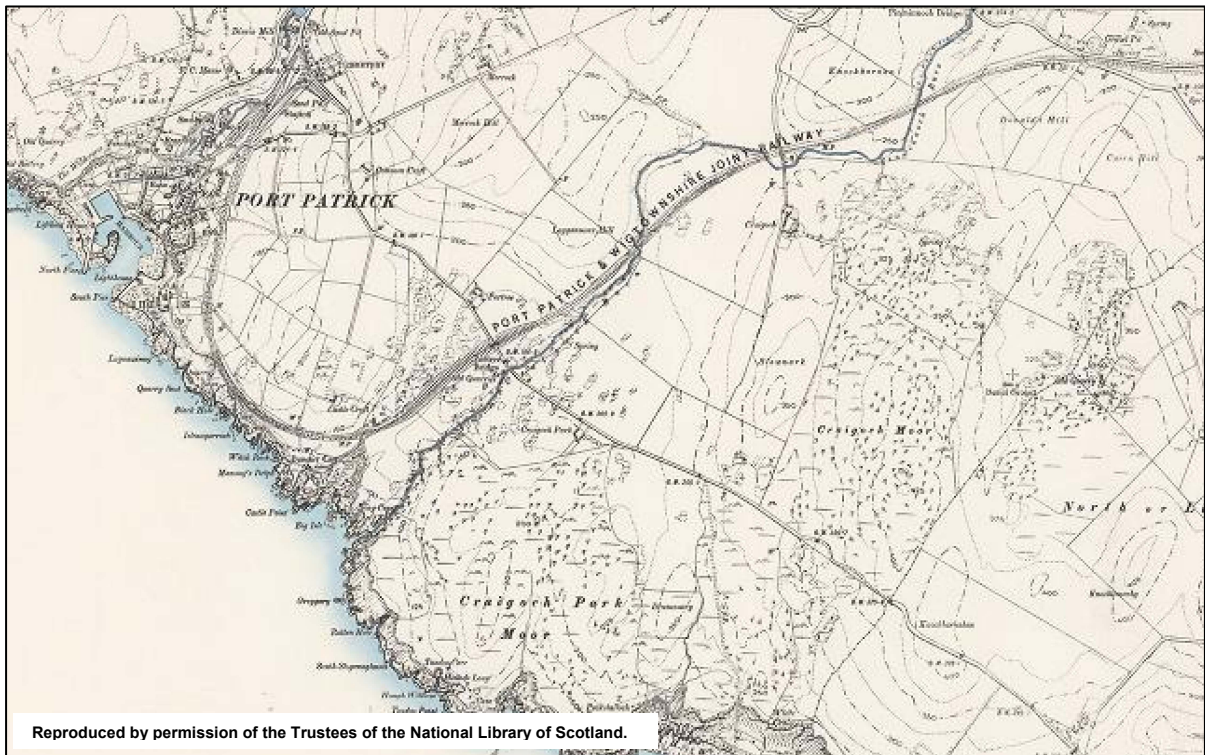


Caledonian Cheese Effluent Pipeline, Dumfries & Galloway: Archaeological Mitigation

Desk-Based Assessment



by Claire Williamson

issued 7th June 2013

on behalf of Caledonian Cheese Company

RATHMELL 
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Quality Assurance

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Signed Claire Williamson Date ...7th June 2013..

In keeping with the procedure of Rathmell Archaeology Limited this document and its findings have been reviewed and agreed by an appropriate colleague:

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Introduction

1. This Desk Based Assessment has been prepared for APD Architecture on behalf of their client, Caledonian Cheese Company, in respect of a proposed effluent pipeline running between Stranraer and Portpatrick, Dumfries & Galloway.
2. The archaeological works are designed to assess the potential impact on the archaeological remains within their development area, with mitigation proposed. Such mitigation would be subject to the agreement of the Dumfries & Galloway Archaeology Service.
3. Rathmell Archaeology Limited has been appointed by APD Architecture on behalf of their client to undertake the development of archaeological assessment and proposal of mitigation works for the proposed pipeline.
4. The identified structure of appropriate mitigation works are those necessary to ensure that the development can proceed while dealing appropriately with the identified adverse impact on the archaeological resource.

Planning and Legal Context

5. Scotland has been altered by a series of historic decisions about the use of our land and sea. The resultant modern land and seascape is a palimpsest of relict elements from these past uses that contribute to form our historic environment. Our work examines the local historic environment to identify the significant contributing elements (assets) to enable design developments to enhance the historic environment and avoid adverse impacts.
6. The UK and Scottish Governments have passed legislation for the conservation and protection of the historic environment; this legislation has generated a range of relevant designations.

Table 1: Relevant historic environment designations

Designation	Explanation	Environment	Importance	Responsibility
Ancient Woodland	Areas identified within the Inventory of Ancient Woodland based on the longevity of woodland cover.	Terrestrial	National Regional and Local	Scottish Natural Heritage
Conservation Areas	Areas of special architectural or historic interest can be designated as Conservation Areas, under the <i>Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997</i> .	Terrestrial	Local	Planning Authority
Controlled Sites	Under <i>Protection of Military Remains Act 1986</i> .	Maritime	National	Ministry of Defence
Designated Wrecks	Wrecks protected for their historical, artistic, or archaeological importance under the <i>Protection of Wrecks Act 1973</i> .	Maritime	National	Historic Scotland
Historic Battlefields*	Battlefields included on the Inventory of Historic Battlefields giving them protection through the planning system.	Terrestrial	National	Historic Scotland
Historic Gardens and Designed Landscapes*	Gardens and designed landscapes included on the Inventory of Gardens and Designed Landscapes giving them protection through the planning system.	Terrestrial	National	Historic Scotland
Historic Maritime Protected Area	The identification of Historic Marine Protected Areas was established under <i>Marine (Scotland) Act 2010</i> . These protect historic assets of national importance within the Scottish territorial waters.	Maritime	National	Historic Scotland
Listed Buildings	Buildings of special architectural or historic interest protected under the <i>Planning (Listed</i>	Terrestrial	National, Regional	Historic Scotland and

	<i>Buildings and Conservation Areas (Scotland) Act 1997</i> as modified by the <i>Historic Environment (Amendment) (Scotland) Act 2011</i> . Classified into (non-statutory) categories A, B and C in decreasing order of importance.		and Local	Planning Authority
National Scenic Area	Landscapes of outstanding scenic interest, incorporating historic environment dimension, designated under <i>Planning (Scotland) Act 2006</i> . Receiving protection through the planning system	Terrestrial and Maritime	National	Scottish Natural Heritage
Protected Places	Under <i>Protection of Military Remains Act 1986</i> .	Terrestrial and Maritime	National	Ministry of Defence
Scheduled Monuments	Ancient monuments protected for archaeological interest under <i>Ancient Monuments and Archaeological Areas Act 1979</i> as modified by the <i>Historic Environment (Amendment) (Scotland) Act 2011</i> .	Terrestrial and Maritime	National	Historic Scotland
World Heritage Sites	Inscribed by UNESCO as exceptional places of 'outstanding universal value' under the <i>UNESCO World Heritage Convention</i> ratified by the UK in 1984.	Terrestrial	International	Historic Scotland and Planning Authority

* these Inventories are required to be compiled and maintained under the *Historic Environment (Amendment) (Scotland) Act 2011* but there is no statutory protection afforded to the so designated heritage asset.

7. Assets without statutory protection are curated within the relevant planning system by the appropriate planning authority. Given that the current development proposal covers changes of use in both the terrestrial and marine environment, guidance on the relevant planning system is presented within *Scottish Planning Policy 2010*:

Statutory planning control under the Town and Country Planning (Scotland) Act 1997 and associated legislation extends to the mean low water mark of ordinary spring tides, and to marine fish farming. A new marine planning system is being introduced through the Marine (Scotland) Bill. The purpose of the marine planning system is to provide a framework for the sustainable development of the Scottish marine area, setting economic, social and marine ecosystem objectives and providing a framework for decision making. A national marine plan will be prepared by the Scottish Government and regional marine plans will be prepared by Marine Planning Partnerships to guide decision making within the marine planning system. The powers of the marine planning system will extend up to the mean high water mark. The terrestrial planning system and the marine planning system are legally and functionally separate but overlap in the inter-tidal area. Scottish Planning Policy 2010

8. *Scottish Planning Policy 2010* deals with all aspects of the historic environment with a view to its protection, conservation and enhancement.

In most cases, the historic environment (excluding archaeology) can accommodate change which is informed and sensitively managed, and can be adapted to accommodate new uses whilst retaining its special character. However, in some cases the importance of the heritage asset is such that change may be difficult or may not be possible. Decisions should be based on a clear understanding of the importance of the heritage assets. Scottish Planning Policy 2010

9. Historic Scotland has also issued guidance that is a material consideration through their *Managing Change in the Historic Environment* series. For archaeological Assets *PAN 2/2011 Planning & Archaeology* indicates that the principle of preservation *in-situ* where possible, and by record if loss cannot be avoided.
10. The Scottish Government in 2011 expressed their policy towards the management of change in the historic environment through their *Scottish Historic Environment Policy*. Of

note in this context:

The protection of the historic environment is not about preventing change. Ministers believe that change in this dynamic environment should be managed intelligently and with understanding, to achieve the best outcome for the historic environment and for the people of Scotland. Such decisions often have to recognise economic realities. Scottish Historic Environment Policy 2011

11. The local terrestrial planning authority, Dumfries & Galloway Council, delivers the Development Plan through a Structure Plan and Local Development Plan, currently the new Local Development Plans are in early stages.

Dumfries and Galloway Structure Plan

12. The Dumfries and Galloway Structure Plan 1999, through a series of specific policies, identifies the approach that should be taken to the historic environment. The appropriate treatment of the historic environment is identified through policies such as *Policy E12 Development Affecting Archaeological Sites* and *Policy E13 Archaeologically Sensitive Areas*.
13. *Policy E12* gives an overarching statement which can be applicable here:

There will be a presumption against development which would destroy or adversely affect the appearance, fabric or setting of Scheduled Ancient Monuments, sites of national importance and other areas of significant archaeological interest.

In exceptional circumstances, where it is not possible to secure the preservation of archaeological remains, the Council will require an appraisal of the impact of the development on the site. The developer will be responsible for securing an agreed programme of archaeological work to the satisfaction of the Council.

14. The Structure Plan then goes on to explain the categories of National, Regional and Local Importance as well as those described as Other which do not fit into these categories.

Wigtown Local Plan

15. The Wigtown Local Plan 2006 further identifies the approach that should be taken to the historic environment through policies including *General Policy 54: Known Archaeological Sites – Including Scheduled Ancient Monuments* and *General Policy 55: Archaeologically Sensitive Areas*. The policies are in accordance with *Policy E12* and *Policy E13* from the Structure Plan respectively.

