



# PETROL STATION WEST OF CROALL BRYSON & CO PINNACLEHILL INDUSTRIAL ESTATE, KELSO

*Archaeological Evaluation*

*for Kier Scotland on behalf of Sainsbury's*

*08/01915/FUL*

*April 2011*

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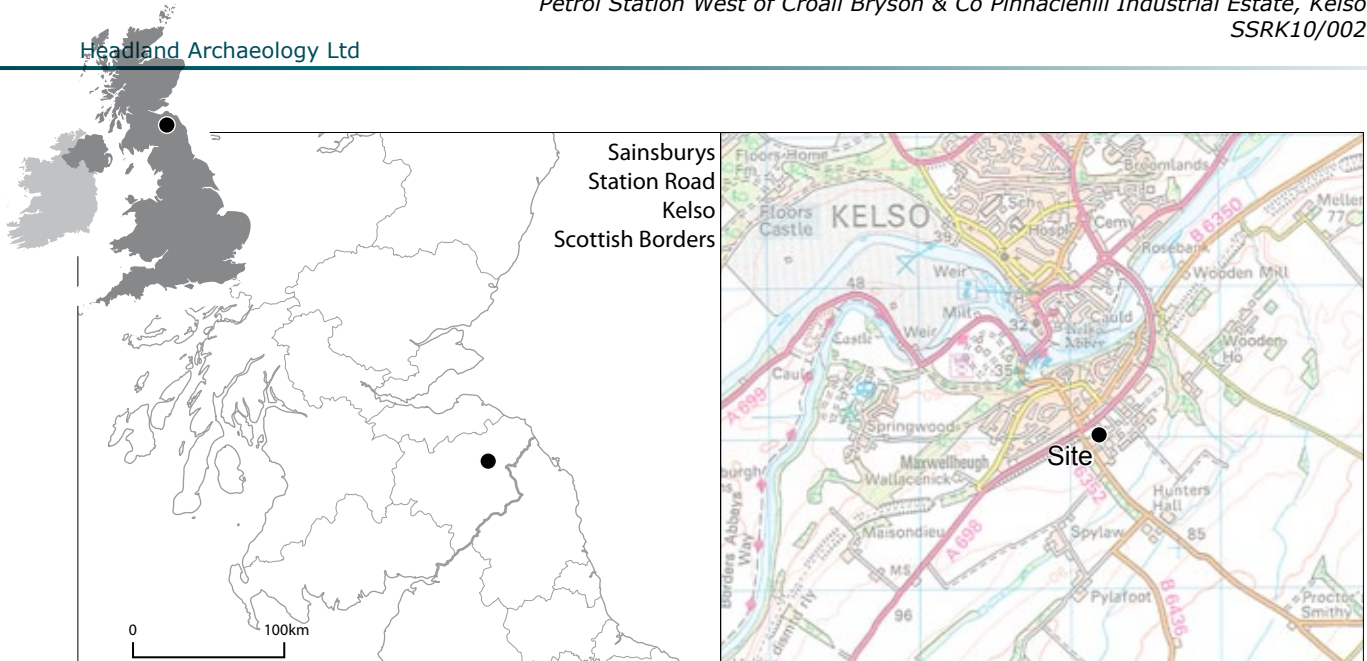
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Scale 1:2000 @ A4



0 100m

**Illus 1**  
 Site location

# PETROL STATION WEST OF CROALL BRYSON & CO PINNACLEHILL INDUSTRIAL ESTATE, KELSO

## Archaeological Evaluation

*The evaluation at Pinnaclehill Industrial Estate revealed few features that are interpreted as being of agricultural origin and an old boundary wall associated with the old Station Road (Illus 2). They were all identified beneath topsoil and cut into an underlying geological deposit identified as glacial till.*

*All the findings from the evaluation are of recent origin and relate either to former agricultural practice or the former line of Station Road. No features or structures associated with the railway or station were discovered.*

### 1. INTRODUCTION

Headland Archaeology Ltd were commissioned to undertake a programme of archaeological work by Kier Scotland on behalf of Sainsbury's. This report presents the findings of the archaeological evaluation by means of trial trenching conducted in advance of a supermarket development on a site at Pinnaclehill Industrial Estate, Kelso, Scottish Borders. The work was undertaken in connection with a planning condition placed in response to a planning application (08/01915/FUL) by Scottish Borders Council. The evaluation was intended to provide further information concerning the archaeological potential of the area in question.

