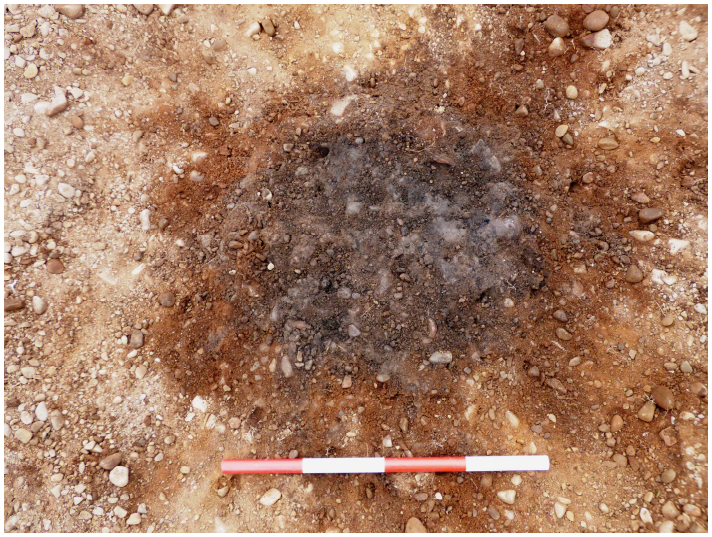
Rebecca Shaw Archaeological Services

Hangingshaw Farm, Dinwoodie, Lockerbie
Dumfries & Galloway:
Archaeological Monitoring Works



Data Structure Report
by Rebecca Shaw
14th January 2020

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Contents

Figures

Acknowledgements

I would like to thank Iain for his diligent machining works and thanks also to Stephen and Caroline from Lochmaben Transport Ltd for provision of facilities. Much appreciation also to Claire Shaw for undertaking data entry works; Headland Archaeology for soil processing and SUERC for radiocarbon dates.

1 Introduction

This Data Structure Report presents the findings of archaeological works required in respect of proposed works at Hangingshaw Farm, Dinwoodie, Lockerbie, Dumfries & Galloway (Figures 1 - 2). The proposed works comprise: change of use of agricultural land to form hard-standing area for use as parking for HGV transport vehicles (planning application no. 17/2086/FUL) (Figure 3).

The proposed development area lies immediately adjacent to the course of a Roman road and close to a (possible) prehistoric standing stone (HER ref MDG9857). Previous archaeological works, undertake to the E of the Roman road, uncovered a number of pits some of which contained cremation burials (MDG6616). In addition the former road from Inch Ford to the west passes through the line of the nearby Roman camp and through the proposed development area before linking to the main road at Hangingshaw Farm.

As the proposed works involved ground reduction works where there was potential to uncover surviving sub-surface archaeological features or finds, Dumfries & Galloway Council required a programme of archaeological works to be undertaken as a condition of the issued planning consent. Dumfries & Galloway Council Archaeologist provided guidance on the nature of archaeological works required.

The archaeological works comprised a watching brief during all ground reduction works within the area to be formed into hard standing (Figures 2 - 3). The monitoring works uncovered the remains of a single pit / posthole feature [109] (Figures 8a-10) which was subsequently dated to the Late Bronze Age.

Rebecca Shaw Archaeological Services was appointed to act with regard to the archaeological condition by Stephen Walker from Lochmaben Transport Ltd.

2 Background

Historical
Although the proposed development area had no known features archaeological interest, it located immediately adjacent to the course of a Roman road and close to a (possible) prehistoric standing stone (HER ref MDG9857). It was also within close proximity to a number of known archaeological sites, which include: a number of prehistoric pits & posthole (NY 105 897; NY18NW 89; MDG 24884), which are located in the immediate ENE; a (possible) enclosure (NY 10673 90031; NY19SW 22; MDG 7331) and the route of a roman road (NY 1046 9000 to NY 1113 9499; NY19SW 25).

Recent investigative works, undertaken in a proposed development site to the SE (MDG27013; NY 1063 8942) identified two discreet areas of archaeological interest. Area 1 contained twenty-seven pits or postholes in and Area 2 contained five pits; a relatively narrow long linear feature and a small slightly curved oblong feature. Radiocarbon dates were obtained for each of these two area which dated the site to the mid 4th millennium BC (approx) (Shaw and Francis. 2016).

Cartographic
The earliest sound mapping for the proposed development area dates to the mid eighteenth century (Roys Military Survey Map), which depicts a settlement named as Hangingshaw, comprising a cluster of buildings with associated cultivation (Figure 4a). To the north of Hangingshaw, the site of Dunwoody is noted, comprising a large house surrounded by a wooded area and defined fields.

The first detailed mapping for the area, the 1st edition Ordnance Survey map (1858, Figure 4b), depicts open undeveloped ground, noting a possible prehistoric standing stone along the western edge of the field (HER MDG9857) - however, it is also a possibility that this stone is either a boundary stone or large stone cleared from the adjacent field.

By the 2nd edition Ordnance Survey map Hangingshaw (latterly named as Hangingshaw

Farm) has been developed further and now comprises a horse gin - two unnamed dwellings are depicted to the south (latterly named as Hangingshaw Cottages). A railway line and embankment are visible along the eastern edge of the site and there is a main road along the western edge (which becomes the A74 and then the B7076). There is a further small road / track which adjacent to the northern edge of the site, leading from Hangingshaw and under the railway / embankment to the farmland on the other side.

Hangingshaw Farm continued in use as a working farm until the road under the railway was infilled, blocking access to the farmland to the west of the railway. The farm and lands were sold in circa 2006/2007.

3 Project Works:

The archaeological works consisted of monitoring of ground reduction works associated with the formation of a new area of hard standing. The works were carried out between the 9th – 16th April 2019 and were undertaken as stipulated in the Written Scheme of Investigation (Shaw, February 2019), agreed with Dumfries & Galloway Council Archaeologist.

A singe pit / posthole feature noted during the course of the monitoring works [109] was subsequently fully excavated and the main fill (110) processed. Material sufficient for radiocarbon dating was recovered from within the fill.

