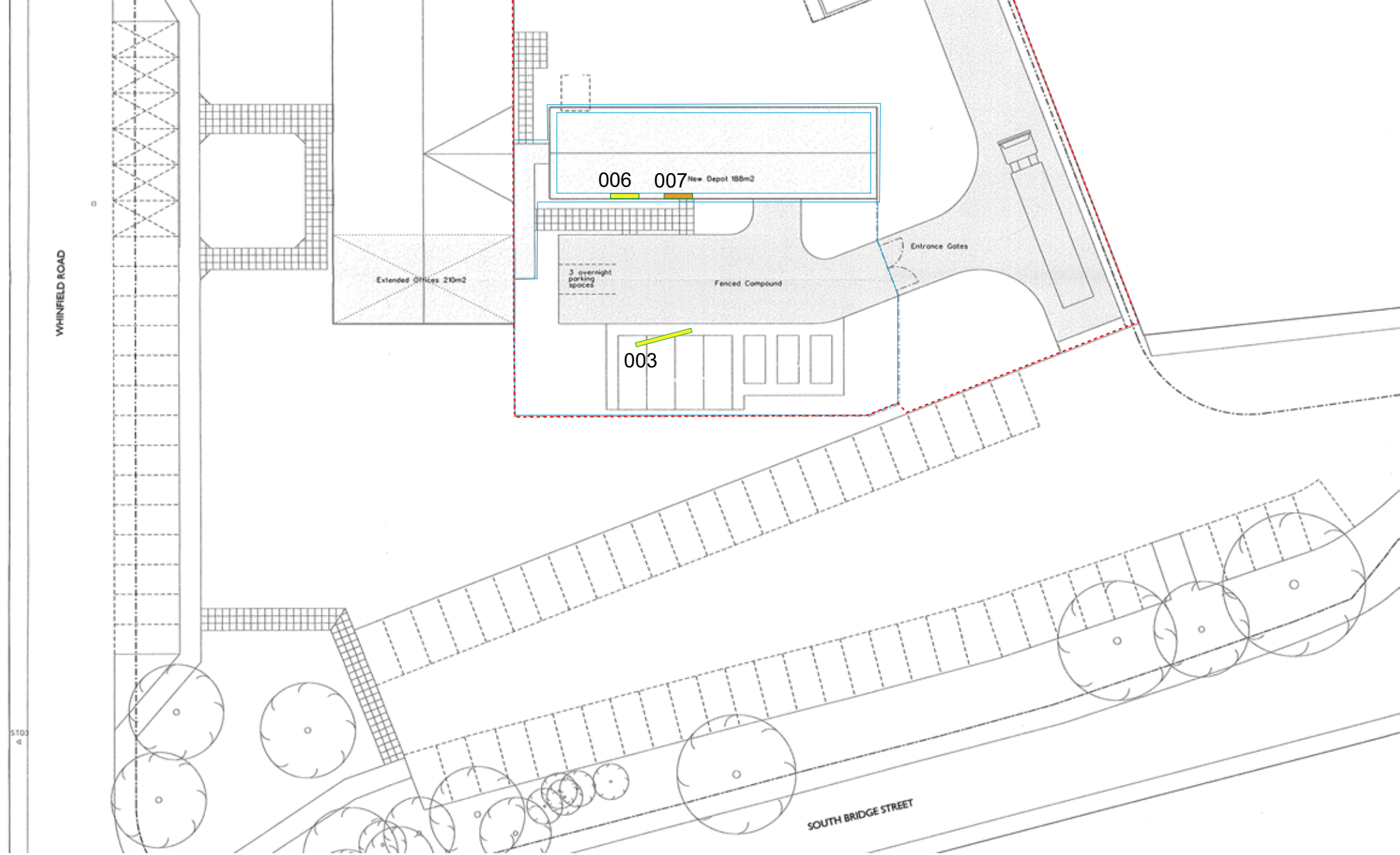
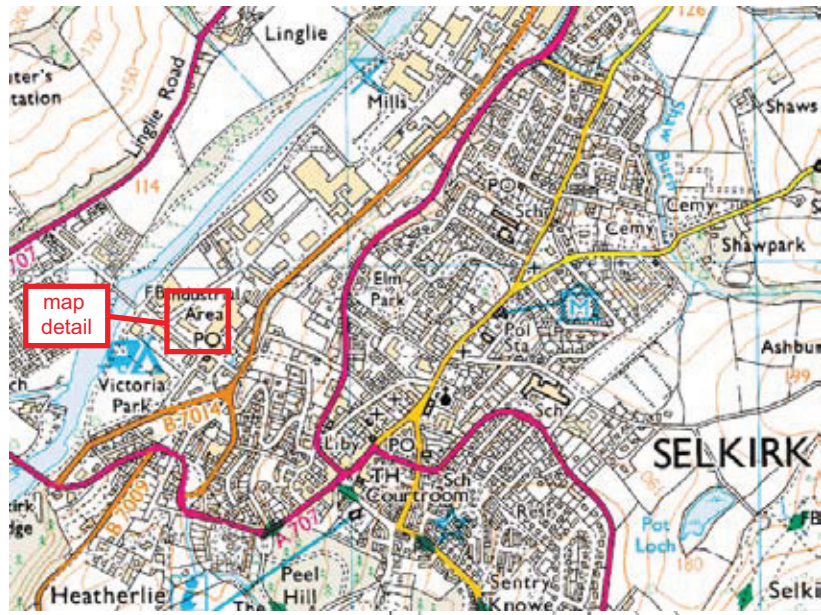
| Shot | Description | From | Conditions |
|-------|--|------|------------|
| 19 | Close up of SW facing section of filtration trench showing 012 | SW | Dull |
| 20 | Shot of 012 in NE facing section | NE | Dull |
| 21 | Post-ex shot of filtration trench | NW | Dull |
| 22 | Post-ex shot of second manhole in SE end of trench | W | Bright |
| 23 | Post-ex shot of whole trench and manholes | SE | Bright |
| 24 | General shot of deposits 001, 002 and natural substrate 000 | SW | Bright |
| 25 | Shot of uncovered remains of 1970's factory 003 | W | Bright |
| 26 | Shot of uncovered remains of 1970's factory 003 | W | Bright |
| 27 | General shot of deposits 001, 002 and natural substrate 000 | SE | Bright |
| 28 | General shot of trench excavations | NE | Bright |
| 29 | Shot of north-easterly foundation trench | SE | Bright |
| 30 | Shot of south-easterly trench section | NW | Bright |
| 31 | General shot of reduced ground level in area formerly occupied by 1970's factory | SE | Bright |
| 32 | Shot of made ground (002) in section | NE | Bright |
| 33 | Shot of masonry foundation (006) | NW | Bright |
| 34-35 | Shot of masonry foundation (006) | SE | Bright |
| 36 | Shot of masonry foundation (006) | SW | Bright |
| 37 | Shot of masonry foundation (006) | NW | Bright |
| 38 | Oblique shot of masonry foundation (006) | W | Bright |
| 39 | Shot of demolition cut in south-westerly trench | NW | Bright |
| 40 | Oblique shot of demolition cut in south-west facing trench section | S | Bright |
| 41 | Oblique shot of demolition cut in south-west facing trench section | N | Bright |