The objectives of the evaluation were to assess the archaeological potential of the development site and determine the location, character, extent and quality of any archaeological remains identified within it.

### 2. ARCHAEOLOGICAL BACKGROUND

Prehistoric remains have been found in the vicinity of the development area. A Neolithic stone axe is recorded as having been found immediately to the south-west of Pinnaclehill Industrial estate, Maxwellheugh and at least one cairn within 500m from the application area.

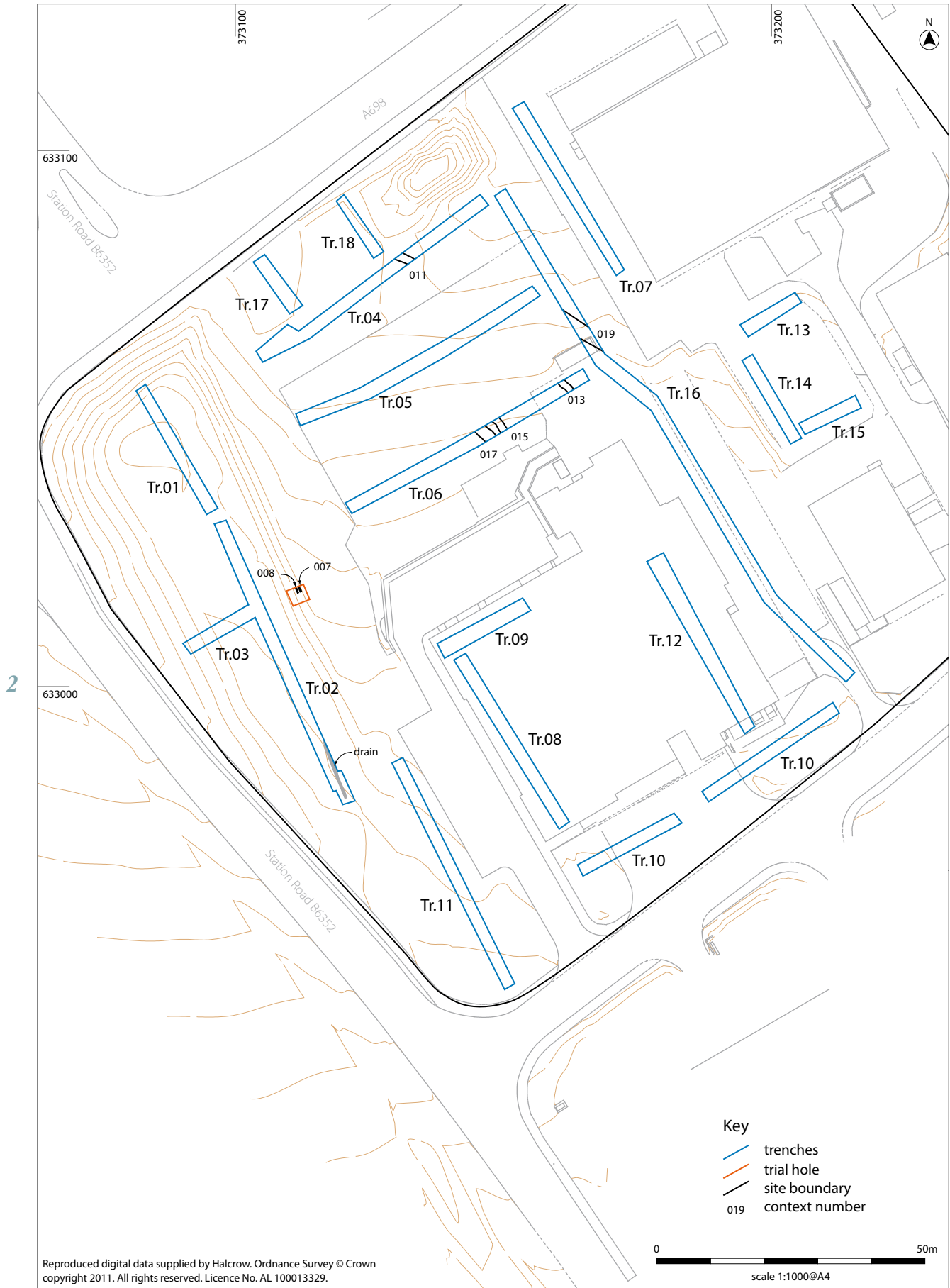
The northern edge of the development area (A698) coincides with 19th century railway infrastructure