All works complied with the Chartered Institute for Archaeology's Standards and Policy Statements and Code of Conduct (2014), and Historic Environment Scotland Policy Statements.

4 Findings:

The initial archaeological works comprised the monitoring of ground reduction works associated with proposed change in land use from agriculture to hard standing (Figures 5a - b) - to provide additional HGV parking for transport vehicles (Figures 2 - 3). In most of the proposed development area a clean subsoil was not uncovered.

In the northern half the topsoil was fairly shallow and comprised an orangey brown fine silt (101). The topsoil covered an area of demolition debris / infill which comprised fragments of: kerb stones; concrete; tarmac, bricks, salt glazed pipes and traffic cones mixed with an orangey brown gritty silt with moderate to frequent small stones and gravel (102) (Figure 6a). This material is probably derived from the construction of the adjacent M74 which was completed in 1966.. Across the site, the under lying subsoil (where uncovered) comprised an orangey red in gritty silt and frequent stones (103) (Figure 5c).

In the southern half the topsoil varied (Figure 10): in the central area (Figure 6b) the topsoil comprised a fairly compact, orangey fairly fine silt containing a moderate amount of small – medium sized stones (104). The topsoil, which measured from 250mm – 500mm in depth, contained metal debris; glass bottles as well as frequent fragments of red bricks and was above a layer of stones and bricks (Coltness, Wishaw). Closer to the entrance gate (Figure 7c) the topsoil comprised a moderately compacted medium to dark orangey brown fairly fine sandy silt with discreet sections which were more gravelly or clayey clay (105). The topsoil averaged 500mm in depth. In the southern extent (of the southern half), the topsoil comprised a mid to dark brown silt with containing frequent angular stones and gravel (106) - averaged 100mm in depth (Figure 7a).

Prehistoric Pit / Posthole

Within the north-eastern area of the development area, a moderately sized oval shaped pit / posthole was noted F [109] (Figures 7b & 8a). The pit / posthole measured 0.48m by 0.40m with a maximum depth of 0.34m (Figure 8b & 9b) The pit / posthole contained two fills (110) & (111) (Figure 9a): the upper fill comprised a small lens orangey brown gritty silt (111) which measured 0.18m wide and maximum depth of 0.03m. The majority of the pit / posthole was filled by a dark brown, gritty silt which contained frequent small fragments of

charcoal as well as fragments of burnt bone and frequent angular stone (110). Context (110) was fully sampled (12 litres in volume).

5 Post Excavation

Environmental analysis - Laura Bailey (Headland Archaeology)
Within the environmental assemblage small number of naked barley (*Hordeum vulgare var. nudum*) grains were recovered from the soil samples and analysis showed that the cereal was broken and abraded. A single indeterminate cereal grain was also recovered from sample 1. A small (<0.1g) fragment of hazelnut shell was recovered from sample 1. A large amount of unabraded charcoal was recovered from the fill (110) of pit / posthole [109] (Table 1). The charcoal was well preserved and unabraded. Oak (Quercus sp.) was the dominant taxon, however, occasional non-oak charcoal fragments were also present.

Within both samples, fully-calcined bone (burnt) was recovered in varying quantities. The bone was heavily fragmented and lacked any diagnostic features required for identification.

The environmental contents of the soil samples were sufficient for radiocarbon dating.

Table 1

Context			110	110
Sample			1	2
Context type			Fill of pit [109]	Fill of pit [109]
Sample Vol (l)			5	7
Retent Vol (l)		-	1.8	2
Flot Vol (ml)		-	50	30
Sufficient for AMS?		-	Y	Y
Plant remains				
Cereal grain		ch		
Hordeum vulgare var. nudum	Naked Barley	ch	++	+
Cereal indet	Indeterminate cereal	ch	+	-
Plant remains				
Corylus avellana	hazel nutshell fragment(s)	ch	+	-
Charcoal				
Charcoal	Qty	ch	++++	+++
Charcoal	Max size (mm)	ch	15	15
Charcoal	Oak	ch	+++	++
Charcoal	Non-oak	ch	+	++
Bone				
Burnt bone		ch	++++	++++
Unburnt bone		-	-	+

Radiocarbon Dating
A sample of charcoal recovered from deposit (110) within F [109] was submitted to Scottish Universities Environmental Research Centre for 14C dating. The radiocarbon age for F [109] (fill 110) BP 2834 ± 26 (SUERC 90386 – GU53267) (δ 13 relative VPDB -25.6%) was calibrated to: 1072 – 911BC (95.4% probability with 94.9% relative likelihood).

The sample can therefore be dated to the early first Millennium BC (Late Bronze Age).