Regional Marine Plan

16. There will be evolving Marine Policies from the Marine (Scotland) Act 2010, with the introduction of a National Marine Plan, and then the Regional Marine Plans which will follow. These will introduce a more holistic streamlined licensing system for the marine environment improving the efficiency and transparency of decision-making for developers. However, these documents are currently not compiled or available.

Objectives

17. The character and scope of the archaeological resource within the development area is dominated by the historic railway, although there is also the potential for prehistoric to 19th century archaeology. Beyond this we cannot safely make further assumptions about the likely date, duration or function of the archaeological resource. Necessarily, therefore, the following objectives must remain quite general:
 - a. to determine the nature, form and extent of the archaeological resource within those areas adversely impacted upon by the development;

- b. to establish, wherever feasible in the long term, a programme of preservation *in-situ* to protect the archaeological resource;
 - c. where preservation is not feasible, to institute a programme of managed excavation of the archaeological resource to recover artefactual, palaeo-environmental and structural evidence;
 - d. to undertake a programme of analysis of archaeological materials (artefacts, ecofacts, sediment samples and records) recovered; and
 - e. to disseminate the findings of the works through reports to the local planning authority, an academic publication and public lecture where significant archaeology has been excavated.
18. These objectives are to be achieved through this assessment and the proposed package of mitigation works detailed within this document.

Methodology for Desk-Based Assessment

19. A desk-based assessment of both the pipeline route and the immediate surrounding area was undertaken to inform the comprehension of the known and potential archaeological value of the development area. Known terrestrial sites are only numbered where they fall within 50m of the pipeline route (see Table 1). A much larger buffer, broadly covering 200m from the outfall, has been considered (in keeping with COWRIE 2007) due to the coarse nature of marine data.
20. The programme of works involved a desk-based assessment, archives consulted included:
- a. the Royal Commission on the Ancient and Historical Monuments of Scotland (RCAHMS) Collections (known historic environment assets; UK Hydrographic Office data; aerial photography; archived commercial reports);
 - b. the National Archives of Scotland (primary written sources)
 - c. the local Historic Environment Record (known archaeological sites);
 - d. Historic Scotland records (Scheduled Monuments and other designations);
 - e. National Library of Scotland (bibliographic records, historic Ordnance Survey and pre-Ordnance Survey mapping); and
 - f. local museums, libraries and other archives (Old & New Statistical Accounts, local history books).
21. The research was undertaken during May 2013.

Historical and Archaeological Background

22. The route of the proposed pipeline runs from the Caledonian Cheese factory on the eastern side of Stranraer to the southwest, heading towards the coast just south of the town of Portpatrick (Figure 6). The line will pass through the parishes of Inch and Portpatrick and will, for the most part, follow the route of the dismantled Portpatrick and Wigtownshire Joint Railway (S1) which ran between Stranraer and Portpatrick in the 19th to 20th centuries.
23. The lands of the parish of Portpatrick originally formed part of the parish of Inch, and were known as the "Black Quarter of the Inch" (Urquhart 1838, 129). Portpatrick was erected into a distinct parish in 1628 (*Ibid.*).
24. The town of Stranraer originally grew from the site of the Chapel built in 1484. It became a burgh of barony by a charter in 1595, and later became a royal burgh by another in 1617. While it became the principal town of Wigtownshire, Stranraer is now principally known for being the main port of ferries between Scotland and Ireland.

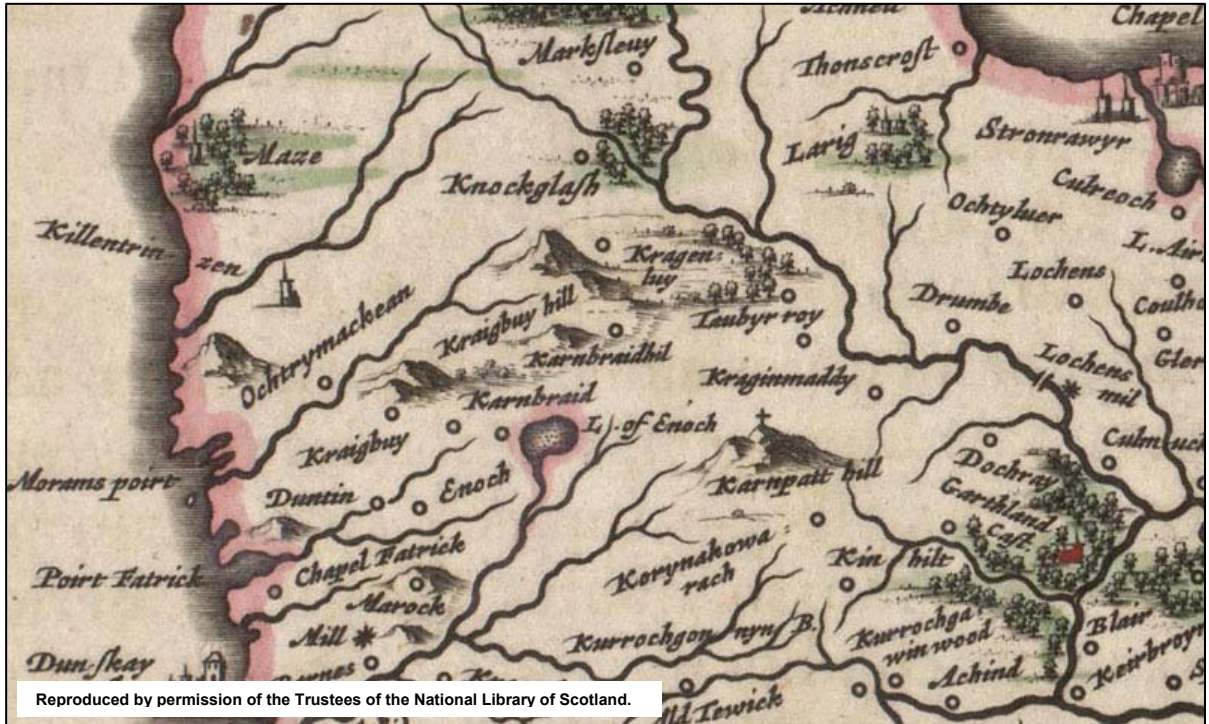


Figure 1a: Extract from Blaeu's *Gallovidiae Pars Occidentallior* 1654



Figure 1b: Extract from Gordon's map 1636-1652



Figure 2a: Extract from Roy's *Military Survey of Scotland 1752-55* (northern half of area)



Figure 2b: Extract from Roy's *Military Survey of Scotland 1752-55* (southern half of area)

25. The town of Portpatrick was once also known as Port Montgomery (McKenzie 1791-99). A charter was granted to Sir Hugh Montgomerie in 1620 for certain lands adjoining Portpatrick to be erected as a burgh in barony and it was at this point that the name was changed to Port Montgomery (Cunningham 1974). After a few years the name changed back to Portpatrick which appears to have been the preferred name. According to legend, the name of Portpatrick is derived from the great Apostle of Ireland who crossed the channel in a single stride and left a deep footprint on a rock that was later removed to become the harbour (*Ibid.*).
26. Portpatrick saw further development due to its popularity as a sailing point between Scotland and Ireland. In 1774, the Post Office built the first pier on the south side of the harbour and a lighthouse was constructed at the seaward end of the pier by 1790 (*Ibid.*). A daily mail service was introduced in 1790, although the establishment of the military road to Carlisle and Edinburgh during 1763, where a Public coach service had been running for some time, had already increased the traffic passing through the port prior to this (*Ibid.*).
27. Further improvements were carried out on the harbour early in the 19th century when two great piers were to be built in order to form a 'U' shape. Even though work on the north pier was never completed, the popularity of Portpatrick as a crossing point continued into the mid 19th century. By the end of the 19th century however, the establishment of a crossing between Stranraer and Larne had begun to take over as the main passage between Scotland and Ireland, and the harbour at Portpatrick was finally abandoned in 1873 (*Ibid.*). While the harbour was still used by local fisherman as well as for excursions and other vessels, the loss was a severe blow to Portpatrick at the time causing considerable unemployment and the abandonment of many buildings, houses and workshops (*Ibid.*).

Historic Mapping

28. Cartographically, the towns of Stranraer and Portpatrick first appear on Joan Blaeu's 1654 map of Wigtonshire (Figure 1a) as 'Stronrawyr' and 'Poirt Fattrick'. Blaeu's maps are based on the earlier mapping of Timothy Pont in 1594 and it is possible that the name given for Portpatrick represents a misreading of Pont's work by Blaeu. Robert Gordon's map from 1636-52 (Figure 1b) names it as 'Port Patrick' although Stranraer doesn't appear to be named. Blaeu's mapping shows the names of some of the settlements in the wider surrounding landscape as well as some of the main waterways and the location of 'Karnpatt hill', later known as Cairn Pat Hill which sits to the north of the route. Gordon's mapping shows less detail, naming some of the settlements but showing less topographical features for the surrounding area.
29. The first mapping to show the area in detail can be seen in William Roy's *Military Survey of Scotland* in 1752-55 (Figures 2a and 2b). On Roy's mapping it is possible to see the street layout of Stranraer as it grew along the southern coastline of Loch Ryan. Further surrounding the town, a series of planned enclosures can be seen to the south and west, as well as the designed landscape surrounding 'Kilhorn' (later known as Culhorn) to the east. Focussing on the line of the proposed route on Roy's map, it is possible to recognise the character of an agricultural landscape, composed of discrete farmsteads surrounded by pockets of rig and furrow, which continue to dominate this landscape.
30. These farmsteads include the site of 'Whiteleys' (S11) which is shown as series of buildings along the roadside, similar to the position seen in later mapping prior to the presence of the railway (S1). Further along the route to the west, it is possible that the name of 'Craiginquarroch' may be an earlier representation of the more modern site of Craigenquarroch (S16) although this is difficult to be certain as the location can only be approximate. The number of buildings makes it appear more substantial than it does in later mapping so either the steading shrank over time or this may represent a different settlement which has since been lost. At the western end of the route, Roy shows 'Port Patrick' in its coastal location with the start of a street pattern still recognisable within the larger settlement of today. The location of Dunskey Castle further along the coast to the south of Portpatrick is also shown.