visible on the 1st edition Ordnance Survey map for Roxburghshire (c. 1881). Kelso Station and an associated carriage shed sat directly opposite the development area on the north-west side of the road.

The 1st edition OS map shows several structures, now marked by a line of trees, directly to the south-east of the road junction and opposite the site of Kelso Station. These are likely to have been platforms and storage associated with the station. To the south-west of these structures was a bridge (NT73SW 89.03) which extended over the railway. The bridge and road ran roughly NNW-SSE through the development area and are now marked by a line of trees to the west of the current building.

### 3. METHODOLOGY

A series of trial trenches were excavated. The total area of the evaluation is 29,000m<sup>2</sup>. The trial trenches were intended to cover approximately 5% of the available development site amounting to a sample area of 1,450m<sup>2</sup> or 725m of linear trench 2m wide. The archaeological evaluation was intended to take place following the demolition of the majority of buildings and the removal of areas of hard standing. At the time of the archaeological evaluation, the building located in the north-east corner of the site had not been demolished therefore no trench was opened in that part of the site. This reduced the total area available for trenching and the sample to 1.310m<sup>2</sup> (or 655m of linear trench using a 2m wide bucket). This variation was agreed with the Scottish Borders Council Archaeologist.



**Illus 2**  
Location of trenches and archaeological features

Trenches were positioned to provide coverage across the proposed building footprint and were informed by on-site factors, primarily underground services running across the site including High Voltage electricity cables, BT cables, High Pressure Gas Mains and Drains, and also by the presence of existing building footings.

The trenches were dug by a mechanical excavator with a flat-bladed ditching bucket used to remove topsoil under direct archaeological control. A 360° tracked excavator with a flat-bladed ditching bucket was used to remove topsoil under direct archaeological control. Excavation continued until either clean geological sediments or significant archaeological deposits were encountered. Excavations were not deeper than 1.2m, unless natural deposits had not been reached. In this case a sondage was excavated with the machine to test the depth of the natural, and immediately recorded and backfilled to comply with safety standards. The resulting surfaces were hand cleaned as necessary and investigated for archaeological features. A representative sample, sufficient to meet the objectives of the evaluation, of identified features were investigated by hand and all identified features were recorded. The stratigraphy of each trench was recorded in full.

All contexts were given unique numbers and all recording was undertaken on pro forma record cards.

Colour transparency and print photographs were taken and recorded in a photographic register. Record shots of archaeological contexts had a metric scale visible. An overall site plan was recorded using Total Station survey and related to the National Grid.

#### 4. RESULTS

The following presents a summary of the results, detailed records of which can be found in the appendices.

A total of 18 trenches were excavated across the site which at the time of the evaluation was occupied by mostly demolished industrial units. The natural topography sloped gently from south-east to north-west towards the A608. A large mound formed the western edge of site. The underlying geological deposits across the site comprised glacial till of pinkish red sandy clay.

Trenches 1-3 were excavated through the mound at the west of the site. The profile of these trenches was similar showing that the mound was constructed of a large bank of mid brown clay and pinkish brown sand up to 1.5m deep. Over this bank material lay a deposit of gravel, crushed concrete and tarmac in a clay matrix. This was thought to be the disturbed and redeposited remains of



**Illus 3**  
OS map 1863





**Illus 4**  
Wall [008] and bank of Old Station Road



**Illus 5**  
Furrow [015]

an old road surface. A shallow ditch at the south-east end of trench 2 was thought to be the line of the gutter for the road.