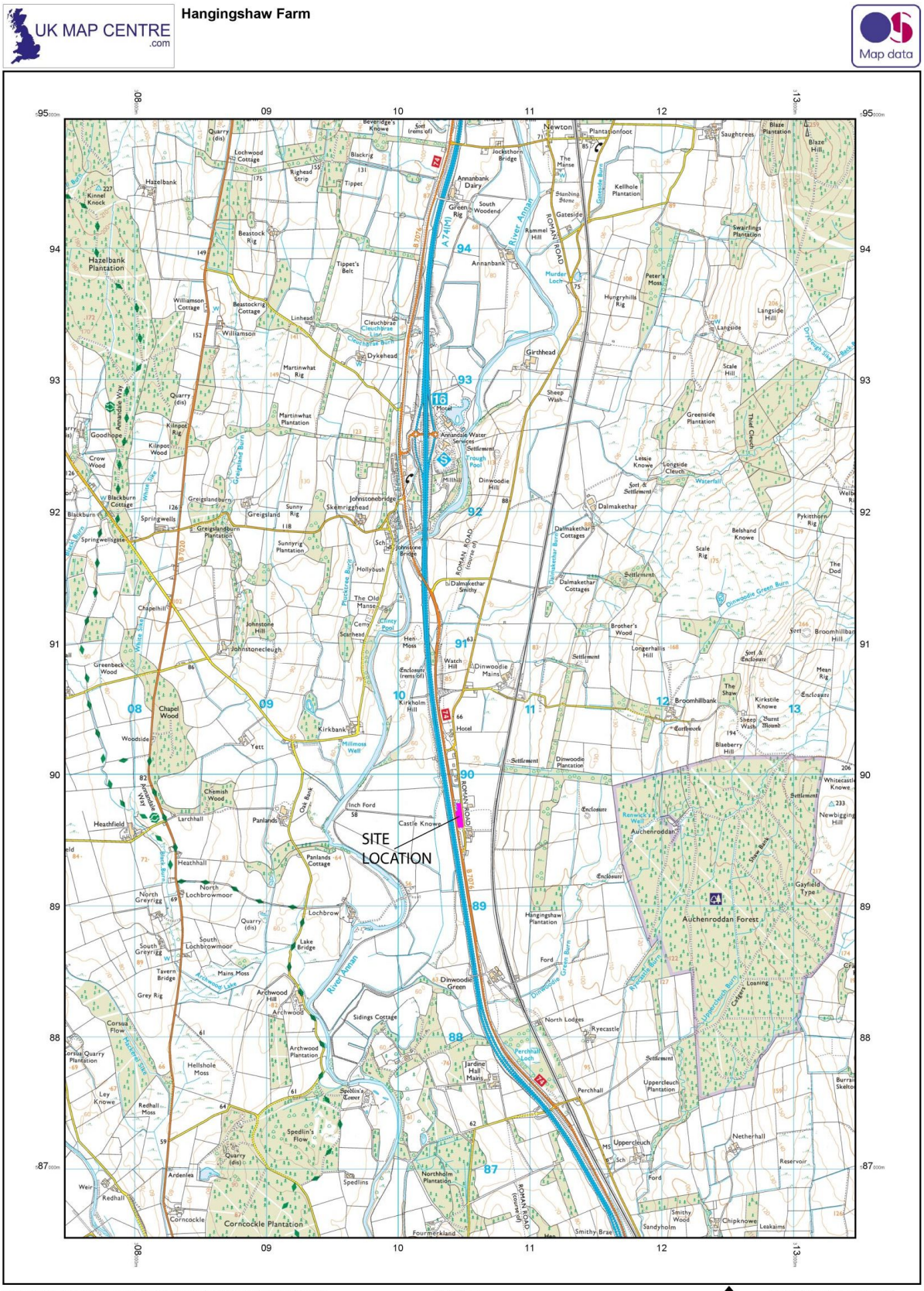

Figure 1 – location map

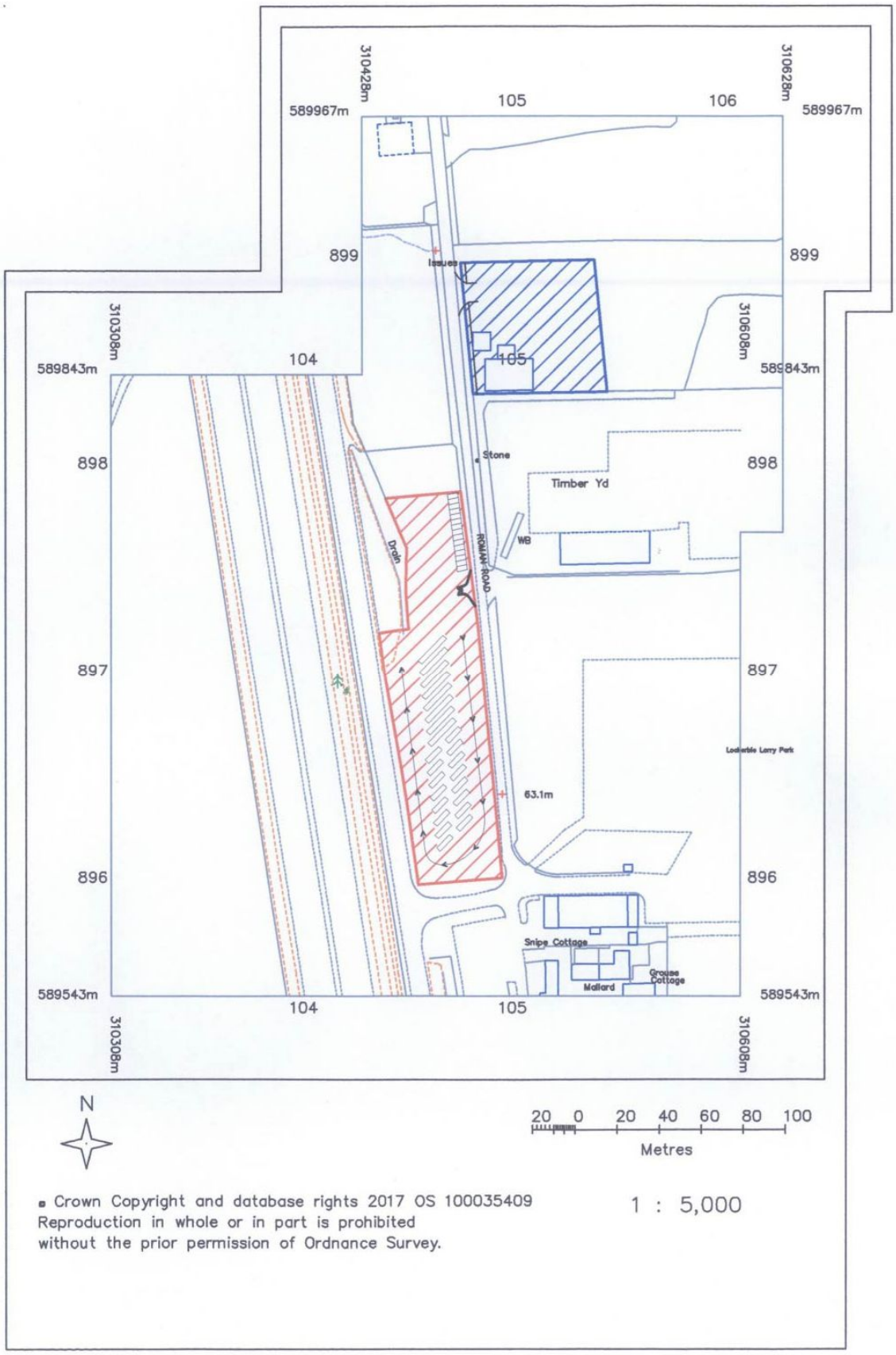

Figure 2 – detailed location map (c) Plan B Building Architectural Consultant