31. By John Ainslie's map in 1782, the landscape along the proposed route appears to be mostly unchanged although the location and buildings at Roy's 'Craiginquaroch' are no longer depicted. This suggests that the settlement may no longer have been in use by this time, which may indicate that it is not the same settlement which appears in later mapping. Towards the northeastern end of the route the name of 'Clashmahew' is depicted adjacent to a single rectangular building, but as the location is shown further to the east of the roadway, near to Culreoch, rather than along its edge, then it is unlikely to be the same farmstead as that later recorded at S9.
32. Ainslie also shows a farmstead named 'High Balminnoch' located to the southwest of Whiteleys, west of a round plantation which can be seen on later mapping. High Balminnoch appears as two buildings on Ainslie's map which are not recorded on the later Ordnance Survey mapping of the area. Comparing Ainslie's mapping against recent surveys however, it appears that these two buildings lie outwith the proposed route and the surrounding buffer, and so have not been recorded as a site within this desk-based assessment.
33. The next detailed mapping of the area comes with the 1st edition Ordnance Survey in 1849 (Figures 3a and 3b). This gives detailed street layouts, as well as showing the layout of enclosed fields and topographical features in the surrounding area, all to a very accurate standard comparable with the mapping of today. Both the town of Stranraer and the town of Portpatrick can be seen to have grown in size since Roy's survey likely due to the influence of industry and ferry transport coming into both towns. At the northwestern end of the proposed route, on the eastern outskirts of Stranraer, 'Black Parks Tile and Brick Works' (S7) is first shown on the 1st edition Ordnance Survey and appears to reflect the general expansion of the town from industry at this time.
34. As seen in Roy's mapping, the landscape of the proposed route is still dominated by the presence of farmsteads within a rural landscape. As well as Whiteleys (S11), which appears to be in the same location as it is on the earlier mapping, a number of new farmsteads and buildings have appeared along the proposed route and the buffer area (S8, S9, S10, S14, S16, S17, S19, S21, S22, S25, S30 and S31). These sites range in size from single isolated structures to groups of three or four structures with adjacent enclosures. The landscape surrounding these farmsteads, and through which the proposed route runs, is covered for the most part by larger enclosed fields. As recorded in the *New Statistical Account of Scotland* of 1831-45 by Rev. Urquhart (1838), the majority of these boundaries will have been constructed of stone and the growth of these enclosures, as well as the farmsteads themselves, will likely have been a result of the overall improvements within agricultural landscapes which occurred during the 18th to 19th centuries, noted here by Urquhart as "considerable improvements....made by the occupiers generally" (*Ibid.*, 149).
35. Other industries also appear to have heavily influenced the landscape visible on the 1st edition Ordnance Survey 1849, including the presence of mills and their supporting structures. The proposed route passes across the northern end of a body of water surrounding a 'Mill Dam' (S12) and also crosses over the line of a 'Mill Lead' in the area of Knockhornan (S27). In order to harness the power of water to power the waterwheels at nearby mills, a dam could be constructed on an existing waterway, such as the Piltanton Burn at S12, to create a pond which would then feed water down to the mills by way of a mill lead. The 1st edition Ordnance Survey shows a number of mills in the wider surrounding landscape including those at Lochans and Kilhill.
36. Further industrial action appears to have affected the landscape on the 1st edition Ordnance Survey in the form of both old and current gravel pits, some of which lie within the area of the proposed route (S15, S18, S20 and S26). These represent open areas where stone has been extracted to be used for purposes elsewhere.
37. Smaller sites also present along the route include wells (S23, S24 and S29) and the site of a 'Shed' (S13) located within a large plantation later named as the 'Cauld Hame Plantation' on the 2nd edition Ordnance Survey in 1896. This shed was likely a fairly insubstantial structure used for storage by the people responsible for the maintenance of the plantation.

38. A potentially more substantial structure marked on the 1st edition Ordnance Survey along the proposed route is Craigoch Bridge (S28) which is shown crossing the Craigoch Burn. While a crossing still appears to be present at this location on mapping up until the present day, it is no longer named after the 1st edition. It is uncertain whether the bridge shown on current mapping is the same as the one shown on the 1st edition or is a later replacement.
39. The 2nd edition Ordnance Survey in 1896 (Figures 4a, 4b and 5a) shows a major change has happened to the landscape along the proposed route, resulting from the presence of the newly constructed Portpatrick and Wigtownshire Joint Railway (S1) running between Stranraer and Portpatrick constructed in the mid 19th century. Along the route of the railway line, the 2nd edition also marks a series of mile posts (S1a) as well as two signal posts (S1b) on either side of Colfin Station (S3 and S4).
40. The direct effects of this can be seen quite clearly in the farmsteads originally located along the route in the 1st edition Ordnance Survey. A number of farmsteads can be seen to have shrunk in size due to the line of the railway which passes through their original area, leaving, in many cases, only a single structure remaining (S8, S9, S19 and S22), while one of the farmsteads has disappeared altogether (S17). The farmsteads at Whiteleys (S11) and Portree (S30) have been relocated further away from the line of the railway, sited in the locations that they still occupy to this day. In each case, a single building from the original farmstead still appears to remain on the 2nd edition Ordnance Survey.
41. The construction of the railway has removed a number of the smaller sites along its route including some of the wells, gravel pits and the 'Shed' in the Cauld Hame Plantation (S13, S15, S18, S20, S23, S24, S26 and S31). The 'Mill Lead' at Knockhornan (S27) has also disappeared, while the Mill Dam (S12) has been altered. The line of the railway crosses over the northern end of the original extent of the Mill Dam shown on the 1st edition Ordnance Survey, so that by the 2nd edition, this section of the Dam appears to have been drained in order for the railway line to cross, and the Dam extended further to the south to compensate for the loss of area.
42. When compared with earlier mapping, the 2nd edition Ordnance Survey also shows that a number of changes occurred to the surrounding fields, roadways and waterways, which were necessary to allow for the construction of the railway line through the landscape. The layout of field boundaries on the 2nd edition has changed dramatically from their layout in the 1st edition; the presence of the railway running across the landscape would likely have created the need for farmers to renegotiate their land parcels concerning area size and access. At certain points the line of the railway needed to cross the roadway running from Stranraer to Portpatrick, which caused sections to be realigned and straightened, such as at Knockamoory and at Little Pinminnoch, to allow for crossings to be constructed. This also affected smaller roads which ran between farmsteads, sometimes causing sections of the roads to be removed altogether, such as at Clennoch (S8) and Brockloch Hill (S22). To allow for crossings over waterways to be created, sections of these were also altered, such as the Pinminnoch Burn near to Logganmore, which had to be straightened.
43. As well as the obvious alterations to the pre-existing landscape, the construction of the new railway also caused the creation of new sites including the Lochans Viaduct (S2), built to carry the railway line over the Piltanton Burn in the newly drained section at the northern end of the Mill Dam (S12), and the station at Colfin (S3 and S4). These sites also appear on the 2nd edition Ordnance Survey for the first time in mapping (see Colfin Station in Figure 5a).
44. The 3rd and 4th edition Ordnance Surveys, in 1909 and 1950 respectively, show that, apart from minor alterations to the farmsteads and the surrounding field boundaries, the landscape remains largely unchanged. The most notable change appears to be the disappearance of the Mill Dam (S12) which is no longer depicted on the 4th edition Ordnance Survey. This likely corresponded with the nearby Lochans Mill going out of use during the 20th century (Hume 1976).



Figure 3a: Extract from 1st edition Ordnance Survey 1849 (northern portion of area)

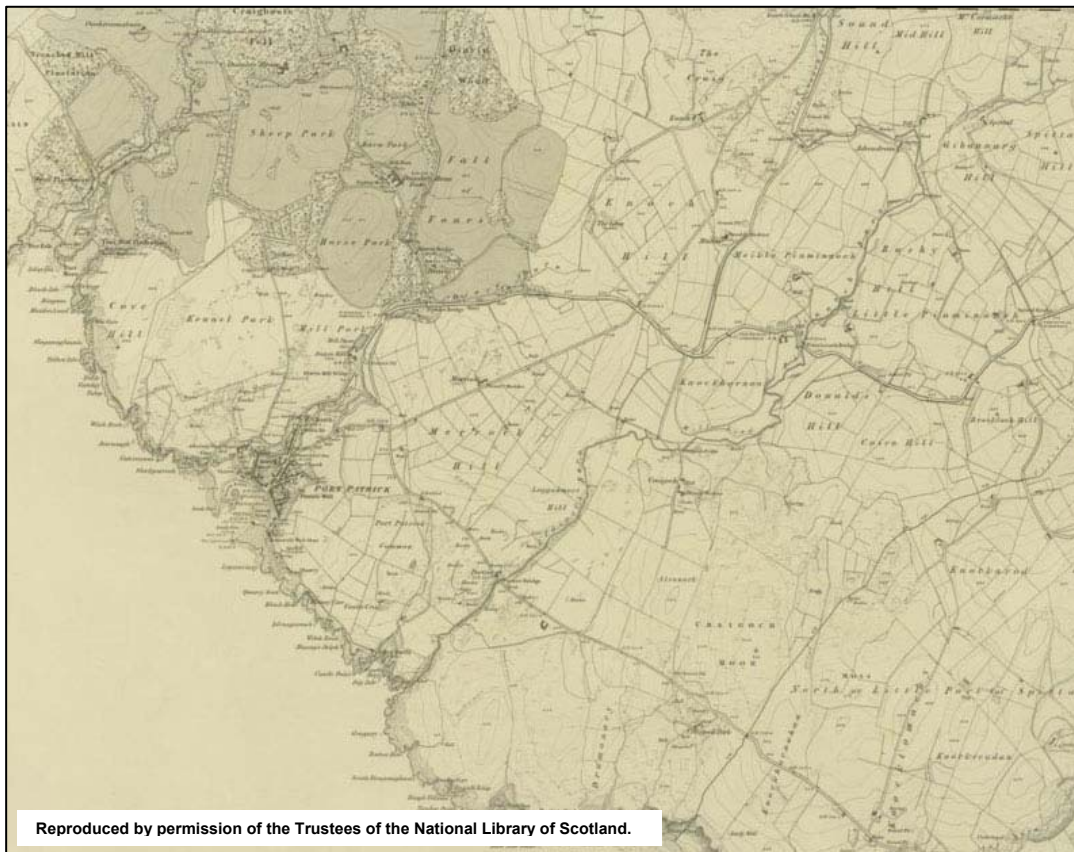


Figure 3b: Extract from 1st edition Ordnance Survey 1849 (southwestern portion of area)