4 At the east of the mound a trial hole dug by contractors on site was excavated through the same deposits seen in trenches 1–3 forming the mound. A small mortar bonded stone wall [008] running north-west to south-east formed the eastern edge of the mound. Wall [008] survived up to 0.8m deep with five courses. It was 0.55m wide and was revealed for a length of 1.2m (Illus 4).

Trenches 4–6, 17, 18 & part of 16 were excavated in an open area of ground at the northern part of site that had partially been used as a car park for the industrial units. All of the above trenches were excavated through deep colluvial deposits (up to 1.8m deep). A single furrow [011] underlay this colluvial material.

Trenches 5, 6 and the northern end of Trench 16 were excavated through the former car park. Their profiles consisted of up to 0.3m of gravel surfacing overlying 0.2m of modern mixed deposits consisting of crushed brick, gravel and clay overlying in turn the glacial till deposits. Four furrows [013, 015, 017, 019] were exposed in these trenches. All the furrows were oriented northwest to southeast, ranged from 1.26 to 2.5m wide, and survived up to 0.35m deep. The furrows were all filled with a compact grey clay, interpreted as post-abandonment infilling (Illus 5).

The remaining trenches (Trenches 7–15) were spread across the excavation area and no features of archaeological interest were exposed in these trenches. These trenches were excavated through modern levelling and construction deposits showing that the site had been stripped to the level of the glacial till at some point in the past.

## 5. DISCUSSION

The bank at the west of site is the remains of the old station road leading up to a bridge over the railway line. The line of this and the location of the trenches can be seen on the 1st edition Ordnance Survey map (Illus 3). The trenches excavated through this mound show that it was constructed of redeposited natural sands and clays. The old road surface was not surviving but the large amount of tarmac and concrete in the upper deposits in trenches 1–3 show that the road was disturbed and re-deposited. The line of the old road was shown by the survival of the ditch forming the gutter. Wall [008] can also be seen on the 1st edition map and this forms the eastern extent of the old station road.

The furrows are the remnants of the former rig and furrow field system although no dating evidence was recovered from these features they are likely to be post-medieval in date.

All the findings from the evaluation are of recent origin and relate either to former agricultural practice or the former line of station road. No features or structures associated with the railway or station were discovered.

The majority of trenches were excavated through modern levelling and construction deposits showing that the site had been stripped to the level of the glacial till at some point in the past.

## 6. REFERENCES

Headland Archaeology Ltd, 2010, *Petrol Station West of Croall Bryson & Co Pinnaclehill Industrial Estate, Kelso: Written Scheme of Investigation for Archaeological Evaluation.*

## 7. APPENDICES

### 7.1 Appendix 1 – Site registers

#### Context register

Context no.	Area	Description
001	Cutting	Topsoil
002	Cutting	Silty subsoil beneath [001]
003	Cutting	Dark stony silt overburden/banking material
004	Cutting	Mixed stony clay bank material below [003]
005	Cutting	Mixed stony clay bank material below [004]
006	Cutting	Natural subsoil
007	Cutting	Foundation trench for stone wall [008]
008	Cutting	Mortar bonded stone wall, boundary/revetment
009	Cutting	Re-deposited natural within foundation trench [007]
010	Cutting	Mixed rubble infill of foundation trench [007]
011	Trench 4	Cut for furrow
012	Trench 4	Fgrey clay fill of [011]
013	Trench 6	Cut for furrow
014	Trench 6	Grey clay fill of [013]
015	Trench 6	Cut for furrow
016	Trench 6	Grey clay fill of [015]
017	Trench 6	Cut for furrow
018	Trench 6	Grey clay fill of [017]
019	Trench 16	Cut for furrow
020	Trench 16	Mixed clay fill of [019]

#### Photo register

Photo No.	Direction facing	Description
001	–	Film 1 I.D. Shot
002	W	Silty subsoil beneath [001]
003	N	General shot of S facing section of cutting
004	E	Detail of wall [008] running out of S facing section of cutting
005	N	General shot of Trench 1
006	N	General shot of S facing section of cutting showing wall [008]