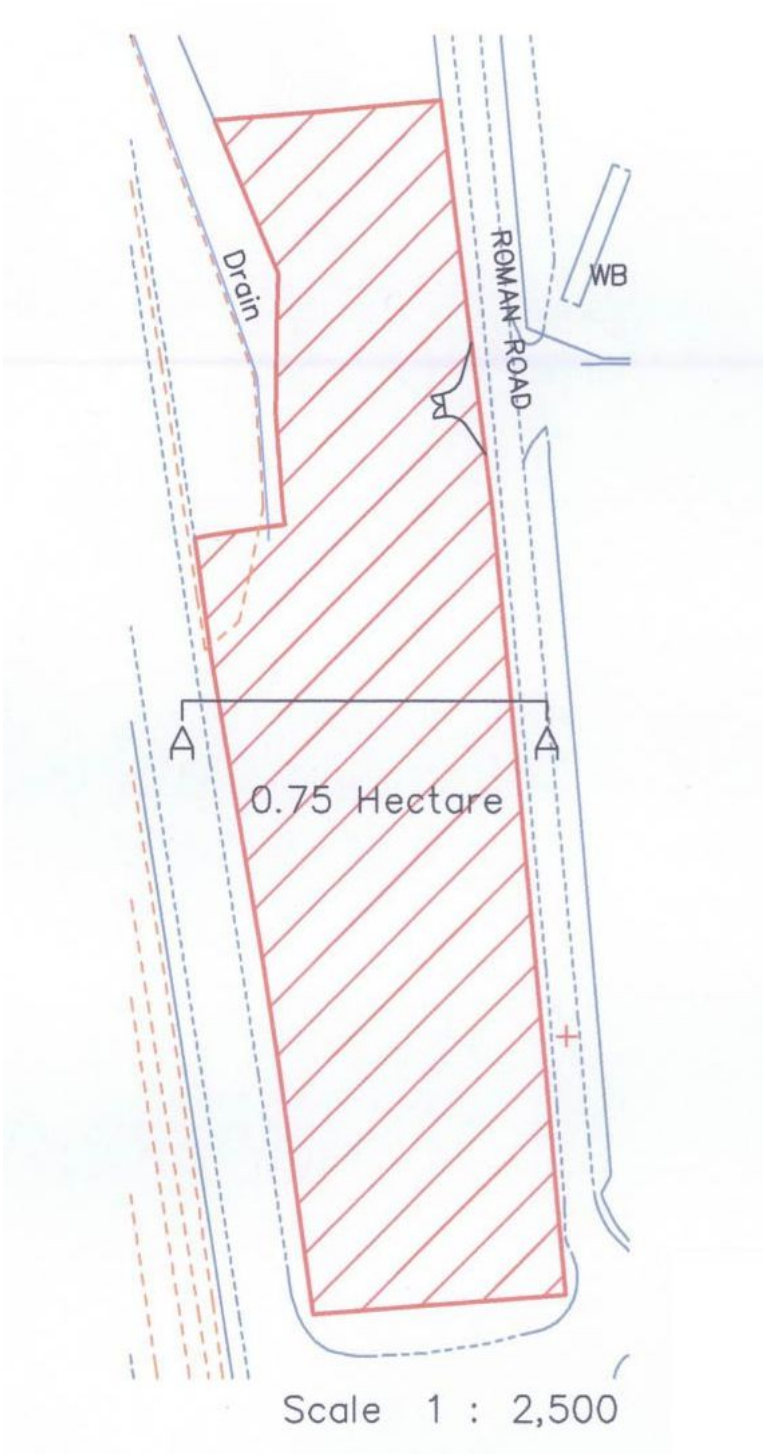

Figure 3 - proposed site plan (c) Plan B Building Architectural Consultant

Figure 4a – Roys Military map of Scotland (1747-55)