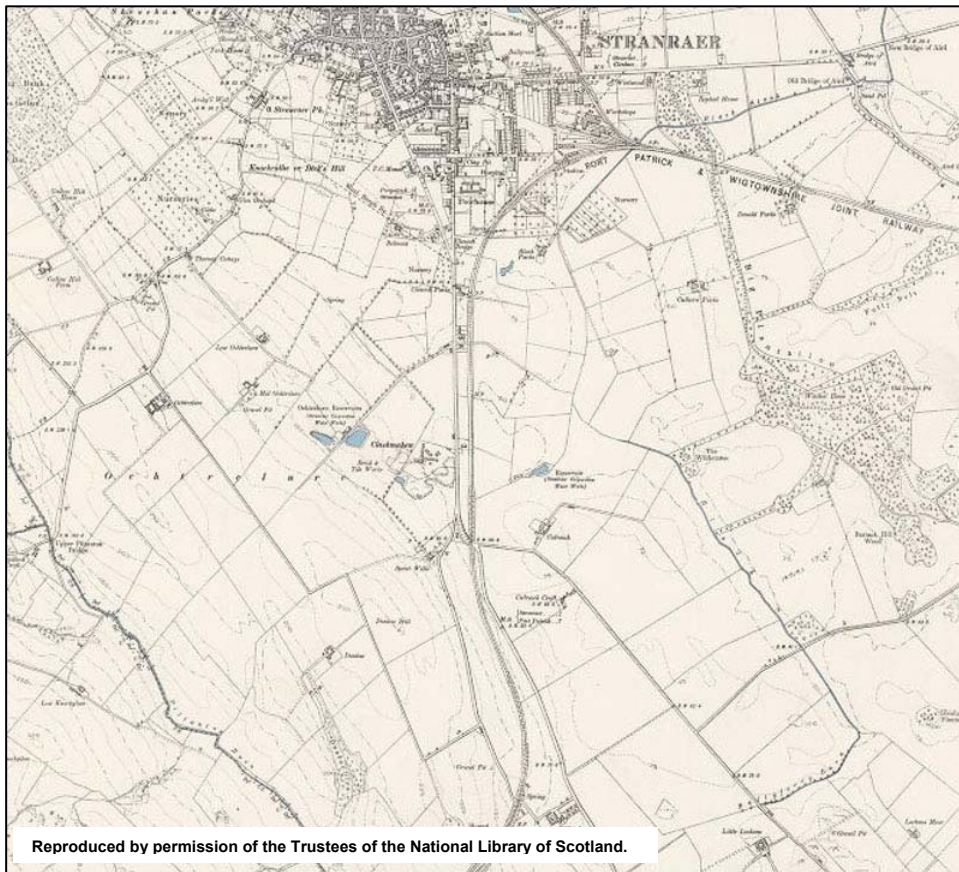


Figure 4a: Extract from 2nd edition Ordnance Survey 1896 (northern portion of area)

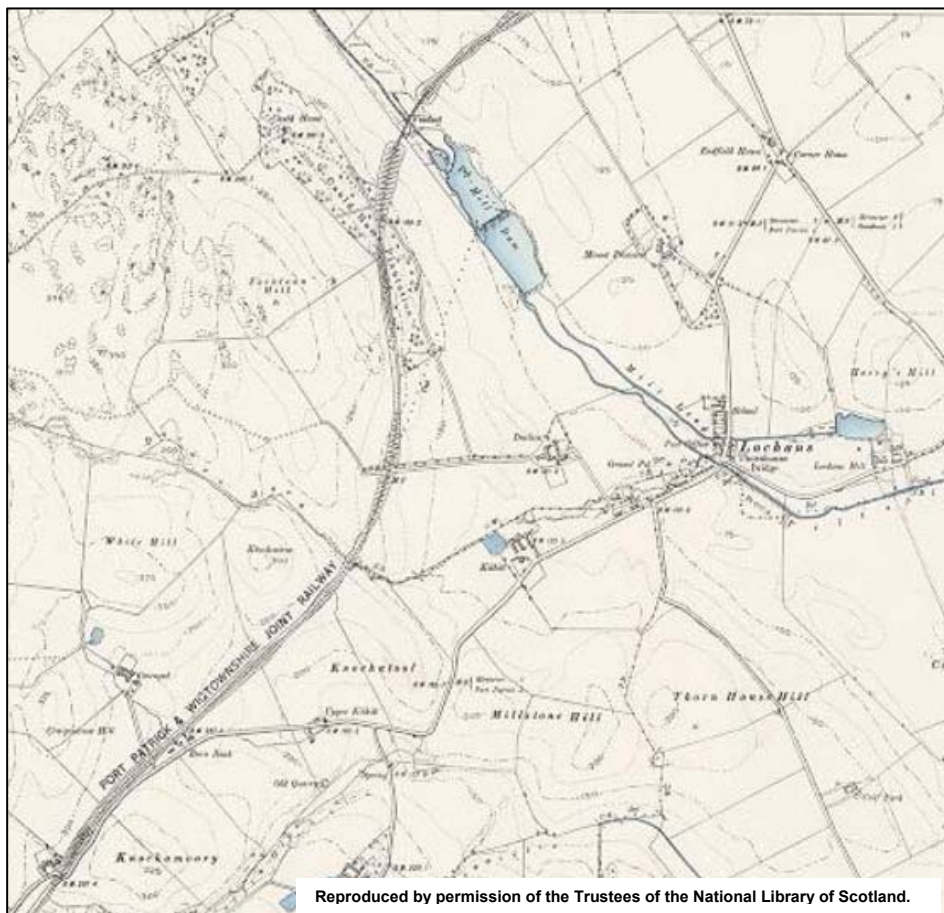


Figure 4b: Extract from 2nd edition Ordnance Survey 1896 (central portion of area)

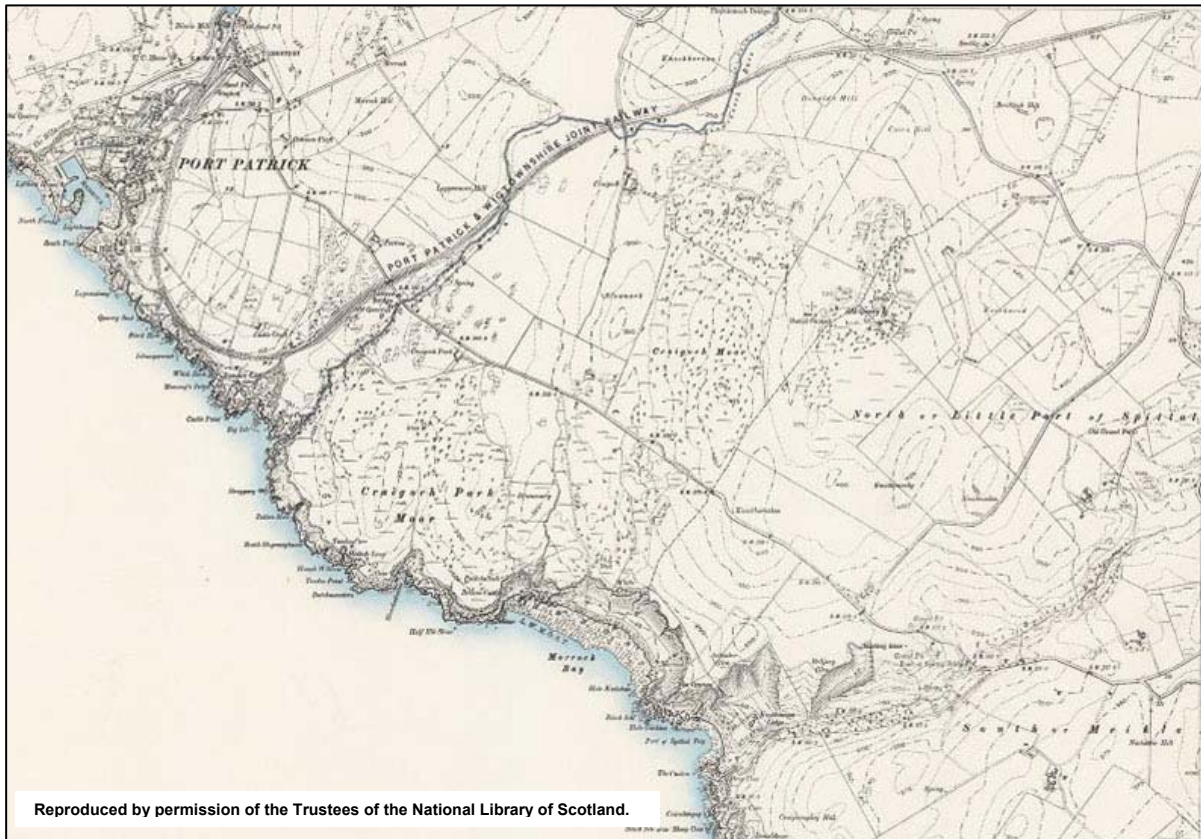


Figure 5a: Extract from 2nd edition Ordnance Survey 1896 (southwestern portion of area)

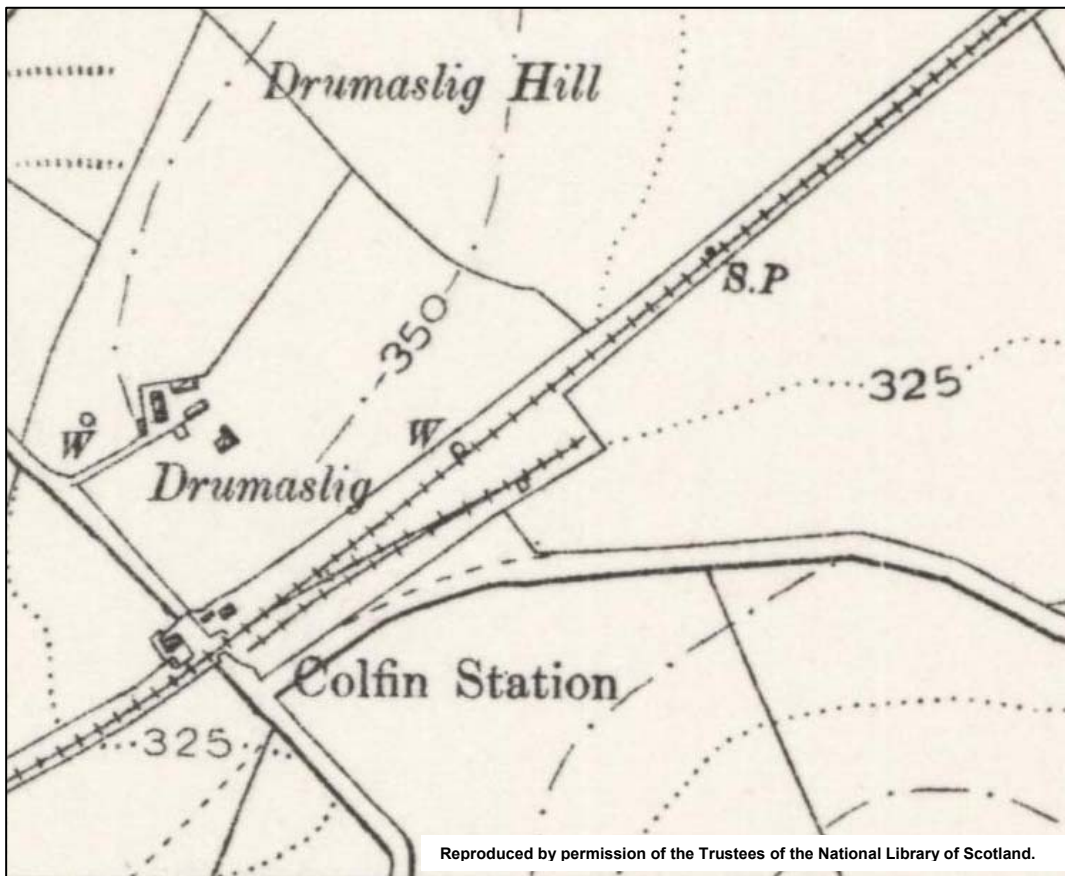


Figure 5b: Extract from 2nd edition Ordnance Survey 1896 showing Colfin Station (S3 and S4)

45. For the most part, the landscape of the proposed route remains largely unchanged until the modern day mapping, with the exception of the railway line itself. In the mid 20th century the Stranraer to Portpatrick section of the Portpatrick and Wigtownshire Joint Railway went out of use and the line itself lifted. Current mapping still shows the cutting for the original railway, marked as dismantled, but still surviving along its full length. The structures surrounding the station at Colfin (S3 and S4) are still visible on mapping, although the Lochans Viaduct (S2), which was demolished at the time the line went out of use, is no longer present.
46. The historic mapping for the area along the proposed route gives a sense of the impact which came from the existence of the railway line running to Portpatrick. Through both its construction, and even its removal, this impact will have been felt within the surrounding areas both as a direct physical impact on the landscape and as a social impact on the people who lived there.

