

# CFA Archaeology Ltd

*archaeological consultants*

*Advice on Archaeology & Planning*

*Environmental Impact Assessment*

*Intpretation, Design & Display*

*Finds/ Environmental Analysis*

*Field Evaluation & Excavation*

*Historic Building Recording*

*Site & Landscape Survey*

*Geophysical Survey*

## **Proposed Vehicle Storage Building, Swinton, Scottish Borders**

### **Archaeological Evaluation**

**Report No. 1793**

## **CFA ARCHAEOLOGY LTD**

The Old Engine House  
Eskmills Business Park  
Musselburgh  
East Lothian  
EH21 7PQ

Tel: 0131 273 4380

Fax: 0131 273 4381

email: [info@cfa-archaeology.co.uk](mailto:info@cfa-archaeology.co.uk)

web: [www.cfa-archaeology.co.uk](http://www.cfa-archaeology.co.uk)

Author	Helena Gray MA (Hons)
Illustrator	Graeme Carruthers MA (Hons) MAAIS
Editor	Melanie Johnson MA PhD FSA Scot MIfA
Commissioned by	John Cowe Motors
Date issued	June 2010
Version	0
OASIS Reference	cfaarcha1 - 78841
Planning Application No	10/00453/FUL
Grid Ref	NT 83827 476895

This document has been prepared in accordance with CFA Archaeology Ltd standard operating procedures.

### **Proposed Vehicle Storage Building, Swinton, Scottish Borders**

### **Archaeological Evaluation**

**Report No. 1793**

## **Contents**

1.	Introduction	3
2.	Working Methods	4
3.	Archaeological Results	4
4.	Conclusion	5

## **Appendices**

1.	Evaluation Trench Summary Table	7
2.	Context Register	7
3.	Photographic Register	7
4.	Drawings Register	8
5.	Discovery and Excavation in Scotland Entry	9

## **Illustrations (bound at rear)**

Fig. 1	Site location map
Fig. 2	Location of Evaluation Trenches and features
Fig. 3	General shot of Trench 1 from SSE
Fig. 4	ENE facing section of Trench 1 showing [005] and deposits (003), (010)
Fig. 5	General shot of Trench 5 showing [006] and [008] from ENE

# **1. INTRODUCTION**

## **1.1 General**

1.1.1 This report presents the results of an archaeological evaluation undertaken by CFA Archaeology Ltd (CFA) during June 2010, on the site of a proposed vehicle storage area in Swinton, Scottish Borders (Grid ref: NT 83827 476895 (centred), Fig. 1). The work was commissioned by John Cowe Motors of Swinton.

1.1.2 A Written Scheme of Investigation (WSI) for the project was produced by CFA to fulfil the requirements of the Scottish Borders Council Archaeology Officer.

## **1.2 Background**

1.2.1 A proposed vehicle storage building is to be constructed to act as additional storage space for John Cowe Motors in Swinton, Scottish Borders. The site lies within a paddock immediately to the north of Swinton Parish Church. An archaeological evaluation was required by the Scottish Borders Council Archaeology Officer prior to any development work taking place on the site.

1.2.2 The proposed development site is bounded to the south by Swinton Parish Churchyard wall, and to the east by a mature hedgerow running along a road. A waste water drain runs across the southern part of the development site on a NNE-SSW alignment, limiting the location and area available for evaluation.

1.2.3 Swinton Parish Church itself is a category B-listed building (HB No. 15338, NMRS No. NT84NW 3). The current church was built in 1729 on the site of an earlier church, thought to be medieval in origin (c.1150) and known to have been restored in 1593, with later additions, alterations and rebuilding during the 18<sup>th</sup> and 19<sup>th</sup> centuries. A final phase of work followed in the early 20<sup>th</sup> century. The graveyard includes 18<sup>th</sup> and 19<sup>th</sup> century gravestones. The Swinton family plot is contained therein. An artificial terrace which runs across the graveyard is thought to mark the boundary of the original medieval graveyard. A cross-base lies in the garden of the manse. The manse was built in 1771.

1.2.4 No previous invasive archaeological fieldwork is known to have taken place within the proposed development area prior to this evaluation.