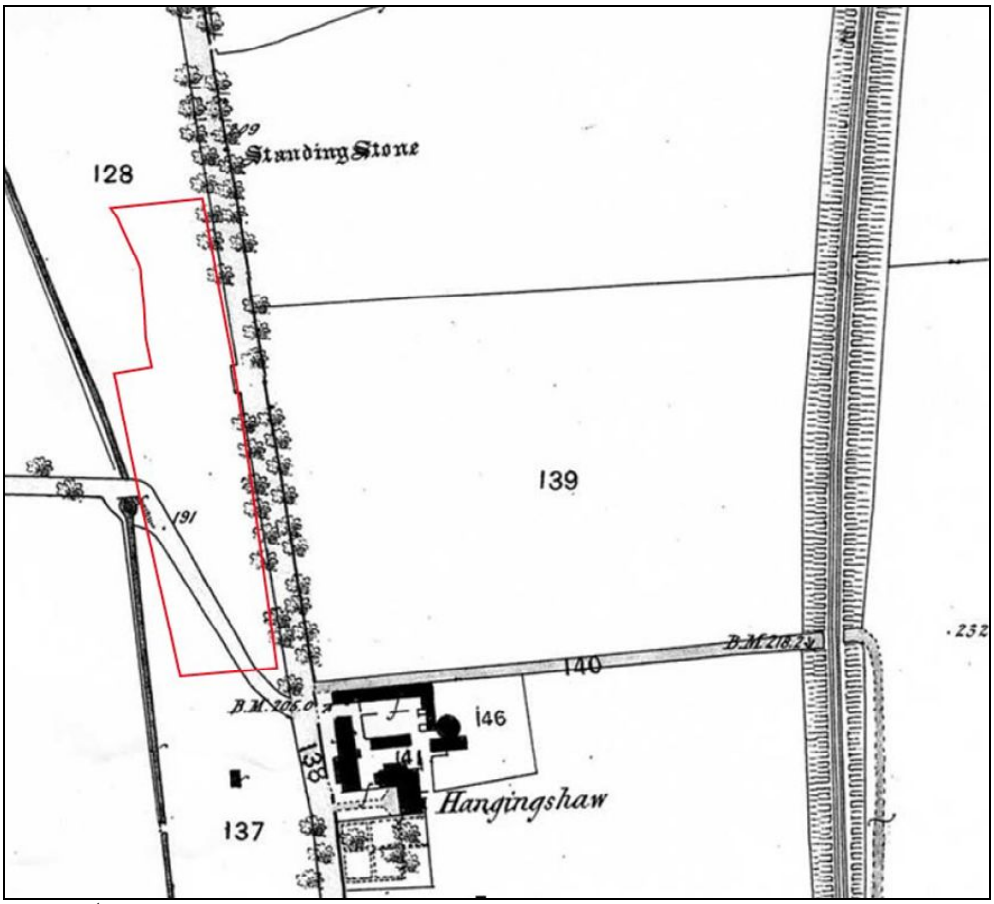

Figure 4b – 1st Edition Ordnance Survey 1:2500 (1858) © Crown Copyright and Landmark Information Group – not to be reproduced without permission (869629392).

6 Discussion

The proposed works comprised monitoring of ground reduction works in regard to construction of an area of hardstanding area (for use as parking for HGV transport vehicles) (Figures 2 & 3). The works were undertaken within an area where the surrounding landscape contained known archaeology (including prehistoric pits / postholes and linear features) and there was therefore a moderate to high potential to uncover buried remains.

In general the ground reduction works in the southern half indicated that the area had been subject to previous (fairly modern) disturbance, as it contained debris which included: kerb stones; concrete; tarmac, bricks, salt glazed pipes and traffic cones [102]. These elements are probably related to the construction of the adjacent M74 (completed in 1966) with this area possibly a compound?. The northern half also contained debris containing modern material [104] which has possibly been dumped over the decades.

Given the depth across the entire proposed development area, the subsoil was only uncovered in one or two areas (Figure 10). Within one of the areas where the subsoil was uncovered, a single feature of archaeological interest was noted. The feature of note comprised a pit or posthole F [109] (Figures 8a-9b) which was located within the northeast of the development area (Figure 10). Analysis of recovered environmental material revealed that the pit contained a small number of naked barley as well as a small fragment of hazelnut shell and a large amount of charcoal, which included oak. The soil samples contained varying quantities of fully-calcined bone (burnt) but this was very fragmented and lacked any diagnostic features required for identification. The environmental material from this pit produced a radiocarbon date of 1072 – 911BC, dating the pit / posthole to the late Bronze Age.

This single pit / posthole [109] was located in relative close proximity to the ten pits / postholes which were uncovered and excavated during proposed development works in 2008 (Figures 10 & 11). Given the location of these pits / posthole it is probable that pit / posthole [109] is related and that the area of activity was much wider than indicated by the 2008 works. The fill of F [109] was very similar to the pits which were excavated in 2008 but the profile appeared more akin to a posthole (Figures 9a - b). It was noted in 2008 (Shaw, 2008) that the spatial distribution of the pits (Figures 10 & 11) made it unlikely that they represented structural features but were instead more characteristic of domestic activity associated within or close to a settlement, such as cooking, storage or burial practices.

It is also worth noting that the two pits (from 2008) which were dated to the Bronze Age (rather then the Early Neolithic Period) are located closest to the feature excavated during the current works, which was also dated to the Bronze Age. Given this it is probable that more features existed or may still exist, either below the current road (named as the Roman Road) or within the proposed development area (given that the subsoil was not revealed in the majority of the application area.

In conclusion, as noted in 2008, it seems reasonable to reiterate that this area appears to have been either continually settled, or at least occupied intermittently, from the Early Neolithic Period to the Late Bronze Age.

7 Conclusion

A programme of archaeological investigative works were undertaken in respect of proposed works on land to the north of Hangingshaw Farm, Dinwoodie (NY 10463 89706). The proposed works comprised the change of land use from agricultural to hardstanding to provide parking for HGV vehicles.

The works were undertaken between the 9th – 16th April 2019. Within the development area there was indication that the land had partly been used for the dumping of construction material potentially associated with the construction of the M74 as it

contained modern debris such as: traffic cones, kerb stones, concrete and bricks. Across the site the topsoil / debris deposit had an average depth of 500mm.

A single feature of archaeological significance was recorded within the northeast of the proposed development area. Analysis of charcoal recovered from this pit or posthole feature [109] was radiocarbon dated to the Late Bronze Age. The feature was located in close proximity to a cluster of ten pits / posthole uncovered during development works in 2008. The previous pits were dated from the Early Neolithic Period to the Late Bronze Age and it is probable that the feature uncovered during these works is part of the same complex and indicates reuse or continual use of an area over several millennia.

Figure 5a – general pre-ex image (from W)

Figure 5b – general pre-ex image (from NNW)

Figure 5c – general post-ex image – looking to the northern half (from SSE)

Figure 6a – general image showing debris [102] (from SSE)

Figure 6b – general post-ex image (from NNW)

Figure 6c – general post-ex image – southern end (from NNW)

Figure 7a - general post-ex image at southern end (from SSE)

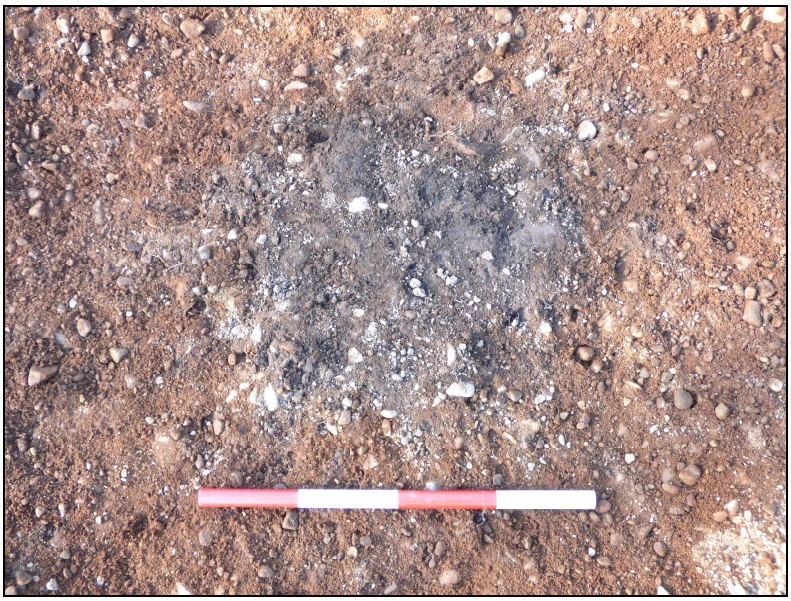

Figure 7b – pre-excavation of F [109] (from S)