Portpatrick and Wigtownshire Joint Railway

47. As discussed above, the town of Portpatrick saw much popularity and development based on its use as a sailing point between Scotland and Ireland throughout the 18th to 19th centuries. While this part of the country had little to tempt railway promoters in the 19th century, as an area with only a few small towns widely scattered, this link with Ireland was too good an opportunity to miss out on and proposals for a railway link out of Portpatrick were put forward in the mid 19th century (Thomas 1971).
48. An Act of Parliament was passed in 1857 for a new railway line beginning at a junction with the Castle Douglas and Dumfries Railway and ending at a point on the hillside above Portpatrick Harbour, with a spur descending to the harbour itself and, in Stranraer, another linking to a pier on Loch Ryan. Work began on the line to Portpatrick in 1859, but some delays were experienced during its construction. This was partly due to sections of the line being difficult to build. A large viaduct was needed to cross the Piltanton Burn (S2) which had a maximum height of 22.4m above the burn and was constructed of whinstone rubble with 13 brick arches measuring a total of 169.2m in length. During its construction in 1861, two of the arches collapsed and had to be rebuilt and cuttings near to the viaduct had to be driven through boulder-clay (Thorne 1976). The final approach to the cliff-edge at Portpatrick also involved much blasting away of rock (Fryer 1991).
49. During the construction of the line, a station was established at the summit point of this section at Colfin (S3 and S4). With the actual hamlet of Colfin located some distance away to the east, the station itself comprised of "a halt with a single platform and no passing loop but having two sidings with a shunting neck between them" (Fryer 1991, 96).
50. The line was completed and opened to traffic in August 1862. Unfortunately it wasn't long after this that the harbour at Portpatrick began its decline. Prior to the construction of the railway to Portpatrick, the Government had agreed to make improvements to the harbours at both Portpatrick and Donaghadee. These improvements were required to make the harbours suitable for the use of packet steamers, the ships with which the new trains were supposed to connect, allowing the reinstatement of the mail service between the two harbours (Fryer 1991). During the construction of the line, the Government dragged its feet with regards to these improvements and by the time of the line's opening they had still not been completed. The Government had begun to question the need for the expense of the harbour works when good mail links between Holyhead and Kingstown were by then already servicing England and Wales. Also by this time, steamships had started crossing to Ireland between Stranraer and Larne and, while this was a longer passage, improving a route which was already in existence would likely have appeared more appealing than re-establishing the link to Portpatrick (*Ibid.*).
51. In 1866, an engineer visiting the site of the nearly finished works at Portpatrick gave an unfavourable report on the port, describing how the entrance was silting up and was also too narrow for ships to negotiate in dark and stormy weather (*Ibid.*). It was not long after this that the Government abandoned its improvements to the harbour and the route

out of Stranraer began to take over as the dominant passage.

52. The abandonment of the improvements meant that the original hopes that the line to Portpatrick would gain main line status were now lost and the line had now been diminished to the level of a rural branch (Stansfield 1998). Despite this however, the line carried on in use into the 20th century, even establishing Portpatrick as a holiday resort for day trippers with special excursions advertised for their benefit (Fryer 1991).
53. After the Second World War, road transport began to take over in popularity from trains, with the spread of car ownership and the existence of fast and convenient bus services. British Railways was given the obligation of trying to make ends meet and the first branch line to go in Galloway was the line from Stranraer to Portpatrick (*Ibid.*). The line closed to passenger traffic on 6th February 1950 and soon afterwards the track was lifted between Portpatrick and the station at Colfin. A large creamery had been built beside the station at Colfin and the line from Stranraer to Colfin remained open in order to service this. This section of the line was later closed on 1st April 1959 with the creamery now choosing to despatch its products by road. Not long after the closure, the rest of the track was removed and along with this, the viaduct crossing the Piltanton Burn (S2) was also demolished (*Ibid.*).

Known Archaeological Sites

54. The RCAHMS Collections and the local Historic Environment Record also contains a record of known archaeological sites along the area of the proposed route. This includes some of the sites visible on the historic mapping (S1 to S4) which relate to the Portpatrick and Wigtownshire Joint Railway, but also gives information on two sites which are potentially prehistoric in date.
55. One of these represents the record of an unidentified flint found near to Whiteleys (S6), while the other is the site of a possible settlement visible as cropmarks near to Knockcairns (S5). The site at Whiteleys refers to an excavation carried out by GUARD which recovered lithics provisionally identified as of Mesolithic/Neolithic date. These lithics were recovered from a large well-defined oval pit and two similar irregularly shaped features which flanked it on either side. Two fairly regular oval pits were also excavated alongside a number of small features, some of which may have represented postholes. Unfortunately, other than the point location given, the full extent of these features is presently unknown.
56. The cropmarks at Knockcairns show a narrow ditch (2m wide) which may have originally formed a roughly circular enclosure, possibly 40m in diameter, with an entrance on the south-south-east and fragments of a possible second circuit of ditch. A portion of the northwestern side of the settlement has been truncated by the cutting for the railway line (S1) which runs adjacent, and unfortunately appears to have been lost without any prior excavation of the site.
57. The locations of two shipwrecks are also recorded off the coast near to Portpatrick. The first is a sloop named 'Ann' (S32) which was recorded to have been lost, with all on board, near Portpatrick in the middle of a storm in 1839 (Cunningham 1974). The second is a wooden barquentine called 'Nora' (S33) which was recorded to have been stranded one mile south of Portpatrick in 1896. These sites lie within the larger maritime buffer surrounding the proposed route; their locations have been recorded as tentative and it is not known for definite where possible remains might lie.
58. Only one designated site is recorded along the proposed route - Portree Bridge (S34) is a later 19th century railway bridge along the line of the railway between Stranraer and Portpatrick (S1), and it has been designated as a Category C Listed Building. Although there is some discrepancy in the records in regards to where this bridge is located; some of the records place it as outwith the proposed route marking a nearby road bridge crossing the Craigoch Burn, its description within Historic Scotland's records as a railway bridge means it is very likely to be the bridge along the line of the railway itself.
59. There are no other designated sites located within the line of the proposed route or the buffer, although a number are present in the surrounding landscape. These include the

prehistoric hillfort on the summit of Cairn Pat (SM Index No.1958), the medieval site of Dunskey Castle (SM Index No. 2017) and the 19th century C-listed Lochans Mill (LB Ref. 46671) to name a few, showing that the route lies within an area rich in archaeological sites dating from all periods. This presence within the surrounding landscape highlights the potential for further previously unknown sites to still be present.

60. Along the proposed route there are some areas which have been labelled as 'Zones of Archaeological Interest' in the local Historic Environment Record. These areas include the route of the Portpatrick railway line (S1), and smaller discrete areas centred on the prehistoric Whiteleys site (S6) and the settlement at Knockcairns (S5). Another area is also depicted around the location of the shipwreck 'Nora' (S33) off of the coast. These areas are not designated sites (see Table 1), but instead are sites highlighted by the Council to cover the areas where a concentration of archaeological interest, or potential interest, cover larger areas than the point location given (Dumfries & Galloway Council 2013).

Previous Studies

61. As mentioned above the site of an unidentified flint at Whiteleys (S6) appears to represent a discovery made during an excavation carried out by GUARD. In 1994, a programme of geophysical survey and trial trenching was carried out along an 85km section of a proposed gas pipeline linking Scotland and Northern Ireland (Cullen and James 1995). Two sites were identified which required further investigation; one of these was located at Whiteleys and a small excavation was carried out. As already described, a series of features were discovered, from which a number of lithics were recovered, provisionally dated as being from the Mesolithic/Neolithic periods. This work has yet to be published and so, at the moment locational data for the full extent of these features is unknown beyond a six figure point location, and the description that it is next to Whiteleys. It is very unlikely however that the area of the excavation would run into the railway cutting or be crossed by the route of the proposed pipeline.

