

SUAT Ltd

archaeological
contractors



Archaeological Watching Brief
GAS work West of Old Stirling Bridge
STIRLING

ST18

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**ARCHAEOLOGICAL WATCHING BRIEF
GAS WORK WEST OF OLD STIRLING
BRIDGE
STIRLING
ST18**

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Illustration 1: Site Location Plan

Illustration 2: Trench Location Plan

Illustration 3: Trench Plan (western area)

Illustration 4: Trench Plan (eastern area)

Illustration 5: Wall sections

Illustration 6: Sample sections

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ABSTRACT

Turriff Contractors Ltd as agents for Scotia Gas Networks plc commissioned SUAT Ltd to undertake an archaeological Watching Brief west of old Stirling Bridge, just south of Laurencecroft Road. The work (SUAT site code ST18) was undertaken between the 17th and 26th of March 2009 in good weather conditions. The monitoring involved watching the excavation of a trench for a new gas governor and trenches between Low and High pressure gas mains. The work revealed the remains of walls and a demolished building belonging to the 19th century, but there was an absence of earlier remains. However, the governor trench may be located close to the northern edge of a mill pond shown on the 1st edition OS map which may date to the medieval period.

1 Background

1.1 Introduction

Turriff Contractors Ltd as agents for Scotia Gas Networks plc commissioned SUAT Ltd to undertake an archaeological Watching Brief west of old Stirling Bridge, just south of Laurencecroft Road. The site is grassy field / roadside verge centred on NGR NS 79605 94522. The work (SUAT site code ST18) was undertaken between the 17th and 26th of March 2009 in good weather conditions. The requirement was to monitor any ground breaking works associated with installation of the new gas governor; this included watching the excavation of trenches between the high and low pressure gas mains.

The work was designed to satisfy the requirements set out in the Terms of Reference issued by Stirling Council Environmental Services; Stirling Council Archaeology Officer Lorna Main dated 19 February 2008.

1.2 Aims and Objectives

The main aim of this investigation was to establish the presence/absence, date, character and quality of any archaeological remains surviving along the route of the new gas pipeline and in the trench for the gas governor.

1.3 Reporting

The present document has been prepared as the final report on watching brief. Copies will be sent to the client, The Royal Commission on the Ancient and Historical Monuments of Scotland and the local authority Sites and Monuments Record.

1.4 Acknowledgements

SUAT wish to thank Stirling Council Archaeology Officer Lorna Main and Graeme Horne from Turriff for their assistance and guidance throughout this project. Turriff Contractors Ltd on behalf of Scotia Gas Networks plc funded this watching brief.

2 Details of Work

2.1 The Site (Illus 2)

The trenches were excavated across a roughly flat expanse of mown grass between the Laurencecroft Road car park and the A84 trunk road. The grassy area was frequented by dog walkers and contained several trees and was planted with flowers. At the north end of the site the trench was cut across Laurencecroft Road about 50m west of the old Stirling bridge.

2.2 Archaeological Potential

Although there is no record of any previous archaeological work on this site, some limited archaeological work has been undertaken in this part of the medieval burgh of Stirling, including limited excavations immediately north of the west end of Old Stirling Bridge and watching briefs on floodlighting and flagpole installation on the

east side of the old bridge, on the east side of the river. None has revealed archaeological deposits of interest.

Medieval Stirling was served by at least two mills, one of which was located on the west side of river near the old bridge. In 1560 it was in the possession of the Blackfriars, eventually being purchased for the town in 1652.

The mill is depicted on both Wood's map of the town of 1820 and the First Edition OS 25-inch map of 1865-6. It has been suggested that the burgh mill dam may have had a role to play in the northern defence of the burgh. On the First Edition map the site proposed for the installation of the gas governor appears to lie in open space among a number of buildings annotated as ruins immediately north of the mill dam. This whole area was subsequently cleared of buildings, some of which may have been associated with the ruined flour mill to the east of the dam, and the mill dam was filled in.

2.3 Archaeological Method

The removal of topsoil and cutting of the pipeline trenches / gas governor trench was carried out using a 360 degree excavator equipped with various toothless buckets. Excavations were monitored by a SUAT archaeologist and any significant features encountered were recorded using scaled plans and sections, digital photographs and detailed notes. In addition sample sections were drawn frequently to give an idea of the build up of demolition / artificial deposits across the site. Trenches were located using tape and offsets and plotted onto a plan.