Figure 7c – entrance area (from N)

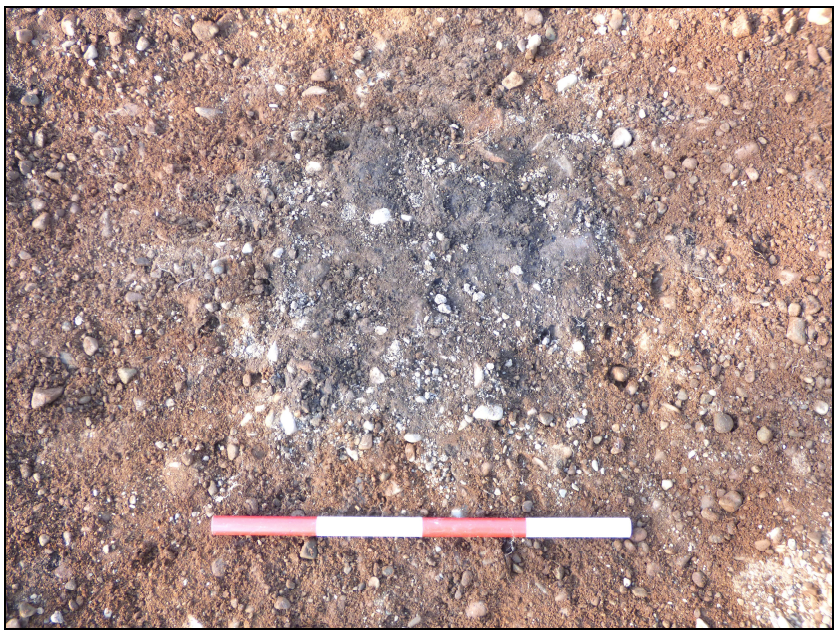

Figure 8a – pre-ex image of F [109] (from S)

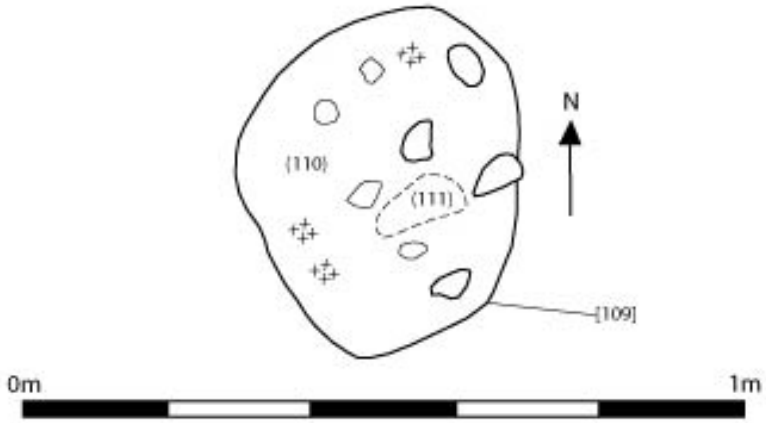

Figure 8b – pre-excavation plan of F [109]

Figure 8c – post-ex image of F [109] (from N)

Figure 9a – south facing section though F [109] from (S)

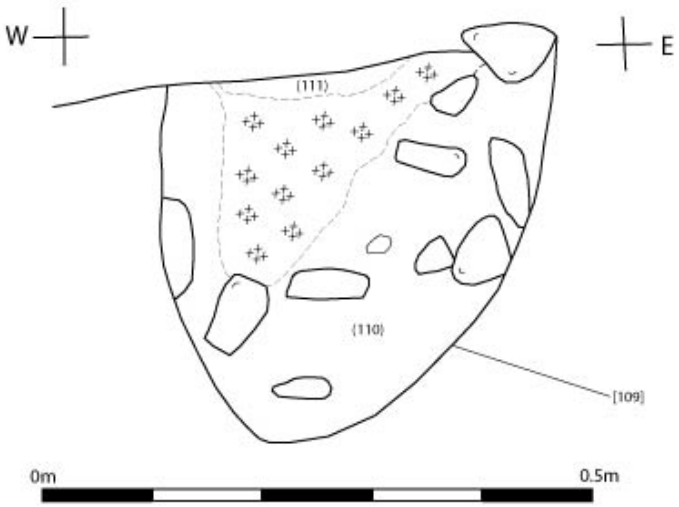

Figure 9b – south facing section though F [109]