Photo No.	Direction facing	Description
007	NE	General shot of Trench 2
008	SW	Trench 3
009	N	General shot of S facing section of cutting
010	N	Detail of wall [008] & excavated foundation trench [007]
011	W	Detail of wall [008]
012	E	General shot of Trench 4
013	W	General shot of Trench 4
014	NW	SE facing section of furrow [011]/[012] Trench 4
015	E	General shot of Trench 5
016	E	General shot of Trench 6
017	W	General shot of Trench 6
018	W	General shot of Trench 5
019	SW	N facing section of furrow [015]/[016]
020	SW	N facing section of furrow [013]/[014]
021	SW	General shot of Trench 7
022	N	General shot of Trench 7
023	N	General shot of Trench 8
024	SW	General shot of Trench 8
025	W	General shot of Trench 9
026	E	General shot of Trench 9
027	N	General shot of Trench 11
028	N	General shot of Trench 11
029	SE	NW facing section of furrow [017]/[018]
030	W	General shot of Trench 10
031	E	General shot of Trench 10
032	W	Depth of natural at NW end of Trench 12
033	W	Depth of natural at centre of Trench 12
034	N	General shot of Trench 12
035	W	General shot of Trench 13
036	N	General shot of Trench 14
037	–	Film 2 I.D. Shot
038	E	General shot of Trench 15
039	NW	Trench 17
040	N	S facing section of furrow [019]/[020] Trench 16
041	S	General shot of Trench 16
042	S	General shot of Trench 16 [part 2]
043	S	General shot of Trench 16 [part 3]
044	N	General shot of Trench 16
045	S	General shot of Trench 18



## Trench register

<b>Trench no.</b>	<b>Orientation</b>	<b>Description</b>	<b>Max depth (m)</b>	<b>Av. depth (m)</b>
01	NE-SW	Excavated through mound at west of site. 0.35m of dark brown humic silty clay overlay up to 0.95m of red brown clay with frequent large chunks of asphalt, concrete & other building rubble. Below lay compact sandy clay with frequent gravel	1.2	1.2
02	SE-NE	Excavated through mound at west of site. 0.3m of dark brown humic silty clay overlay 0.8m of gravel, tarmac and concrete chunks in a clay matrix. Under this lay a mixed deposit of mid brown clay and pink brown sand. At the SE end of the trench a drain 0.4m wide and 0.3m deep runs NW-SE along east edge of trench.	1.8	1.2
03	SW-NE	Excavated through mound at west of site. Up to 0.5m of dark brown humic sandy clay topsoil overlay Reddish brown clay with frequent large stone.	1.2	1.2
04	SW-NE	Excavated parallel to N edge of site. 0.3m of dark brown humic silty clay overlay up to 0.7m of a modern made ground deposit of redeposited pinky red clay mixed with occasional brick, gravel and other building rubble. Under this lay up to 0.3m of dark brown silty clay colluvium. The natural was a glacial till of pinky red sandy clay. Furrow 011 ran NW-SE across this trench.	1.5	1.2
05	SW-NE	Excavated through former car park. 0.3m of gravel overlay 0.2m of a mixed deposit of pinky red clay with broken brick and gravel. The natural was a glacial till of pinky red sandy clay.	0.7	0.5
06	SW-NE	Excavated through former car park. 0.3m of gravel overlay 0.2m of a mixed deposit of pinky red clay with broken brick and gravel. The natural was a glacial till of pinky red sandy clay. Furrow 013, 015 & 017 ran NW-SE across this trench.	0.5	0.35
07	NW-SE	Excavated parallel to standing building at NE of site. 0.1m of crushed concrete surface overlay 0.2m of angular stone levelling deposit. At the NW end of the trench 0.8m of dark brown colluvium overlay the natural grey glacial till. The colluvial deposit thinned and disappeared to the SE.	2	0.5
08	SW-NE	Excavated within demolished building to S of site. A levelling deposit of crushed concrete and other building rubble deepened from 0.3m at the SW of the trench to 1.1m at the NE of the trench. Directly underlying this was a glacial till of pinky red sandy clay.	1.1	0.7
09	NE-SW	Excavated within demolished building to S of site. 1.2m of crushed concrete and other building rubble directly overlay a pinky red sandy clay glacial till.	1.2	1.2
10	NE-SW	Excavated parallel to the S edge of site across an old car park and a grassed area. In the grassed area 0.3m of dark brown humic sandy clay topsoil overlay 0.3m dark brown sandy clay subsoil over the pinky brown sandy clay glacial till. In the car park area 0.15m of tarmac surface overlay 0.5m of hardcore and gravel leveling deposit over the pinky red sandy clay glacial till.	0.7	0.6
11	SE-NW	Excavated across grassy area at S corner of site. 0.3m of dark brown humic sandy clay topsoil overlay 0.2m of dark brown sandy clay subsoil over pinky red sandy clay glacial till.	0.6	0.5
12	NW-SE	Excavated within demolished building to S of site. A levelling deposit of crushed concrete and other building rubble deepened from 0.4m at the SW of the trench to 2.0m at the NE of the trench. Directly underlying this was a glacial till of pinky red sandy	2	1.2
13	NE-SW	Excavated in former car park at E of site. 0.4m of crushed concrete and other building rubble overlay pinky red sandy clay glacial till.	0.5	0.4
14	NW-SE	Excavated in former car park at E of site. 0.4m of crushed concrete and other building rubble overlay pinky red sandy clay glacial till.	0.5	0.4
15	NE-SW	Excavated in former car park at E of site. 0.4m of crushed concrete and other building rubble overlay pinky red sandy clay glacial till.	0.5	0.4
16	SE-NW	Excavated along former entrance to site. 0.1m of tarmac overlay 0.4m of gravel and crushed concrete levelling deposit. Furrow 019 ran NW-SE across this trench.	0.6	0.5
17	NW-SE	Excavated at N edge of site. 0.5m of dark brown humic sandy clay overlay up to 0.9m of dark brown sandy clay colluvium over pinky red sandy clay glacial till.	1.5	1.4
18	NW-SE	Excavated at N edge of site. 0.5m of dark brown humic sandy clay overlay up to 1.7m of dark brown sandy clay colluvium over pinky red sandy clay glacial till.	2.2	1.8