2.4 Results of Investigations

Test Pits

Two test pits were excavated close to Laurencecroft road to try to locate several modern services that would have made excavation difficult. No significant archaeology was located in these trenches.

Western Area (Illus 3)

The trench excavated to expose the high pressure gas main to the south had been heavily disturbed by services dating from the 19th century to recent times. These included tar coated electricity cables, terracotta drain pipes, salt glazed waste water pipes, the gas line and telecommunication cables. However, despite this a number of 19th or 20th century building remains had survived. In the south corner of the trench a flat area of concrete (10) was exposed just below the turf line, though this had been truncated to the north by a modern cable. To the NW of this concrete a single skin brick wall was discovered running NW-SE built on a concrete foundation (05). A lead pipe ran along the NE side of this wall. The bricks were stamped 'Cherryton' and the wall had been truncated by the cut for the gas main. Both (10) and (04) were not excavated fully as the gas main ran to the east of these features. Observation of the trench sections showed that widespread clearance had occurred in this area; (06) (08) and (02) all seem to be either demolition layers or made up ground created/deposited to flatten or landscape the area. The natural in this area was a yellow/blue clay into which the high pressure gas main had been cut. Above this natural was a layer of clay mixed with fragments of charcoal (07).

To the NE of the high pressure gas main was a brick and rubble foundation for a wall (12) which ran NW-SE. The foundation trench for this wall had been cut into layer (07). Two iron fireplace grates had been placed against the SW side of the wall covering a ceramic drain which went through the wall. From this wall onwards the narrow trench excavated for the new gas pipeline was not excavated fully down to the natural. However, inspection of trench sides (see sample sections) revealed similar demolition / makeup layers to those found near the high pressure gas main. From the corner where the trench changes direction to the north, there is evidence of inverse stratigraphy, where a loamy layer (15) – probably an old mixed topsoil - lies well below the ground and under modern demolition layers (16) and (21). This loamy layer also dipped downhill to the north until it could be no longer seen in section. Further north a tarmac road (19) was discovered under the topsoil which seemed to be running in a NW-SE direction.

A group of walls and thick layers of demolition material were found at the north end of the western area under tarmac road (19). Brick wall (25), which was three courses wide, ran NE-SW and was deeply buried under at least four layers of building demolition. The upper most layer of demolition (26) was a layer of crushed blue slate and tar roofing material. To the NE of (25) at the W end of the E-W pipeline trench, two brick walls were noted in the trench section. These walls had survived to greater height than (25) and were sealed by two demolition layers, ash (37) and crushed slate (38). Wall (32), which was two courses wide and four courses in height, ran on a NW-SE orientation and had been constructed on brown sand (39) and it was leaning slightly to the east. Wall (35) on the other hand ran NE-SW and was deeper. This wall was 2 courses wide ran along one side of (31), a large stone wall. A deposit of mortar and bricks (66) separated (35) from (31). The depth of (35) was not fully determined but the wall was over four courses in height. Wall (31) was a large rubble built wall running on a NE-SW orientation next to (35). A single skin of bricks (32) had been built against its SE face and both walls seemed to have been cut into a gritty sand layer (33), though it is possible that this layer is the infill of the original foundation trench for the wall(s). About 2.5m to the east of these walls was another brick wall (64) of single skin construction running on the same alignment. Demolition layers of modern appearance truncated all the features in this area, though the tarmac road (19) petered out in the trench sections east of (66).

Eastern Area (Illus 4)

Excavation of the trench for the governor revealed no significant archaeology, though an old and a modern sewer pipe were encountered running N-S. On the south side of the trench a thick deposit of modern made up ground (44) was found above various other modern/19th century layers (46), (47) and (45). The natural clay was not exposed in this side of the trench. On the north side of the trench the made up ground, (42) and (41), was not as thick and natural clays (43) were revealed just 0.6m below the surface.