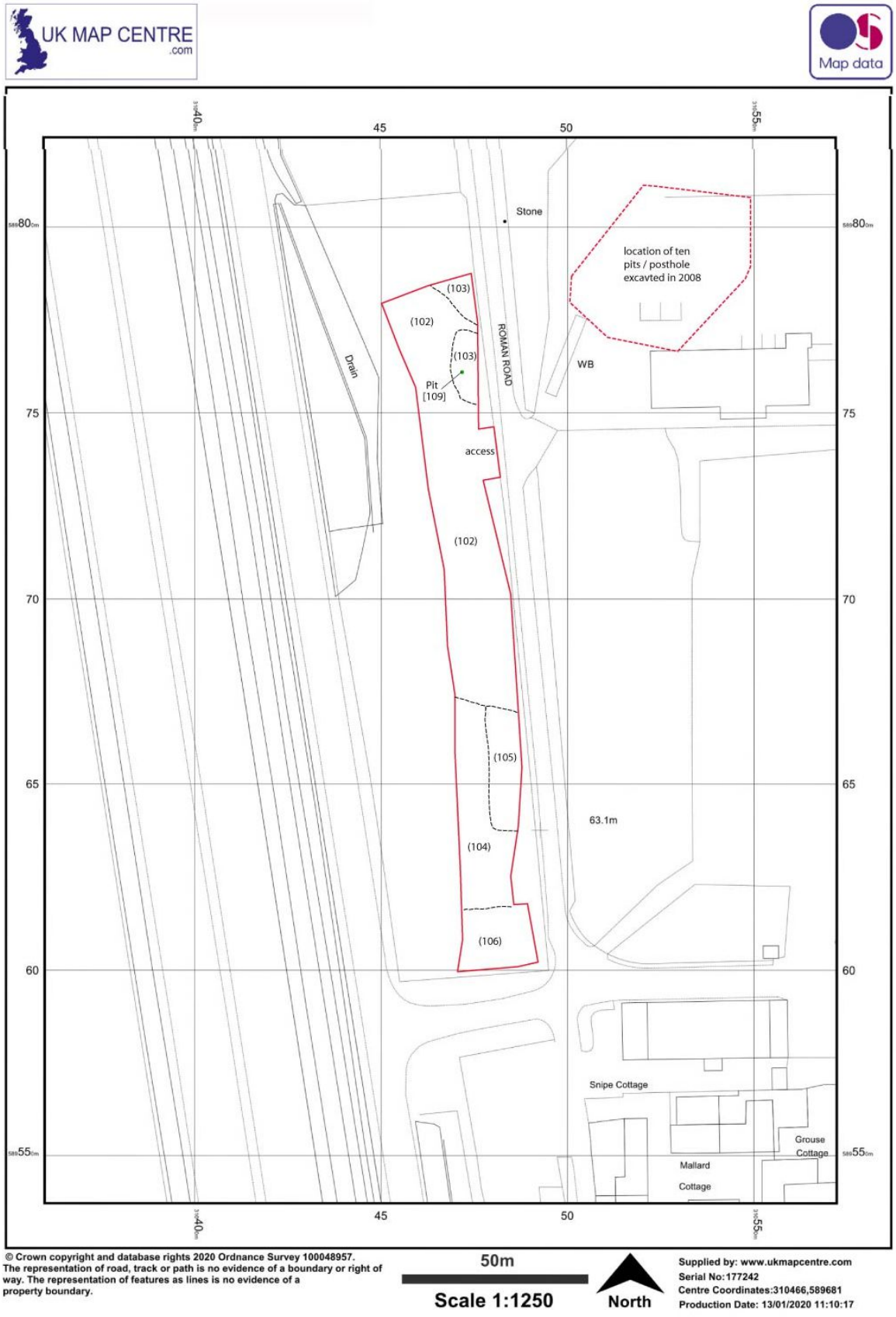

Figure 10 – post excavation sketch plan showing location of pit F [109] and area where pits / posthole excavated in 2008

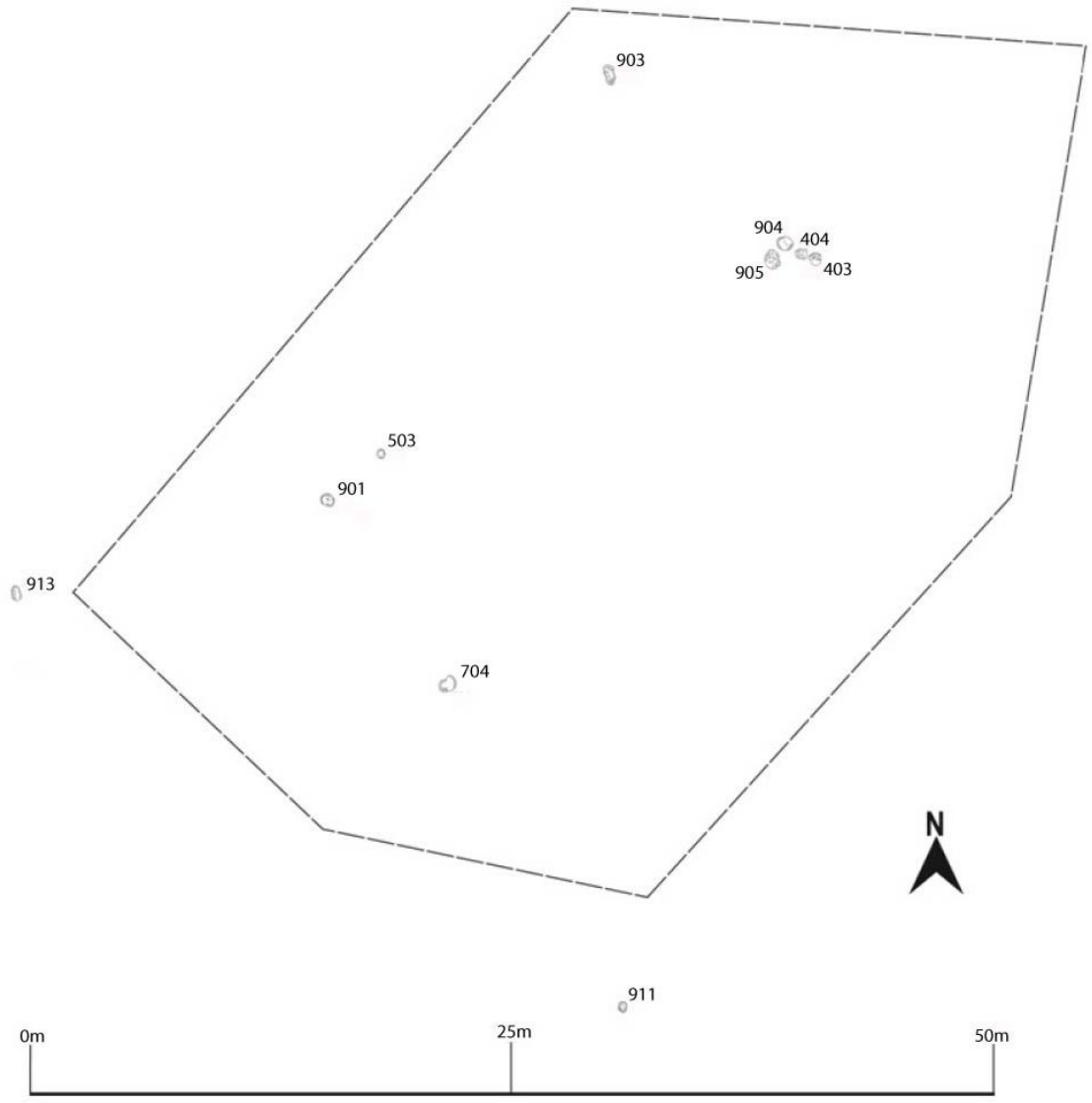

Figure 11 - detailed site plan showing the ten pits / posthole from 2008 excavations results from the five features which were radiocarbon dated: F [403] [904] & [905] - Early Neolithic Period; F [901] - Middle Bronze Age and F [911] - Late Bronze Age