APPENDIX 3: Drawings Register

| Drawing No | Sheet No | Description | Section/Plan | Scale |
|------------|----------|---|--------------|-------|
| 01 | Daybook | Profile of masonry (006) in foundation trench | Profile | 1:10 |
| 02 | Daybook | South-west facing section of masonry 006 | S | 1:20 |
| 03 | Daybook | General section of trench | S | 1:20 |
| 04 | Daybook | SW facing section of filtration trench including demolition cut (012) | S | 1:20 |

APPENDIX 4: Discovery and Excavation in Scotland Entry

| | |
|---|--|
| LOCAL AUTHORITY: | Scottish Borders |
| PROJECT TITLE/SITE NAME: | South Bridge House, Whinfield Road, Selkirk |
| PROJECT CODE: | SOUB |
| PARISH: | Selkirk |
| NAME OF CONTRIBUTOR: | Phil Moore |
| NAME OF ORGANISATION: | CFA Archaeology Ltd |
| TYPE(S) OF PROJECT: | Watching Brief |
| NMRS NO(S): | - |
| SITE/MONUMENT TYPE(S): | Structure, demolition pits |
| SIGNIFICANT FINDS: | None |
| NGR (2 letters, 10 figures) | NGR: NT 4662 2886 |
| START DATE (this season) | June 2010 |
| END DATE (this season) | August 2010 |
| PREVIOUS WORK (incl. DES ref.) | None |
| MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields) | <p>A watching brief was carried out during groundbreaking works for the construction of a new depot and office extension with associated roadway, car parking area and yard at South Bridge House, Whinfield Road, Selkirk. The groundworks were undertaken on the site of a now demolished factory, and Selkirk Station, a Victorian station and rail-yard.</p> <p>The watching brief uncovered fragmentary evidence of the factory which was built during the 1970s and demolished some time after. A large, heavily disturbed portion of mortar-bonded sandstone rubble foundation was also recorded. Although its precise provenance is unknown, it is probably associated with the former rail-yard or station. However, with no associated dating evidence and given the poor preservation, it is unclear to what phase or purpose the remains can be attributed within the wider historical context of the station itself.</p> <p>Two modern demolition cuts were revealed within the trench sections during the excavations. These features are associated with the removal of the former station complex.</p> <p>The watching brief has indicated that the demolition process during the removal of the final phase of Selkirk station was comprehensive.</p> |
| PROPOSED FUTURE WORK: | None |
| CAPTION(S) FOR ILLUSTRS: | N/A |
| SPONSOR OR FUNDING BODY: | Hart Builders (Edinburgh) Ltd |
| ADDRESS OF MAIN CONTRIBUTOR: | The Old Engine House, Eskmills Park, Musselburgh, EH21 7PQ |
| EMAIL ADDRESS: | cfa@cfa-archaeology.co.uk |
| ARCHIVE LOCATION (intended/deposited) | National Monuments Record of Scotland Scottish Borders Council Sites and Monuments Record |



- Key:
- Watching Brief area
 - Areas monitored
 - Masonry
 - Cut feature

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Fig. No: **1** Revision: **A**

Title:
Location map

Project:
South Bridge House, Selkirk

Scale:
1:400 @ A3

Client:
Hart Builders (Edinburgh) Ltd

Drawn by: **GC** Report No: **1817**





Fig. 2 General view of site and exposed 001 after the removal of turf



Fig. 3 Remnant of 1970s factory partition wall (003)


| | | | | | | | |
|--------------|----------|-----------------------------|-----------|--|---------|--|-----------------|
| Key: | Fig. No: | 2-3 | Revision: | | Client: | Hart Builders (Edinburgh) Ltd | |
| | Title: | | | | | | |
| | Project: | South Bridge House, Selkirk | | | | | |
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| Drawn by: GC | | | | | | Page No: | Report No: 1817 |



Fig. 4 General view of foundation trenches



Fig. 5 General shot of masonry 006


| | | | | | | | |
|--------------|----------|-----------------------------|-----------|--|---------|--|-----------------|
| Key: | Fig. No: | 4-5 | Revision: | | Client: | Hart Builders (Edinburgh) Ltd | |
| | Title: | | | | | | |
| | Project: | South Bridge House, Selkirk | | | | | |
| Scale: | | | | | |  CFA ARCHAEOLOGY LTD The Old Engine House Eskmills Park Musselburgh East Lothian, EH21 7PQ t: 0131 273 4380 f: 0131 273 4381 e: info@cfa-archaeology.co.uk w: www.cfa-archaeology.co.uk | |
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Fig. 6 General shot of excavations for the filtration trench

Key:

Scale:

Fig. No: **6**

Revision:

Client:
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Title:

Project:
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