Where the new gas trench changed direction to the north another tarmac road (50) was revealed in section (see sample section L) below the topsoil. Further north various modern services including street lighting had been cut through continuing modern demolition / make up layers. Below this made up ground were deposits of clay with charcoal flecks (48) and (57). Nothing of archaeological interest was noted north of these services until the trench was excavated through the centre of Laurencecroft Road. Here a stone road surface (62) comprising small angular blocks set into a

coarse sand was revealed just below the tarmac. Under this road surface was a thick layer of crushed mortar, white ash and clay which covered a roughly flat stone surface (58). The surface was made of irregular flattish rounded stones and had been set above a deposit of blue clay containing fragments of 19th century brick (63). North of this the trench joined up with the low pressure gas main.

3 Interpretation

Western Area

The brick wall (04), concrete floor (10) and/or wall (12) may possibly relate to a building shown down a small NW-SE side street off Bridge Street (west of the old mill dam) on the old OS maps. It is also possible that (04) or (12) might be part of a boundary wall along this small side street. Another possibility is that either of the three features may be part of the unroofed building or enclosure shown on the other (NE) side of the side street on the 6 inch first edition OS map. A more detailed interpretation from the early OS maps, however would require superimposing the old 25 inch maps into the trench plan, which is beyond the scope of this report. The demolition layers above the building remains are evidence that the whole area was landscaped, probably in the latter half of the 20th century. It is likely that the 'Now wash your hands' sign was from a temporary workers toilets associated with this activity.

The group of walls in the northern part of this area (25, 36, 35, 31, 52, 64) seem to have been demolished shortly before a tarmac road (19) was constructed, presumably in the 20th century. It is likely that this road was associated with the demolition activity seen in right across the site, though it was later abandoned and became grassed over. This points to there having been at least two phases of 20th century landscaping or demolition. It is difficult to understand from such small excavations, the nature of the 19th century walls, but a few conclusions can be drawn. It is likely that the two brick walls with deep foundations (25) and (35) may have joined at right angles and been part of the same building. This is further backed up by looking at the two crushed slate layers above the walls (26) and (38) which appear to be the same. This means that the gas trenches probably cut through the remains of the southern corner of a red brick building that had a blue slate roof. Wall (36) which had shallower foundations than the other walls, was possibly an internal wall which connected at right angles to (35). This would have created a passage between (36) and (25) just over a metre wide. It is likely that rubble wall (31) is a property boundary against the SW of the building with the blue slate roof. Brick layers (32) and (64) may be evidence of less solidly built buildings to the SE of this boundary such as sheds or lean-toos etc. These 19th century remains almost certainly belong to a group of buildings lining Bridge Street that are shown on the old OS maps. Their function remains unclear, but they may have been workers cottages for the nearby mills.

Eastern Area

Excavation for the Governor revealed that the deposits of made up ground are thicker on the south side of the trench than the north. This means that the natural slopes downhill to the south which may possibly be a sign that the trench was dug close to, or clipped the side of, the north bank of the mill pond shown on the 1st edition OS map. This interpretation would open the possibility that (45) could be a deposit which built

up in the mill pond before it was in-filled. However, the governor trench was not excavated deep enough to be sure of this interpretation.

The stone surface (58) deep below Laurencecroft Road is probably the east end of Bridge Street, shown on the old OS maps, which lead up to the old Stirling bridge. If this is the case, it is interesting to see how much the land level has been raised in the 20th century, presumably through demolition of 19th century buildings and landscaping. Given the date of the bridge it is disappointing that no early remains were found with (58) which looked like an early road. However, the underlying brick fragments show that this road is 19th century in date.

4 Conclusions and Recommendations

This watching brief revealed quite a lot of 19th century archaeology, but no earlier remains. It seems that Victorian deposits may have truncated or buried deeply any early archaeological remains in this part of Stirling. However, the governor trench may be sited close to the northern edge of the mill pond. SUAT recommends no further work, however the ultimate decision rests with Stirling Council Archaeology Officer Lorna Main.