References

*Documen*tary

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Cartographic

Roy	1752-55	Military Survey Map of Scotland
Ordnance Survey	1858	1st Edition Ordnance Survey, 1:2500 Dumfriesshire.

Appendix 1: Record Summaries

Context Summaries

No.	Interpretation	Description
101	Topsoil (northern area)	Shallow topsoil (200 mm), orange brown fairly fine silt.
102	Demolition/infill debris	Demolition debris which contains kerbs, concrete, tarmac, traffic cones, bricks, salt-glazed pipes and blocks of red sandstone. This infill is mixed with orangey brown gritty silt with moderate to frequent small stones and gravel.
103	Subsoil	Orangey red gritty silt with frequent stones.
104	Topsoil (south of entrance gate)	Fairly compact orangey brown fairly fine silt with moderate amount of small – medium stones. Depth ranges from 250mm – 500mm. Metal debris and glass bottle inclusions. Contained small stones and gravel, mixed with a dark orange silt with frequent fragments of red bricks - over a layer of stones and bricks (Coltness, Wishaw).
105	Topsoil (south of entrance gate)	Medium orangey brown fairly fine sandy silt, gravelly and clay in sections. Average depth of 500mm. Moderately compact
106	Topsoil (southern extent of site)	Mid to dark brown silt with stone and gravel. Mixed with dirty brown silt and angular stones. Average depth of 100mm. Very stony
109	Cut of pit	Cut of oval pit located within north eastern area of development area. Measured 0.48m by 0.40m with a maximum depth of 0.34m. Filled by (110) and (111).
110	Fill of F [109]	Dark brown, gritty silt with frequent charcoal, fragments of burnt bone and frequent angular stone.
111	Upper fill of F[109]	Small lens of orangey brown gritty silt.

Photographic Record

No.	Disc No.	Image No.	Description	From	Date
1	1	1	General pre-ex	W	9/4/19
2	1	2	General pre-ex	NNW	9/4/19
3	1	3	General pre-ex – looking towards northern half	SSE	9/4/19
4	1	4	General photo showing “debris”	SSE	9/4/19
5	1	5	General post-ex	NNW	9/4/19
6	1	6	General post-ex southern end	NNW	10/4/19
7	1	7	General post-ex at southern end looking to the north	SSE	10/4/19
8	1	8	Pre excavation of F [109]	S	10/4/19
9	1	9	Entrance area	N	16/4/19

10	1	10	Pre-excavation of F [109]	S	16/4/19
11	1	11	South facing section through F [109]	S	16/4/19
12	1	12	Post-excavation F [109]	N	16/4/19

Drawing Record

Sheet No.	**Drawing No.**	**Description**	**Scale**	**Date**
1	001	Pre-excavation plan of F [109]	1:20	10/4/19
1	002	South facing section through F [109]	1:10	16/4/19
1	003	Post-excavation plan of F [109]	1:20	16/4/19

Soil Sample Record

Sample No.	**Feature No.**	**Context No.**	**Description**
1	[109]	110	4.5 large bags

Appendix 2: Discovery & Excavation in Scotland

LOCAL AUTHORITY:	Dumfries and Galloway
PROJECT TITLE/SITE NAME:	Hangingshaw Farm, Dinwoodie
PARISH:	Applegarth
NAME OF CONTRIBUTOR:	Rebecca Shaw
NAME OF ORGANISATION:	Rebecca Shaw Archaeological Services
TYPE(S) OF PROJECT:	Archaeological Monitoring Works
NMRS NO(S):	None
SITE/MONUMENT TYPE(S):	None
SIGNIFICANT FINDS:	Prehistoric pit / posthole [109] dated to the early first Millennium BC (Late Bronze Age).
NGR (2 letters, 6 figures)	Centred on NY 10463 89706
START DATE (this season)	9th April 2019
END DATE (this season)	16th April 2019
PREVIOUS WORK (incl. *DES* ref.)	None.
PROPOSED FUTURE WORK:	None
DESCRIPTION:	A programme of archaeological investigative works were undertaken in respect of proposed works on land to the north of Hangingshaw Farm, Dinwoodie (NY 10463 89706). The proposed works comprised the change of land use from agricultural to hardstanding to provide parking for HGV vehicles. The works were undertaken between the 9th – 16th April 2019. Within the development area there was indication that the land had partly been used for the dumping of construction material potentially associated with the construction of the M74 as it contained modern debris such as: traffic cones, kerb stones, concrete and bricks. Across the site the topsoil / debris deposit had an average depth of 500mm. A single feature of archaeological significance was recorded within the northeast of the proposed development area. Analysis of charcoal recovered from this pit or posthole feature [109] was radiocarbon dated to the Late Bronze Age. The feature was located in close proximity to a cluster of ten pits / posthole uncovered during development works in 2008. The previous pits were dated from the Early Neolithic Period to the Late Bronze Age and it is probable that the feature uncovered during these works is part of the same complex and indicates reuse or continual use of an area over several millennia.
PROJECT CODE:	019003
SPONSOR OR FUNDING BODY:	Lochmaben Transport Ltd
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ARCHIVE LOCATION (intended)	Report to Dumfries & Galloway Sites and Monuments Record and archive to HES Collections

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