## **1.3 Objectives**

1.3.1 The objectives of the program of archaeological works were:

- To determine the presence or absence, location, extent, date, character, condition, significance and quality of any surviving sub-surface archaeological remains which may be damaged or destroyed by this development.

## **2. WORKING METHODS**

### **2.1 General**

- 2.1.1 CFA Archaeology Ltd follows the Institute for Archaeologists' Code of Conduct, Standards and Guidance for Archaeological Field Evaluations. All work complies with the requirements of the Scottish Borders Council Archaeology Officer.
- 2.1.2 All excavation and on-site recording was carried out according to standard CFA procedures, principally by drawing, by photography and by completing standard CFA record forms.

### **2.2 Trial Trenching**

- 2.2.1 Five trenches (**1 – 5**, Fig. 2) were excavated, amounting to 99m<sup>2</sup> (just over 5% of the proposed development area).
- 2.2.2 Four trenches were excavated (**1-4**) to target the footprint of the proposed vehicle storage building. Trench 5 was positioned parallel to the churchyard wall to target any earlier remains of the church or graveyard that may still survive as sub-surface features.
- 2.2.3 Trenches were excavated using a wheeled back-acting machine equipped with a 1.8m wide smooth-bladed ditching bucket. All groundbreaking work was carried out under constant archaeological supervision. Any further excavation required to fulfill the objectives of the evaluation was carried out by hand.
- 2.2.4 The stratification of all excavated areas was recorded, whether or not significant archaeological deposits were identified.
- 2.2.5 Trench positions were surveyed using industry standard electronic surveying equipment and all trenches were backfilled on completion of the evaluation.

### **3. ARCHAEOLOGICAL RESULTS**

#### **3.1 General**

- 3.1.1 The following text contains information only on the trenches that contained archaeological features. A brief summary of all the trenches excavated is contained in Appendix 1. Numbers in bold and parentheses refer to context numbers, a full list of which is available in Appendix 2.
- 3.1.2 Topsoil (**001**) was generally 0.5-0.6m deep and consisted of a compact mid-dark grey-brown clay silt. This overlay natural subsoil (**002**) of compact mid-orange/mottled grey silt clay, which was more gravelly towards the west of the site. The compact nature and depth of the topsoil and the presence of well developed meadow grassland vegetation suggested that the land had not been ploughed for a considerable length of time.
- 3.1.3 No features of archaeological significance were identified within the proposed development area.

#### **3.2 Trial Trenching**

##### *Trench 1*

- 3.2.1 The southern end of this trench contained a deposit of Type 1 hardcore and pink blaes (**003**) of depth 0.2m that continued for c. 9m along the trench. This overlay a deposit of blueish-grey compact clay (**010**) of depth 0.15m, which began at c.4m from the southern end of the trench and continued for another 3.5m. Both (**003**) and (**010**) (Fig. 3) overlay the topsoil and are probably a continuation of a grassed over area of hardstanding and trackway coming into the paddock from the road and associated with a small square hut in the southeast corner of the development area. The Type 1 deposit (**003**) was also present in Trench 4.
- 3.2.2 The terminal end of a modern linear feature (**004**) (Figs. 3-4) was also located within Trench 1 at 4.75m from the southern end of the trench. The feature cut the topsoil (**001**) and was overlain by (**010**), which also partially infilled it. The exposed cut was 0.5m long by 0.35m wide by 0.3m deep with steep sloping sides and a flat base. It was filled with (**005**), a mixed purplish grey brown clay silt and continued into the western side of the trench. It may be for drainage.

##### *Trench 5*

- 3.2.3 Trench 5 contained two linear features (**006**) and (**008**) (Fig. 5), both of which were filled with a mid grey-brown clay silt (**007**, **009**), very similar to the topsoil (**001**). Linear feature **006** was aligned NE-SW of dimensions 0.4m wide by 0.1m deep with sloping sides and a concave base. Linear feature **008** was aligned NW-SE of dimensions 0.27m deep by 0.05m wide with a concave base. There was no stratigraphic relationship between the two features and they may be the remains of field drains.