5 Bibliography

- OS 1st, 2nd and 3rd edition 6 inch maps

Appendix 1 Context Register

<i>No:</i>	<i>Description</i>	<i>Phase</i>
01	Dark brown sandy silty loam, topsoil including turf	Modern
02	A compact dark reddish brown gritty stony layer mixed with topsoil. Includes brick frags, modern glass, slate and pieces of sewer pipe. Demolition / makeup and backfill of cable trench. Seen in test pit 1, at least 40cm deep.	Modern
03	VOID	-
04	Brick wall line running E-W; single thickness, 1 or 2 courses thick, bricks marked 'Cherryton'. Bricks laid side to side (not end to end). Bricks laid on (05), a narrow layer of concrete as wide as the wall. This wall was truncated by modern services and it lay just below the topsoil. A lead pipe ran next to this wall on the N side.	Early 20th century or late 19th.
05	A concrete foundation under (04), thickness unknown as not fully excavated but at least 10cm. Width: same as (04) ie 1 brick wide.	Early 20th century or late 19th.
06	An irony brown-orange gritty sand and clay with large stones (15 x 20cm) and brick fragments. Below (08).	Modern
07	A grey-brown clay with occ charcoal frags below (06)	Probably modern
08	A gritty grey-black silty sand with coke/coal, brick fragments and mortar. Demolition layer. Below (09) and above (06).	Modern
09	A mid-brown compact sandy clay above (08).	Modern
10	A flat gritty grey concrete surface in the trench with the high pressure (southern) gas main just 16cm below the ground. Only a small area of this concrete was exposed in the south trench corner. It probably represents the internal floor of a demolished building, or possibly a yard surface. Truncated to the north by a modern service cable.	Probably early 20th century or late 19th.
11	A light orangy-grey natural clay deposit below (07). Blue patches of clay also present.	Natural
12	A roughly built rubble and brick wall running NE-SW. Stone blocks not faced and no cement used in construction. A black gritty layer containing crushed brick and ceramic pipe fragments found in between the bricks and stone blocks. Two re-used cast iron fire grates had been placed against the SW side of the wall which covered a ceramic pipe which extended through the wall. This feature is probably a foundation for the wall of a demolished building. The grates may have been for ventiliation of the house that the wall belonged to.	19th century
13	Large boulders found within (08), originally they were thought to be a wall, but closer inspection revealed that they were part of the demolition material.	Modern
14	A compact orange gritty sand between (12) and the cut for the wall (65) ie the base fill of the wall trench.	19th century

15	A dark loamy topsoil with modern ceramics, below (16), dips down to north.	Modern
16	A light orangy-brown gritty clay with brick fragments, tar and mortar. Same as (21).	Modern
17	A mid brown gritty loamy layer with fragments or mortar. Similar if not the same as (22).	Modern
18	Broken tile and stone between topsoil and tarmac road (19).	Modern
19	A tarmac road found below the topsoil. Thickness of tarmac varied considerably.	Modern
20	A mid brown clayey grit below (19)	Modern
21	A mixed demolition / makeup layer containing brown gritty clay, modern tile, topsoil, tar, mortar and bricks. Same as (16).	Modern
22	A light brown sandy clay with mortar and stones anobe (16). Similar if not the same as (17).	Modern
23	A darkish brown compact stony clay and grit below topsoil.	Modern
24	A cream and sandy coloured grit containing bricks and pieces of mortar. Demolition layer, same as (29)	Modern
25	The red brick foundations of a demolished wall running NE-SW, 1 course thick. Bricks were mortared together; Wall three layers wide: 2 layers where bricks were laid side by side were separated by a course of bricks positioned end to end. Above the wall were a series layers from the building demolition (29), (28), (27) and (28).	19th century
26	A blue layer of crushed slate, collapsed roof of building. Below tarmac road (19)	Modern
27	Grit and tile and crushed slate. Demolition layer. Below tarmac road (19)	Modern
28	A yellow gritty layer containing crushed brick, tile and cream coloured mortar. Below (27). Demolition layer.	Modern
29	A whiteish cream coloured layer containing lots of crushed mortar and bricks. Same as (24). Demolition layer. Above wall (25)	Modern
30	Deposit below topsoil in test pit 2, a mixed layer of topsoil and cream coloured grit and sand with modern tile and brick fragments. At least 45cm thick, but not excavated further.	Modern
31	A large whinstone rubble wall running NE-SW, slightly mortared, comprising rectangular blocks measuring at least 35 x 50 x 30cm. Wall 65cm across. The SE side of the wall was faced with a single layer of bricks (32) cemented end to end. The bricks appeared to be modern.	19th century
32	A brick wall 1 layer thick built up against the SE face of (31), cemented end to end. The bricks appeared to be modern.	19th century
33	An orange gritty sand with charcoal, slate and flat pieces of iron west of (31). The stone wall (31) appeared to have been cut into this layer.	19th century
34	A soft reddish grey sand above (33).	Modern
35	A 2 course wide red brick wall running NE-SW next to (66) and stone wall (31).	19th century