Importance of known sites

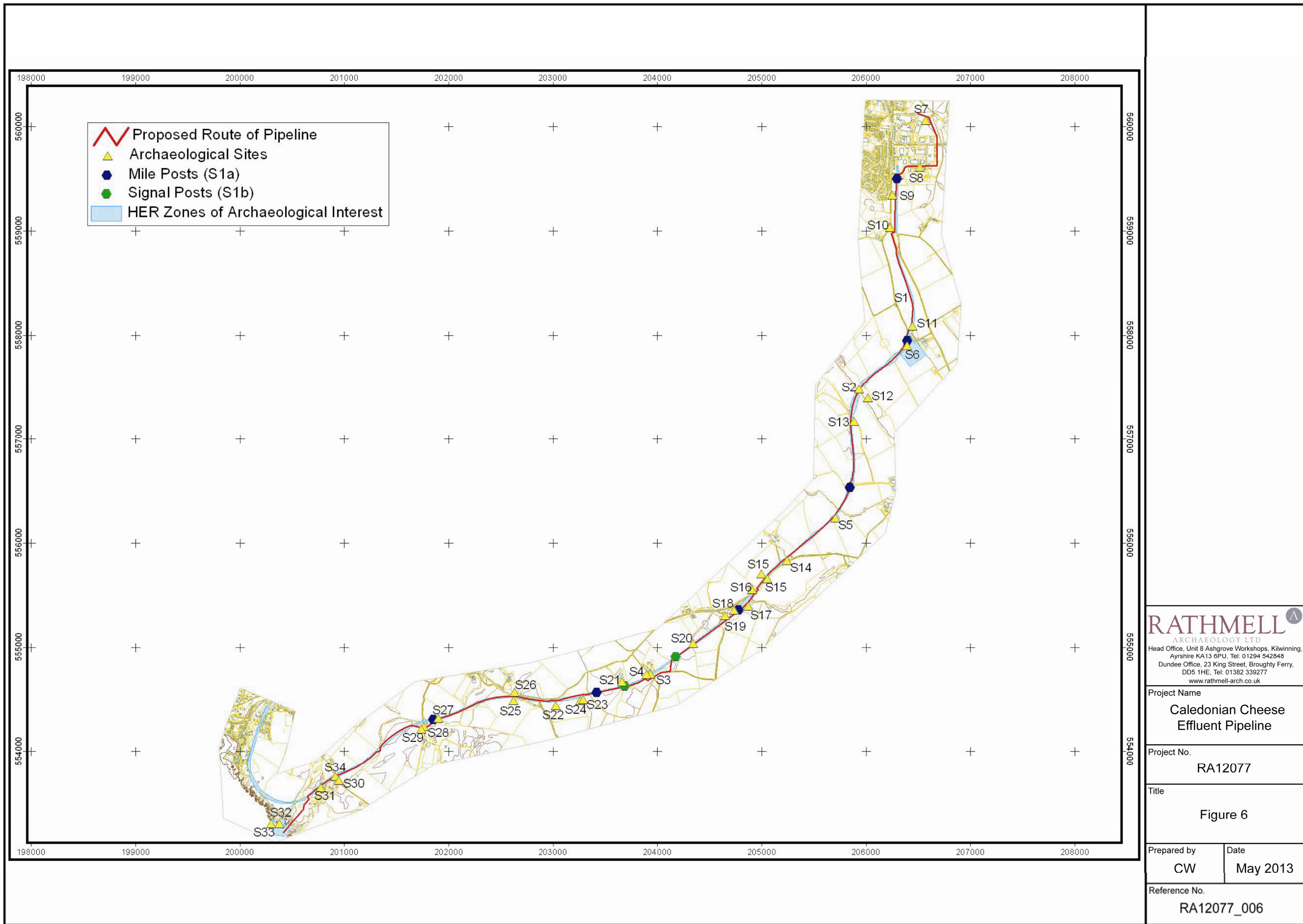
Designated Assets

62. The assessment identified only one asset which is protected under an historic environment designation. This is Portree Bridge (S34) which lies at the southwestern end of the proposed route. Portree Bridge is a Listed Building protected under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 as modified by the Historic Environment (Amendment) (Scotland) Act 2011. The former railway bridge dates back to the late 19th century and is an impressive structure notable for its high arches and fine brick voussoirs and soffits. It has been given category C status, identifying it as being of Local importance.

Undesignated Assets

63. The sites at Knockcairns (S5) and Whiteleys (S6) are considered to be of Regional importance. While, as of yet, not confirmed through excavation, the settlement seen in aerial photographs at Knockcairns has a high potential to be of prehistoric date, while the lithics found at Whiteleys show this site to represent a significant find of a confirmed early prehistoric date.
64. The remains of the railway line (S1) running between Stranraer to Portpatrick, its associated infrastructure (S1a and S1b), the remains of Lochans Viaduct (S2) and the station at Colfin (S3 and S4) are considered to be of Local importance. This is based on the social impacts which the railway would have had on the surrounding area as well as on the town of Portpatrick itself.
65. The site of Black Parks Tile and Brick Works (S7) as well as the farmsteads surrounding the proposed route (S9, S10, S11, S14, S16, S19, S21 and S25) are considered to be of Local importance as they contribute to an understanding of the historical use of the landscape, as well as 19th century, or earlier, architecture.

66. Alongside these, there are also some farmsteads which, although no longer shown to be upstanding buildings on current mapping, may have some remains either upstanding or below the surface, even if they are not visible. Due to this, these sites (S17, S22, S30 and S31) are also considered to be of Local importance.
67. The Lochans Mill Dam (S12) and the Mill Lead at Knockhornan (S27) are considered to be of Local importance due to the social impacts that the mill industry would have had on the surrounding area. While these features are no longer present on current mapping of the area, there is a potential for remains to have survived within the surrounding area. Although this is not as likely within the railway cutting (S1) itself which required the removal of sections of the features during its construction.
68. Craigoch Bridge (S28) is also considered to be of Local importance as it could still represent the original 19th century bridge or at least some remains of it could still be present.
69. The two shipwrecks, Ann (S32) and Nora (S33) are considered to be of Local importance. Ann was recorded as lost with all on board and so remains may still be present on the seabed. Nora was recorded as stranded which implies that it may have been refloated, although with no further information, it cannot be guaranteed that no part of it may still remain.
70. The locations of three wells were also recorded from the 1st edition Ordnance Survey near to the line of the proposed route (S23, S24 and S29). These are considered to be of Other importance as they appear to stand alone in the landscape and do represent part of a more extensive site.
71. Along the route a series of gravel pits were recorded as seen on the historic mapping of the area (S15, S18, S20 and S26) and these are considered to be of Other importance given that they represent minor sites relating to the industrial process and which have been recorded frequently elsewhere
72. The Shed in the 'Cauld Hame Plantation' (S13) visible on the 1st edition Ordnance Survey of 1849 is considered to be of Other importance. It appears likely that this was removed during the construction of the railway and was not of a substantial enough construction to have left any remains.
73. The building at Clennoch (S8) is also considered to be of Other importance as its original location now lies underneath the site of an industrial estate and it is unlikely that much of the original building will have survived.
74. With all ascription of importance, the base for judgement is the current knowledge base. While for this assessment the baseline studies present a sound understanding, there remains the potential that any subsequent archaeological intrusive works may uncover unanticipated information about these sites. In particular, there is the potential for nineteenth century rural sites to re-use the locations of earlier sites, obscuring any surface traces of such earlier activity. Hence sensitivity of individual sites may change with our understanding.



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Title
Figure 6

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Figure 6: Overview Map of Archaeological Sites

Table 1: Archaeological Sites

No	Name	Type	HER Refs	Description	NGR	Significance
1	Portpatrick and Wigtownshire Joint Railway	Railway	MDG12832	Act of Parliament passed in 1957 for a new railway beginning at a junction with the Castle Douglas and Dumfries Railway, and ending at a point on the hillside above Portpatrick Harbour, with a spur descending to the harbour itself and, in Stranraer, another linking to a pier on Loch Ryan. Work began on the line to Portpatrick in 1859. Line opened to traffic in August 1862. Visible on the 2 nd edition Ordnance Survey 1896. The line between Stranraer to Portpatrick closed to passenger traffic on 6 th February 1950. Soon afterwards the track between Portpatrick and Colfin was lifted. The line between Colfin and Stranraer continued in use to service a local creamery at Colfin. This section was later closed altogether on 1 st April 1959. Not long after, the final sections of track were removed. Cuttings for track still visible on current mapping labelled 'Dismantled Railway'.	NX 06300 59625 to NX 00270 54423	Local
1a	Mile Post	Railway Mile Post	-	Six mile posts are marked along the line of the railway (S1) within the area of the proposed pipeline on the 2 nd edition Ordnance Survey 1896 labelled 'M.P'. The Railways Clauses Consolidation Act 1845 required that the railway companies provide markers at quarter mile intervals along the trackside (Railway Signs and Signals of Great Britain 2013). One reason for this was that it allowed passengers to verify that they had been charged an appropriate fare for the length of their journey. Usually mile posts would only be placed on one side of the line, but occasionally there may be mile posts on both sides.	NX c.06298 59498; NX c.06395 57945; NX c.05846 56533; NX c.04778 55356; NX c.03421 54563; NX c.01855 54301	Local
1b	Signal Post	Railway Signal Post	-	Two signal posts are marked along the line of the railway (S1) on the 2 nd edition Ordnance Survey 1896 on either side of Colfin Station labelled 'S.P'. Signal Posts were erected at the side of a railway track to pass information on the state of the line ahead to the train drivers. Originally these were simple stop/proceed indications, and in this instance may have been used to inform the driver whether they could enter the station at Colfin. The post would normally be placed on	NX c.03686 54620; NX c.04178 54902	Local

				the driver's side of the track.		
2	Lochans Viaduct	Railway Viaduct	Canmore ID: 103503; MDG11340	Also known as Piltanton Viaduct. Formerly carried the Stranraer-Portpatrick portion of the Portpatrick and Wigtownshire Joint Railway across the Piltanton Burn. This structure measured 169.2m in length, comprised thirteen arches, each of 11.2m span, and was built of whinstone with brick arches. The maximum height was 22.4m. Built in 1861 by (contractors) James Falshaw and Co. Opened on 28 th August 1862 and closed on 6 th February 1950. First depicted on mapping in the 2 nd edition Ordnance Survey 1896 labelled 'Viaduct'. Location marked is a midpoint of the structure but available mapping suggests it extended from NX c.05965 57522 to NX c.05906 57412.	NX 05935 57480	Local
3	Colfin Station	Railway Station	Canmore ID: 216324; MDG22227	Intermediate railway station on the Stranraer-Portpatrick portion of the Portpatrick and Wigtownshire Joint Railway. Opened on 26 th August 1862. Closed to regular passenger railway traffic on 6 th February 1950. The Stranraer-Colfin fragment of the line closed to all traffic on 1 st April 1959. 'Colfin Station' first appears on the 2 nd edition Ordnance Survey 1896 as a group of four structures. Only two of the structures still visible on the 3 rd edition Ordnance Survey 1909. Current mapping shows buildings still surrounding the area of the site of Colfin Station.	NX 03939 54739	Local
4	Colfin Station House	House, Railway Station	Canmore ID: 279747	Intermediate railway station on the Stranraer-Portpatrick portion of the Portpatrick and Wigtownshire Joint Railway. Opened on 26 th August 1862. Closed to regular passenger railway traffic on 6 th February 1950. The Stranraer-Colfin fragment of the line closed to all traffic on 1 st April 1959. 'Colfin Station' first appears on the 2 nd edition Ordnance Survey 1896 as a group of four structures. Only two of the structures still visible on the 3 rd edition Ordnance Survey 1909. Current mapping shows buildings still surrounding the area of the site of Colfin Station.	NX 03898 54734	Local
5	Knockcairns	Settlement	Canmore ID:286189; MDG22122	The site is situated on the crest of a low ridge springing from the SE flank of Knockcairns and has been recorded as cropmarks on oblique aerial photographs. A narrow ditch is visible depicting an arc around the E and S of what may have	NX 05709 56241	Regional