#### 4. CONCLUSION

- 4.1 An archaeological evaluation was carried out on the site of a proposed vehicle storage building in Swinton, Scottish Borders. The proposed development area lies immediately to the north of Swinton Parish Church, whose origin lies in the 12<sup>th</sup> century.
- 4.2 Five trenches were excavated across the site, targeting the proposed building footprint itself and the area directly adjacent the churchyard boundary wall.
- 4.3 No features of archaeological significance were identified within the proposed development area.
- 4.4 An area of modern disturbance consisting of Type 1 hardstanding was identified in the south-eastern corner of the site, along with the remains of three linear features, all of which appear to be empty field drains and probably relate to relatively recent land-use of the site.
- 4.5 The project archive, comprising all CFA record sheets, maps and reports, will be deposited with the National Monuments Record of Scotland (NMRS) and copies of reports will be lodged with the Scottish Borders Council Sites and Monuments Record.
- 4.6 A summary statement of the results of this evaluation will be submitted for publication in *Discovery and Excavation in Scotland* (Appendix 5) and the project will be recorded via the OASIS protocol..

## APPENDIX 1: Evaluation Trench Summary Table

Trench No.	Dimensions (m)	Total Area (m <sup>2</sup> )	Topsoil Depth (m)	Description
1	20 x 1.8	36	0.57-0.65	Aligned NNW-SSE Contexts: 001-005, 010 Modern linear feature under hardstanding, probable empty field drain
2	10 x 1.8	18	0.45	Aligned E-W Contexts: 001-002 No archaeology
3	10 x 1.8	18	0.43-0.5	Aligned SSE-NNW Contexts: 001-002 No archaeology
4	5 x 1.8	9	0.5-0.6	Aligned WSW-ENE Contexts: 001-003
5	10 x 1.8	18	0.7	Aligned WSW-ENE Contexts: 001-002, 006-009 Two modern linear features - probable empty field drains

## APPENDIX 2: Context Register

Context No.	Trench/Area	Description
001	All	Topsoil. Mid grey brown sandy silt with 20-30% stone inclusions
002	All	Natural subsoil.
003	1+4	Type 1 / hardstanding
004	1	Cut of linear feature/probable field drain
005	1	Fill of [004]
006	5	Cut of linear feature/probable empty field drain
007	5	Fill of [006]
008	5	Cut of linear feature/probable empty field drain
009	5	Fill of [008]
010	1	Modern deposit of grey clay under (003)

## APPENDIX 3: Photographic Register

### *Colour Slide Film 1*

Shot	Contexts/Description	Taken from	Conditions
1	Registration shot		
2-3	General site working shots	E/SE	Bright
4-7	ENE facing section of Tr. 1 showing (008) – [005]	ENE	Bright
8-9	SSE facing section of [005]	SSE	Bright
10-11	General shot Tr. 2	W	Sunny
12-13	General shot Tr. 3	NNW	Sunny
14-15	General shot Tr. 4	WSW	Sunny
16-17	ENE facing section of linear feature [006]	ENE	Sunny
18-19	General shot Tr. 5	ENE	Dull
20-26	General site shots	Various	Sunny