	Probably one wall of a building. This wall was caught in section and appeared to be 5 courses wide, though the 3 courses which were next to (31) were not properly laid and had no depth and were therefore later interpreted as another layer (66). The wall was mortared together and at least 4 courses of bricks survived; the full depth of this wall is unknown. The wall probably relates to (25) which may be the adjacent wall for the demolished building. Above this wall were demolition layers (37) and (38). An area of ash had built up against some of the bricks.	
36	A mortared red brick wall running NW-SE caught in section. The wall, which leaned to the east, was two courses wide and 4 courses high. It had been built upon a brown sand (39). The wall is probably an internal wall of a building and it may join at right angles to (35).	19th century
37	A thin deposit of grey ash above (35) and (36).	Modern
38	A demolition layer containing blue crushed slate and small loose stones.	Modern
39	A brown sand containing charcoal flecks.	Probably 19th century
40	A deposit of crushed mortar. Same as (24) and (29)	Modern
41	A medium light grey clayey silt with fragments of brick, tile and pieces of charcoal	Modern
42	A creamy grey brown gritty sand with modern brick fragments, slate and tile. Merges into (44).	Modern
43	A light yellow-orange clay. Same as (11)	Natural
44	A very mixed thick deposit containing a dark grey loam and lenses of grey/blue clay, breezeblocks, stone, plastic, nails and willow pattern pottery. Made up ground. Below the topsoil.	Modern
45	Yellow clay with pieces of wood, charcoal and brick. Below (44).	Modern
46	A white-grey deposit of crushed mortar with brick and tile fragments. Below (44).	Modern
47	A dark clayey loam with modern glass and willow pattern. Below (46).	Modern
48	A mixed yellow-grey clay with charcoal flecks and stones. Below (49) and above the natural clay (43).	Modern
49	A mid to dark grey silty clay with charcoal flecks below (50).	Modern
50	A tarmac road surface below (51)	Modern
51	A mid brown gritty sand with crushed fragments of brick and tile	Modern
52	A grey gritty loamy clay with crushed slate, sandstone and brick fragments	Modern
53	Tarmac footpath	Modern
54	Type 1 hardcore below footpath (53)	Modern
55	Mixed type 1 hardcore and clayey loamy topsoil with crushed brick fragments below (54).	Modern
56	A mid brown gritty clay containing stones and fragments of mortar below (55).	Modern

57	A mid brown grey clay mixed with charcoal flecks below (56).	19th century
58	A stone surface under ash (59). Roughly flat whinstone blocks of irregular shape forming a possible old road / path surface. Stones sub-rounded to angular. Layer roughly 8cm thick. Red brick fragments found just below this layer so it is probably no earlier than 19th century. A small layer of red silt had built up above the stones.	19th century.
59	A thick layer of clay, mortar and white ash with broken brick fragments above (58).	Modern
60	A grey clay and crushed mortar below (61).	Modern
61	A coarse sand into which the (62) is set.	Modern
62	A flat road surface constructed from irregular and angular whinstone blocks (average size: 24 x 9 x 15cm). Below the tarmac.	Modern
63	A blue yellow clay with brick fragments at the top; below (58). Probably merges into natural.	19th century
64	A single line of bricks running NE-SW east of (31) just below demolition layers. The bricks were mortered and set side by side. It is doubted that this wall could have supported a large building, perhaps it was a small boundary wall or the wall of an outhouse.	19th century
65	Cut for (12), cuts (07). This cut was disturbed to the SE and SW by services.	Early 20th century or 19th century.
66	A compact layer of mortar and red bricks not properly laid between (35) and (31). Possible infilling of boundary void between (31) and (35). Above (34).	19th century