				been a roughly circular enclosure, which has been truncated by a railway cutting (S1) to the N and W. Extending the arc of the visible section suggests that it may have measured about 40m in diameter within a ditch no more than 2m across. There is an entrance on the SSE, and fragments of what may be a second circuit of ditch.		
6	Whiteleys Flint	Unidentified Flint	Canmore ID: 134179; MDG13250	Site recorded in November 1994 during a programme of geophysical survey and trial trenching carried out by GUARD along an 85km section of a proposed gas pipeline linking Scotland and Northern Ireland (Cullen and James 1995). A further smaller excavation was then carried out in May 1995. A large well-defined oval pit was excavated, flanked on either side with two similar irregularly shaped features. Lithics recovered from these features were provisionally identified as Mesolithic/Neolithic date. Two other fairly regular oval pits were excavated as well as a number of small features, some of which may have represented postholes.	NX 064 579	Regional
7	Black Parks	Tile and Brick Works	-	'Black Parks Tile and Brick Works' shown on 1 st edition Ordnance Survey 1849 as group of six buildings: two long rectangular buildings and four smaller sized rectangular buildings. Listed in the Scottish Post Office Directories 1862 as under the names of Thomas and William Rankin. Still present on 2 nd edition Ordnance Survey labelled merely 'Black Parks' as only three buildings. Appears to have retained one of the long rectangular buildings which has been extended slightly at both ends, with two smaller rectangular buildings: the one to the NW is a new addition while the second to the SE may be either new or an alteration to one of the earlier structures. The same three structures still appear on the 3 rd edition Ordnance Survey 1909 under the same name, two of the buildings (the long rectangular building and the smaller one to the NW) have been extended. The same buildings are still present on the 4 th edition Ordnance Survey 1950 with the same name and with no alterations. Still present on current mapping although the long rectangular building appears to have been partially demolished leaving a smaller structure in its place which appears to be in use as a	NX 06575 60058	Local

				farmhouse.		
8	Clennoch Building	Building	-	Two rectangular buildings, one smaller than the other, depicted on 1 st edition Ordnance Survey 1849 along the roadside with a rectangular enclosure extending out to the southwest, unnamed. Only the larger rectangular building is shown along the roadside on the 2 nd edition Ordnance Survey 1896 with the rectangular enclosure to the southwest now triangular in shape. While the road in the 1 st edition continues on past the structure to the southeast, the 2 nd edition shows the road as now ending at this structure. The building and enclosure are still shown unaltered in the 3 rd edition (1909) and 4 th edition (1950) Ordnance Surveys. The site is now overlain by an industrial estate.	NX c. 06517 59612	Other
9	Clashmahew	Farmstead	-	Depicted on the 1 st edition Ordnance Survey 1849 as two rectangular buildings along the eastern side of the roadway with two enclosures. The 2 nd edition Ordnance Survey 1896 shows only one unnamed rectangular building in a different position with the two enclosures gone. These changes likely stem from the construction of the new railway line (S1) to the east of the farmstead. Further buildings are now depicted to the west of the road with the name 'Clashmahew' and 'Brick and Tile Works'. The 3 rd edition Ordnance Survey 1909 appears to show the same building but it has been extended slightly and is labelled again 'Clashmahew'. The same is depicted on the 4 th edition Ordnance Survey 1950. Current modern mapping shows two rectangular buildings in a different position from the earlier structure, still named 'Clashmahew'.	NX 06256 59344	Local
10	Spoutwells Building	Building	-	A single rectangular building is depicted on the 1 st edition Ordnance Survey 1849 along the roadside within a roughly rectangular enclosure, unnamed. What appears to be the same building is also depicted on the 2 nd edition Ordnance Survey 1896. The 3 rd (1909) and 4 th (1950) edition Ordnance Surveys show two rectangular buildings in the same location but these appear to be on a different alignment from the original structure and may represent new builds. Current modern mapping shows a square building in this location.	NX 06230 59033	Local

11	Whiteleys	Farmstead	-	A group of six buildings is depicted under the name 'Whiteleys' on Roy's Military Survey of 1752-55 along the eastern side of the roadway. Appears again on Ainslie's map of 1782. One larger rectangular building with small wings at either end, and three smaller square/rectangular buildings with an adjacent rectangular enclosure is shown on the 1 st edition Ordnance Survey 1849 labelled as 'Whiteleys' and appears to be in the same position along the eastern side of the roadway. The 2 nd edition Ordnance Survey shows the location of the new railway line (S1) as running through this location causing the farmstead of 'Whiteleys' to be moved further to the southeast into the location it is still present in on current mapping. At the original location the 2 nd edition depicts a single unnamed rectangular building adjacent to the line of the new railway, which may have been remaining from the original farmstead. This building remains on both the 3 rd (1909) and 4 th (1950) editions of the Ordnance Survey still unnamed. On current mapping, a building is still shown at this location although it appears to be slightly bigger in size and is named as 'House on the Hill'.	NX 06445 58088	Local
12	Lochans Mill Dam	Mill dam/pond	-	A long narrow body of water is shown on the 1 st edition Ordnance Survey 1849 labelled 'Mill Dam' with a Mill Lead running to the southeast towards Lochans and the Piltanton Burn running into it from the northwest and exiting again to the southeast. The 2 nd edition Ordnance Survey 1896 shows that the line of the newly constructed railway (S1) runs over the northwestern end of where the Mill Dam was originally located. This area appears to have been drained by the 2 nd edition with the water for the Mill Dam shown to have extended further to the southeast. In the location where the railway crosses a 'Viaduct' (S2) has been constructed over the Piltanton Burn. The area still appears the same in the 3 rd edition Ordnance Survey 1909 where it is now labelled 'Lochans Dam'. The dam is no longer present on current modern mapping.	NX 06019 57397	Local
13	Cauld Hame Plantation Shed	Shed	-	A small structure labelled 'Shed' is depicted at roughly this location on the 1 st edition Ordnance Survey 1849 in the middle of an unnamed plantation with internal trackways	NX c. 05887 57170	Other

				giving access. The plantation is named as the 'Cauld Hame Plantation' on the 2 nd edition Ordnance Survey 1896 with the line of the railway (S1) passing through it. The shed structure is gone, likely removed as a result of the construction of the railway.		
14	Cairnview	Building	-	A single rectangular building is depicted on the 1 st edition Ordnance Survey 1896 along the roadside unnamed. The 2 nd edition also shows a single rectangular building in this location but it appears to be further set back from the road and slightly further to the northeast so may not be the same original structure. A single building remains on current modern mapping where it is now named as 'Cairnview'.	NX 05243 55832	Local
15	Knockamoory	Gravel Pits	-	The location of two sites labelled 'Old Gravel Pit' are shown on the 1 st edition Ordnance Survey 1849 near to the line of the road. These are no longer shown by the 2 nd edition Ordnance Survey 1896.	NX c.05000 55705; NX c.05054 55654	Other
16	Craigenquarroch	Farmstead	-	Two rectangular buildings are depicted within an enclosure with a second enclosure to the north near to the roadway on the 1 st edition Ordnance Survey 1849, unnamed. The 2 nd edition Ordnance Survey 1896 shows buildings in what appears to be the same location, and they may represent the same structures. If so then they have been extended with one now U-shaped and a third smaller structure built to the south. The roadway has been altered to accommodate the new railway (S1) at this point with a new crossing put in. The buildings still appear on the 3 rd edition Ordnance Survey 1909 with slight alterations. Buildings are still present at this location in current modern mapping, again slightly altered from the earlier structures with more buildings present, and the site is named 'Craigenquarroch'. A group of buildings (six or seven) with two enclosures is depicted on Roy's Military Survey 1752-55 under the name 'Craiginquarroch' in the area to the west of Colfin and to the southwest of Cairnpat – may be the same location but uncertain as could also represent an early group of buildings which were later dispersed.	NX 04908 55555	Local
17	Craigenquarroch	Farmstead	-	Three rectangular buildings with an adjacent enclosure are depicted on the 1 st edition Ordnance Survey 1849, unnamed.	NX 04874 55392	Local

	Unnamed			These have been demolished by the 2 nd edition Ordnance Survey 1896, likely as a result of the construction of the new railway line (S1) which runs close to the northwest.		
18	Craigenquarroch Gravel Pit	Gravel pit	-	'Gravel Pit' shown along the side of the road on 1 st edition Ordnance Survey 1849. No longer depicted by the 2 nd edition Ordnance Survey 1896.	NX c.04734 55355	Other
19	Keeper's Cottage	Farmstead	-	Two buildings are shown on the 1 st edition Ordnance Survey 1849 are shown close to the junction of the two roads, unnamed. The 2 nd edition Ordnance Survey 1896 shows only one 'L' shaped building at this location, still unnamed, which appears to have replaced the earlier structures. The 3 rd edition Ordnance Survey 1909 shows one rectangular structure, which may be the same one as on the 2 nd edition, and it is now labelled 'Kennels'. Current modern mapping shows one building still present at this location named 'Keeper's Cottage'.	NX 04649 55302	Local
20	Drumaslig Hill Gravel Pit	Gravel Pit	-	'Gravel Pit' shown on the 1 st edition Ordnance Survey 1849. No longer depicted by the 2 nd edition Ordnance Survey 1896 where the newly constructed railway line (S1) appears to have removed it.	NX c.04344 55037	Other
21	Spittal Croft	Farmstead	-	Three rectangular buildings with a nearby roughly square enclosure are depicted on the 1 st Ordnance Survey 1849, unnamed. The 2 nd edition Ordnance Survey 1896 depicts two buildings: one rectangular which appears to be a new structure, one 'L' shaped which may be an alteration of one of the earlier structures, with a rectangular square enclosure to the north. It is named on this as 'Spittal Croft'. The same buildings and name appear on the 3 rd edition Ordnance Survey 1909. Current modern mapping shows 'Spittal Croft' has extended in size now comprising three large rectangular structures and four smaller structures adjacent.	NX c.03664 54665	Local
22	Brockloch Hill Farmstead	Farmstead	-	Shown as two rectangular structures with two small enclosures to the east on the 1 st edition Ordnance Survey 1849, unnamed. The 2 nd edition Ordnance Survey 1896 shows only one structure in the same location which may be one of the original structures which appears to have been	NX c.03266 54486	Local

				extended. The road which leads up the site from the south, and used to keep going further north, now ends at this location, having been cut off further north by the construction of the railway (S1). The building still remains on the 3 rd edition Ordnance Survey without the extension, still unnamed. No structure appears at this location on current modern mapping.		
23	Brockloch Hill Well	Well	-	A 'Well' is marked on the 1 st edition Ordnance Survey 1849 but is no longer marked by the 2 nd edition Ordnance Survey 1896.	NX c.03294 54495	Other
24	Brockloch Hill Well 2	Well	-	A 'Well' is marked on the 1 st edition Ordnance Survey 1849 but is no longer marked by the 2 nd edition Ordnance Survey 1896.	NX c.03032 54437	Other
25	Pinminnoch Cottage	Building/ Farmstead	-	Single rectangular building shown on 1 st edition Ordnance Survey (1849) with an adjacent rectangular enclosure, unnamed. Single building still shown unnamed on 2 nd edition (1896) and 3 rd edition (1909) Ordnance Survey although roadway connecting it to main road to north has been altered for crossing over new railway line (S1). Building still shown on current modern mapping labelled as 'Pinminnoch Cottage'.	NX 02624 54484	Local
26	Struan Cottage	Gravel Pit	-	'Gravel Pit' marked on 1 st edition (1849), 2 nd edition (1896) and 3 rd edition (1909) Ordnance Survey. No longer marked on current modern mapping.	NX 02635 54567	Other
27	Knockhornan Mill Lead	Mill Lead	-	The route of a 'Mill Lead' is depicted in this area on the 1 st edition Ordnance Survey 1849 but is no longer depicted by the 2 nd edition Ordnance Survey 1896 where it appears to have been removed due to the presence of the new railway (S1). The location given is a rough centre point for the section of the mill lead which crosses the line of the railway.	NX 01907 54315	Local
28	Craigoch Bridge	Bridge	-	'Craigoch Bridge' is labelled on the 1 st edition Ordnance Survey 1849 crossing the Craigoch Burn. Still appears to be present on mapping until the present day although is no longer named after the 1 st edition.	NX 01766 54239	Local