*Digital*

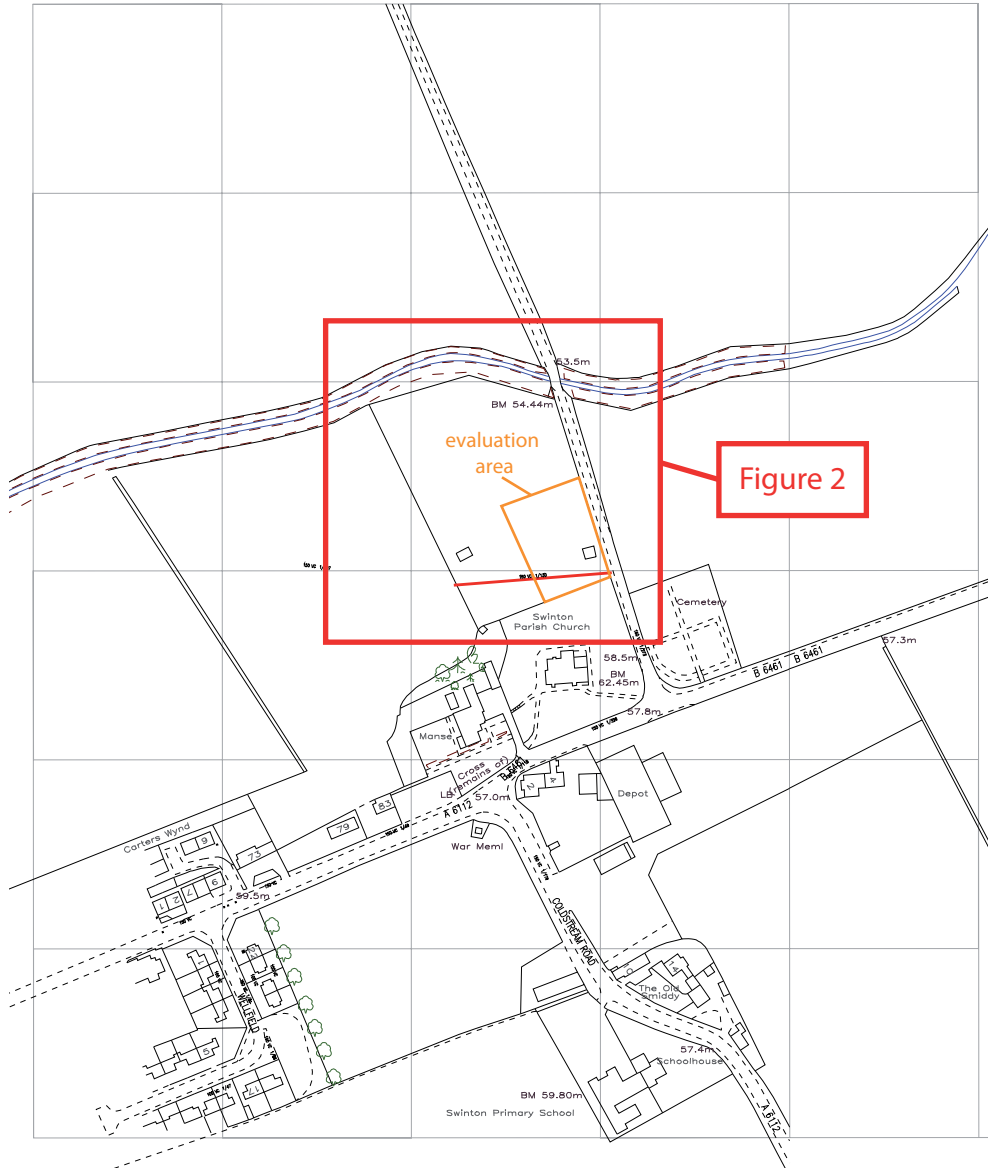
<b>Shot</b>	<b>Contexts/Description</b>	<b>Taken from</b>	<b>Conditions</b>
1	Registration shot		
2-3	General site working shots	E/SE	Bright
4	General shot Tr. 1	SSE	Bright
5-6	ENE facing section of Tr. 1 showing (008) – [005]	ENE	Bright
7	SSE facing section of [005]	SSE	Bright
8	General shot Tr. 2	W	Sunny
9	General shot Tr. 3	NNW	Sunny
10	General shot Tr. 4	WSW	Sunny
11-12	ENE facing section of linear feature [006]	ENE	Sunny
13	General shot Tr. 5	ENE	Dull
14-20	General site shots	Various	Sunny

**APPENDIX 4: Drawing Register**

<b>Dwg No.</b>	<b>Contexts/Description</b>	<b>Plan/section</b>	<b>Scale</b>
1	NNE facing section Tr. 1	S	1:20
2	Tr. 1 Plan	P	1:50
3	SSE facing section [005]	S	1:10
4	NE facing section [006]	S	1:10
5	Tr. 5 plan	P	1:10