Appendix 2 Photographic Register

<i>Frames</i>	<i>Description</i>	<i>View</i>
ST18_004	The site before excavation	NW
ST18_014	Excavation of test pit 1	NW
ST18_019	Electric cable in the base of test pit 1	-
ST18_024	Brick wall (04) near the southern gas main	N
ST18_027	Brick wall (04) and modern gable (green tape) and gas main, yellow	SW
ST18_030	Concrete (05) under the brick wall (04)	SW
ST18_037	Layers (02), (08) and (06) respectively in a section near the southern gas main	NE
ST18_038	A sign excavated from layers (02) or (08) suggesting that a demolished building in this area may have been a toilet for a workshop.	-

ST18_040	One of the bricks from (04) stamped 'Cherryton'	-
ST18_042	Excavating down to expose the southern gas main	W
ST18_045	Photo showing the southern gas pipe; the pipe trench has been cut into clay (07) and filled with a fine green sand and grit.	W
ST18_046	As above	W
ST18_049	Excavation of the trench to the NE	NNE
ST18_050	As above, but notice the old sewer pipe in the centre of the trench.	NNE
ST18_052	Section showing demolition layers (09), (08) and (06) along with clay layers (07) and (11) at base of trench.	W
ST18_055	Excavation through wall (12).	NW
ST18_062	Large whinstone boulders encountered in the demolition layers when excavating the trench NE	ENE
ST18_068	One side of wall (12). Notice the two metal grates against the SW face	SE
ST18_070	The other side of wall (12)	NW
ST18_073	Section at the 120 degree turn of the trench to the N. This photo clearly shows the mixed topsoil layer (15) under mortar and clay later (16). (15) dips down to the north.	NE
ST18_078	Demolition layer (21) and tarmac road under the topsoil. Position is roughly location of sample sec E	NE
ST18_080	The two iron grates in wall (12) excavated away. They hid a terracotta pipe which went through the wall.	NE
ST18_083	Road surface (19) / (25).	N
ST18_084	Drilling through road surface (19) / (25).	N
ST18_088	Concrete block in the trench near to wall (25)	N
ST18_091	Excavation of demolition over wall (25)	N
ST18_093	Wall (25) in plan	N
ST18_094	Wall (25) from the side of the trench showing demolition layers above it.	E
ST18_096	Preparing the gas pipe	S
ST18_100	Excavating north of wall (25)	NE
ST18_101	The BT cables discovered north of wall (25)	NE
ST18_103	Excavating test pit 2	SE

ST18_106	Excavation through brick walls (36) and (35)	E
ST18_109	Discovery of wall (31)	E
ST18_112	Wall (31) before cleaning	E
ST18_113	Wall (31) after cleaning.	-
ST18_121	Brick wall (64).	E
ST18_124	Start of the excavation of the trench for the governor	E
ST18_132	Excavation through makeup layer (44)	E
ST18_141	Section showing layers (44) and (46) below	W
ST18_145	Section showing thick makeup layer (44). South side of governor trench	S
ST18_146	Demolition layers (42) above clay (43). North side of governor trench	N
ST18_148	Section of brick walls (35) and (32)	S
ST18_157	Shot showing governors in place and clay (43)	W
ST18_158	Shot showing demolition / makeup layer (42) above clay (43) to the north of the governors	N
ST18_161	Excavation through the pavement.	N
ST18_163	Discovery of a cable under an area of concrete below the footpath	N
ST18_165	Demolition / makeup layer (52) near sample section M	E
ST18_166	Brown clay layer (48) above yellow clay (43)	W
ST18_170	Excavation through the road	N
ST18_173	Blue clay encountered under the road	N
ST18_176	Random whinstone blocks (62) laid as a road surface under the tarmac in the middle of the road	NE
ST18_177	Removal of blocks (62)	NE
ST18_180	Excavation through ash layer (59)	NE
ST18_181	Sandstone and whinstone blocks (58) (road surface?) laid flat at below (59)	-
ST18_188	Mixed blue and yellow clay (63) below (58).	-

Appendix 3 Drawing Register

<i>Sheet No.</i>	<i>Description</i>	<i>Scale</i>
1	Trench plan of southern excavated area	1:20
2	Plan and section of wall (12)	1:20 and 1:10
3	Plan of long trench in western part of site	1:50
4	Plan of wall (31) and section of wall (25)	1:20, 1:50 and 1:10
5	Trench plan of gas governor trench and section of walls (35) and (36)	1:50 and 1:10
6	Sample sections	1:10
7	Trench plan of northern excavations and sample sections	1:50, 1:10