29	Craigoch Well	Well	-	A 'Well' is marked on the 1 st edition (1849) and 2 nd edition (1896) Ordnance Survey. Not shown on the 3 rd edition Ordnance Survey 1909 but still appears to be present on current modern mapping.	NX 01742 54213	Other
30	Portree	Farmstead	-	Group of three buildings shown on 1 st edition Ordnance Survey 1849 on north side of road named 'Portree'. By 2 nd edition Ordnance Survey 1896, only one building remaining no longer named. Instead a new farmstead named 'Portree' has appeared further along the road to the northwest which is where the current Portree still remains. Likely moved as a result of the new railway line (S1). Building still present on 3 rd edition Ordnance Survey 1909 but is no longer present on current modern mapping.	NX 00950 53721	Local
31	Portree Ruins	Building	-	Single unroofed rectangular structure labelled 'Ruins' on 1 st edition Ordnance Survey 1849. No longer present on 2 nd edition Ordnance Survey 1896 where it appears likely to have been removed during construction of new railway line (S1).	NX c.00778 53652	Local
32	Ann: Castle Bay	Sloop	Canmore ID: 122487; MDG12075/ MDG22693	A sloop was recorded to have been lost, with all on board, at Castle Bay, near Portpatrick in January 1839. The location given is tentative.	NX 0038 5330	Local
33	Nora: Castle Point	Barque	Canmore ID: 114424; MDG12275	A wooden barquentine was recorded as stranded one mile south of Portpatrick, below Dunskey Castle May 1896. The location given is tentative.	NX 003 533	Local
34	Portree Bridge	Railway Bridge	Listed Building Ref: 45203; MDG20600	Later 19 th century. 3-arched squared and necked whinstone former railway bridge. Full semicircular arch to central span crossing road, terminating at springing line to flanking arches. Splayed piers; impost course; small brick work to voussoirs and soffits; coped parapet. Some discrepancy in the location of this bridge is evident in the records: the RCAHMS Collections as displayed on Pastmap marks its location as a road bridge crossing the Craigoch Burn to the southwest of the proposed route (Canmore ID: 216770), however, the description of the bridge as a former railway bridge indicates that it is more likely to the location as recorded here which places it along the proposed route. This correlates with the	NX 00920 53759	Local

				location marked on the Historic Environment Record.		
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Potential Impacts of the Proposed Development

75. The main character of the works will involve the cutting of a track for the laying of a new pipeline and the installation onto the seabed for the outfall pipe running off the coast. Three small pipe bridges will also be constructed along the route to support the pipe over waterways where the original bridges have been demolished.

Railway Impacts

76. As the majority of the proposed route for the pipe follows the route of the former railway line between Stranraer and Portpatrick (S1; Figure 6), the direct physical impacts from the works will occur almost wholly on the remaining fabric of the railway.
77. These physical impacts will involve the cutting of the pipe trench into the engineered surface of the track bed within the cutting or embankment.
78. Even where important sites lie within the proximity of the proposed route (e.g. S5 and S6), the re-use of the railway cutting (or embankment) will isolate the development to lie within ground where any pre-railway archaeological sites will already have been adversely impacted upon by the construction of the railway itself. Within the line of the railway, the only credible exception to this is the possibility of material slumping down the sides of the railway cutting from archaeological sites truncated by the railway.
79. The installation of the new pipeline may involve some work at and around Portree Bridge. Portree Bridge is currently designated as a Listed Building and any works which may affect the fabric of the bridge are anticipated to require Listed Building Consent.
80. The proposed route for the pipe runs over the line of the site of the Lochans Viaduct (S2). The viaduct itself was demolished after the Portpatrick railway line (S1) went out of use in 1959. Good records for the viaduct still remain which include the original drawings.

Off-Railway Sections

81. There are a few sections of the proposed route which do not run along the line of the former railway. Starting at the northern Stranraer end of the route, the initial 1km (approximately) runs around the outskirts of an industrial estate and along the side of a modern roadway, before coming in line with the railway where it still survives running south from the industrial estate. Due to the impacts which would have occurred from the construction of the industrial estate and the roadway, the survival of archaeological remains here appears to be quite low.
82. After this section the route runs tight to the western edge of the former railway until it crosses the road at Whinstanes, where it comes out slightly further to the west of the railway. The proposed route then comes back into the railway cutting near to the prehistoric finds at Site 6. The uncertainty over the full extent of the discoveries at Site 6 suggests there may be a potential for other significant archaeological remains in the surrounding area.
83. A section comes off at the site of Colfin Station (S3 and S4) so that the proposed route avoids the site of the station therefore not posing any problems to what remains of the station itself. A further section comes off near to Craigoch Bridge (S28) passing near to the location of a well (S29) which is still shown on current mapping. The proposed route, however, avoids the locations of both the bridge and the well.
84. The final 330m (approximately) of the proposed route on terrestrial ground at the western end, does not follow the line of the railway as it comes off the line to head southwest towards the coast. No previously known archaeological sites are recorded along this section, but the prevalence in the use of coastal locations during prehistory for a variety of settlement and industrial reasons should be noted. This area appears to have been subject to groundworks and landscaping during recent times for use as a caravan/camping site, but it is uncertain whether this was substantial enough to remove any archaeological features which may be present.

Marine Impacts

85. The outfall of the propose route runs into the foreshore at the western end and will require the construction of supports onto the seabed. Two shipwrecks (S32 and S33) have been recorded as being lost or stranded near to this section of the coast during the 19th century. While the locations of these two sites lie outwith the buffer area of 50m studied in this report, the nature of maritime sites requires a larger buffer area to be considered. The recorded locations of these two wrecks are only tentative ones based on written reports of the incident from the 19th century. Also, water currents and tidal movements mean that maritime sites will always be affected by poor locational control, and the potential for unexpected recoveries in the areas surrounding shipwrecks is always present for consideration.

Mitigation Strategy

86. A programme of works to be implemented will mitigate the potential adverse impacts from the proposed development. Two specific adverse impacts have been anticipated (see above) that have the potential to have significant impacts should important assets exist in specific locations:
- ❖ Cutting of track for new pipeline; and
 - ❖ Seabed installation of outfall pipe.
87. Where these works lie within the extent of the railway line (S1) the following protocols will be followed:
- ❖ The works will avoid causing damage to any upstanding railway infrastructure (these include mile posts, signal posts, station platforms etc.). As mentioned above, the proposed route already avoids conflict with substantive, identifiable elements of the railway remaining at Colfin Station (S3 and S4); and
 - ❖ After the new pipeline has been installed and the works completed, the ground will be reinstated to reform the landscape back to how it originally looked prior to the start of the works in order to maintain the character of the railway landscape.
88. A programme of archaeological monitoring of the development works will be undertaken where the pipeline leaves the railway and there is a reasonable potential for archaeological discoveries. These stretches have been assessed based on this desk-based assessment as being:
- ❖ the section of the proposed route which sits outwith the railway cutting near to Site 6, starting at the point where the route crosses the road at Whinstanes and running south until the route falls back into the cutting; and
 - ❖ the section falling from the railway line to the shore, south of Portpatrick
89. Monitoring works may also be required for any works taking place at Portree Bridge (S34) should Listed Building Consent be appropriate and such a condition be appended.
90. A Protocol for Archaeological Discoveries will be put in place for unexpected or incidental finds. This will require the applicant to have a Retained Archaeologist who will liaise with the contractors carrying out the works and respond to such unexpected discoveries. This would address, but not be limited to, the potential for:
- ❖ discovery of archaeological material from slippage down railway cuttings;
 - ❖ discovery of archaeological material in the section of the route which runs along the edge of the former railway;
 - ❖ material which may be uncovered at the site of the Lochans Viaduct (S2); and
 - ❖ the disturbance of elements of wreck on the foreshore and seabed.
91. The scope of all these works will be agreed in advance with Dumfries & Galloway Council

Archaeology Service through a Written Scheme of Investigation compliant with their guidance. The Protocol for Archaeological Discoveries from marine works (on the foreshore and inshore waters) will be compliant with relevant guidance (The Crown Estate 2010).

Conclusion

92. Along the proposed route, and within the terrestrial and maritime buffers, some 34 heritage sites have been identified through a desk-based assessment. The majority of the proposed route sits within the cutting of a former railway line (S1) and as such the potential impact to surrounding archaeological sites is low.
93. In order to maintain the integrity of the remains of the former railway line itself, it is recommended that works will avoid damage to any remaining infrastructure (e.g. mile posts, signal posts and station platforms etc.) and that the ground be reinstated after works are completed to reflect the original appearance of the cutting prior to the start of the works. The proposed route has been designed to avoid the remaining substantial features at Colfin Station (S3 and S4).
94. There remains a potential for archaeological material which has slumped down the sides of the railway cutting from archaeological sites truncated by the railway. This potential will require the need for a Protocol for Archaeological Discoveries to be put in place, where a Retained Archaeologist will liaise with the contractors carrying out the works and will respond to any unexpected discoveries. This protocol will also be applied to any potential material that may appear in a section of the route which crosses the site of the former Lochans Viaduct (S2), and also to the outfall section running into the foreshore where remains of shipwrecks may appear (e.g. S32 and S33).
95. Archaeological monitoring has been recommended in the section of the route which leaves the railway cutting near to Site 6 and the section which leaves it to run out to the coast at the western end, as these areas have more potential for unknown archaeological sites to be present. Monitoring works may also be required for any works taking place at Portree Bridge (S34) should Listed Building Consent be appropriate and such a condition be appended.

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