## APPENDIX 5: Discovery and Excavation in Scotland Entry

<b>LOCAL AUTHORITY:</b>	Scottish Borders
<b>PROJECT TITLE/SITE NAME:</b>	Proposed Vehicle Storage Building, Swinton, Scottish Borders
<b>PROJECT CODE:</b>	MASS
<b>PARISH:</b>	Swinton
<b>NAME OF CONTRIBUTOR:</b>	Helena Gray
<b>NAME OF ORGANISATION:</b>	CFA Archaeology Ltd
<b>TYPE(S) OF PROJECT:</b>	Evaluation
<b>NMRS NO(S):</b>	None
<b>SITE/MONUMENT TYPE(S):</b>	None
<b>SIGNIFICANT FINDS:</b>	None
<b>NGR (2 letters, 6 figures)</b>	NT 8382 47689
<b>START DATE (this season)</b>	June 2010
<b>END DATE (this season)</b>	June 2010
<b>PREVIOUS WORK (incl. <i>DES</i> ref.)</b>	None
<b>MAIN (NARRATIVE) DESCRIPTION:</b> (May include information from other fields)	<p>An archaeological evaluation was carried out by CFA Archaeology Ltd on the site of a proposed vehicle storage building in Swinton, Scottish Borders. The proposed development area lies immediately to the north of Swinton Parish Church, whose origins lie in the 12<sup>th</sup> century.</p> <p>Five trenches were excavated across the site, targeting the proposed building footprint itself and the area directly adjacent the churchyard boundary wall. No features of archaeological significance were identified within the proposed development area.</p>
<b>PROPOSED FUTURE WORK:</b>	None
<b>CAPTION(S) FOR ILLUSTRS:</b>	
<b>SPONSOR OR FUNDING BODY:</b>	John Cowe Motors
<b>ADDRESS OF MAIN CONTRIBUTOR:</b>	The Old Engine House, Eskmills Park, Musselburgh, East Lothian EH21 7PQ
<b>EMAIL ADDRESS:</b>	cfa@cfa-archaeology.co.uk
<b>ARCHIVE LOCATION</b>	The National Monuments Record of Scotland (NMRS)



Key:



Scale: 1:4000@A4

Fig. No: 1	Revision:	Client: John Cowe Motors
Title: Site location		
Project: Vehicle storage area, Swinton, Scottish Borders		