## Drawing register

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**Drawing no. Plan Section Description**

001	-	1:20	S facing section of cutting showing wall [008]
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## 7.2 Appendix 2 – Discovery and Excavation Scotland Entry

<b>LOCAL AUTHORITY:</b>	Scottish Borders
<b>PROJECT TITLE/SITE NAME:</b>	Petrol Station West of Croall Bryson & Co Pinnaclehill Industrial Estate, Kelso
<b>PROJECT CODE:</b>	SSRK10
<b>PARISH:</b>	Kelso
<b>NAME OF CONTRIBUTOR(S):</b>	Ian Hill
<b>NAME OF ORGANISATION:</b>	Headland Archaeology Ltd
<b>TYPE(S) OF PROJECT:</b>	Evaluation
<b>NMRS NO(S):</b>	N/A
<b>SITE/MONUMENT TYPE(S):</b>	Furrow, Boundary Wall
<b>SIGNIFICANT FINDS:</b>	None
<b>NGR</b>	NT 73145 33040
<b>START DATE (this season)</b>	1/3/2011
<b>END DATE (this season)</b>	7/3/2011
<b>PREVIOUS WORK (incl. DES ref.)</b>	None
<b>MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields)</b>	<p>Headland Archaeology was commissioned by Halcrow on behalf of Sainsbury's to undertake an archaeological evaluation at Petrol Station West of Croall Bryson &amp; Co Pinnaclehill Industrial Estate, Kelso, Scottish Borders in advance of construction of a supermarket.</p> <p>The site was deemed to be of archaeological potential as it lies adjacent to the south of the old Kelso railway station.</p> <p>A total of 17 trenches were excavated across the site. The evaluation revealed features relating to relatively recent agricultural use of the site. The boundary wall for the old Station Road was also revealed.</p> <p>No archaeological features or deposits of archaeological significance were identified.</p>
<b>PROPOSED FUTURE WORK:</b>	None
<b>ARCHIVE LOCATION (intended/ deposited)</b>	Archive and report to be lodged with NMRS Report to be lodged with the Scottish Borders Council
<b>SPONSOR OR FUNDING BODY:</b>	Halcrow on behalf of Sainsbury's
<b>CAPTION(S) FOR ILLUSTRS:</b>	N/A
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