Appendix 4 Discovery & Excavation in Scotland Entry

LOCAL AUTHORITY:	Stirling Council
PROJECT TITLE/SITE NAME:	Watching Brief West of the old Stirling bridge
PROJECT CODE:	ST18
PARISH:	Stirling
NAME OF CONTRIBUTOR(S):	Barton, T
NAME OF ORGANISATION:	SUAT Ltd
TYPE(S) OF PROJECT:	Watching Brief
NMRS NO(S):	-
SITE/MONUMENT TYPE(S):	Buildings, Mill pond, walls
SIGNIFICANT FINDS:	-
NGR (2 letters, 8 or 10 figures)	Site centred on NS 79605 94522
START DATE	17th March 2009
END DATE	26th March 2009
PREVIOUS WORK (incl. <i>DES</i> ref.)	None
MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields)	Turriff Contractors Ltd as agents for Scotia Gas Networks plc commissioned SUAT Ltd to undertake an archaeological Watching Brief west of old Stirling Bridge, just south of Laurencecroft Road. The work (SUAT site code ST18) was undertaken between the 17th and 26th of March 2009 in good weather conditions. The monitoring involved watching the excavation of a trench for a new gas governor and trenches between Low and High pressure gas mains. The work revealed the remains of walls and a demolished building belonging to the 19th century, but there was an absence of earlier remains. However, the governor trench may be located close to the northern edge of a mill pond shown on the 1st edition OS map which may date to the medieval period.
PROPOSED FUTURE WORK:	None
SPONSOR OR FUNDING BODY:	Turriff Contractors Ltd as agents for Scotia Gas Networks plc
CAPTIONS FOR ILLUSTRS	-
ADDRESS OF MAIN CONTRIBUTOR:	SUAT Ltd, 55 South Methven Street, Perth PH1 5NX
ARCHIVE LOCATION (intended)	NMRS
EMAIL ADDRESS:	Director@suat.co.uk

Appendix 5 Standard Terms of Reference for all Fieldwork

5.1 Recording Methodology

SUAT employs a Single Context Recording System that allows full cross-referencing of stratigraphy, finds and environmental samples, as well as site-wide phasing. All features will be planned at scale 1:20, and sections drawn at scale 1:10. Sections and profiles will be drawn and all features will be photographed with metric scale included. Environmental samples will be taken from archaeologically significant contexts, if the analysis of these samples would aid significantly in the interpretation of any features identified.

5.2 Human Remains

If human remains are encountered they will be left in situ and the local police will be informed. If removal is required this will take place in compliance with Historic Scotland's Policy Paper *The Treatment of Human Remains in Archaeology*.

5.3 Products and Reporting

A Data Structure Report will normally be prepared within a period agreed within the Written Scheme of Investigation/ Project Design, after the completion of the fieldwork. This forms the basic level of reporting. Further reporting may be required on the basis of discoveries made during excavations.

A copy of the report and the project archive will be deposited in the NMRS. Further copies will be sent to the client, LAAO and others, as appropriate.

5.4 Artefacts

Finds of objects will be subject to the Scots Laws of Treasure Trove and *Bona Vacantia*. SUAT will report such finds, if recovered, with supporting documentation to the Secretariat of the Treasure Trove Panel for disposal to the appropriate museum.

5.5 Discovery and Excavation in Scotland

A brief summary of the results will be submitted to *Discovery and Excavation in Scotland*.

5.6 General Conditions and Health and Safety

SUAT adheres to the Code of Conduct of the Institute of Field Archaeologists.

SUAT has public liability insurance of £5,000,000. Details of this can be provided on request.

SUAT operates a strict health and safety policy and conforms to the Health and Safety at Work Act. SUAT undertakes Risk Assessments on all fieldwork carried out.

All SUAT representatives will at all times wear protective footwear, high visibility clothing and other appropriate clothing. Hard hats will be worn if there is active plant on site or at all times if the site is deemed a hard hat area.

If lightly contaminated deposits are uncovered disposable boiler suits and gloves will be worn. A source of clean water will be made available for staff to clean hands with. If the health risk posed by site contamination is felt to be too high all further archaeological work will stop in that area.

Gas work near the old Stirling Bridge Site Location