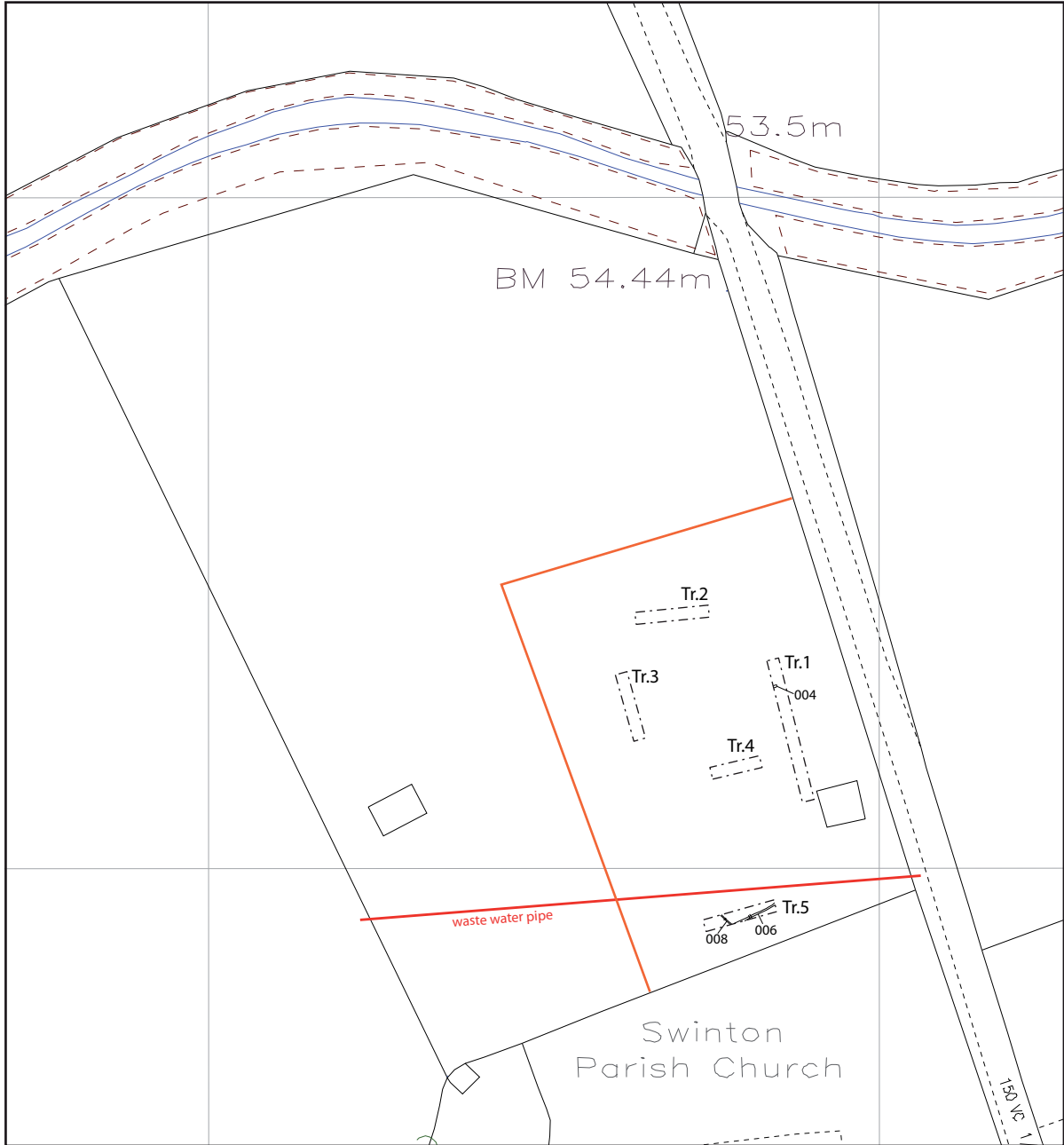


**CFA**  
ARCHAEOLOGY LTD

CFA ARCHAEOLOGY LTD  
The Old Engine House  
Eskmills Park  
Musselburgh  
East Lothian, EH21 7PQ

t: 0131 273 4380  
f: 0131 273 4381  
e: info@cfa-archaeology.co.uk  
w: www.cfa-archaeology.co.uk

Drawn by: GC	Page No:	Report No: 1793
--------------	----------	-----------------



- Key:**
- approximate area of evaluation
  - evaluation trench
  - waste water pipe



Scale: 1:1000@A4

Fig. No: 2

Revision:

Client:

John Cowe Motors

Title: Location of evaluation trenches and features

Project: Vehicle storage area, Swinton, Scottish Borders



**CFA ARCHAEOLOGY LTD**  
 The Old Engine House  
 Eskmills Park  
 Musselburgh  
 East Lothian, EH21 7PQ  
 t: 0131 273 4380  
 f: 0131 273 4381  
 e: info@cfa-archaeology.co.uk  
 w: www.cfa-archaeology.co.uk

Drawn by: GC

Page No:

Report No: 1793



Fig. 3 General shot of Trench 1 from SSE



Fig. 3 ENE facing section of Trench 1 showing 005 and deposits 003,010



Key:	Fig. No:	<b>3,4</b>	Revision:		Client:	John Cowe Motors	 CFA ARCHAEOLOGY LTD. The Old Engine House Eskmills Park Musselburgh East Lothian, EH21 7PQ t: 0131 273 4380 f: 0131 273 4381 e: info@cfa-archaeology.co.uk w: www.cfa-archaeology.co.uk				
	Title:										
	Project:	Vehicle storage area, Swinton, Scottish Borders									
Scale:						Drawn by:	GC	Page No:		Report No:	1793



Fig. 5 General shot of Trench 5 showing 006 and 008 from ENE

Key:	Fig. No: <b>5</b>	Revision:	Client: <b>John Cowe Motors</b>	 <b>CFA</b> ARCHAEOLOGY LTD. The Old Engine House Eskmills Park Musselburgh East Lothian, EH21 7PQ t: 0131 273 4380 f: 0131 273 4381 e: info@cfa-archaeology.co.uk w: www.cfa-archaeology.co.uk	
	Title:				
	Project: <b>Vehicle storage area, Swinton, Scottish Borders</b>				
Scale:			Drawn by: <b>GC</b>	Page No:	Report No: <b>1793</b>