Case information

Case ID	300010035
File Reference	AMH/3347/2/1
Name of Site	Roman Road, Coats Hill to Holehouse Linn

Local Authority	Dumfries & Galloway		
National Grid Reference	NT 7 4		
Designation No. (if any)	SM3347		
Designation Type	Scheduled Monument.	**Current Category of Listing**	N/A
Case Type	Amendment		

Received/Start Date	30/04/2007
Decision Date	02/03/2016

1. Decision

The monument was first scheduled in 1973 and the entry in the Schedule was amended in 2009 to describe exclusions to the scheduled monument. However, an inadequate area was included to protect all of the archaeological remains. The assessment against the scheduling criteria (Scottish Historic Environment Policy, Annex 1) demonstrates that the monument continues to be of national importance. The decision is to amend the entry in the Schedule.

2. Designation Background and Development Proposals

2.1 Designation Background

Monument was first scheduled in 1973. The entry in the Schedule was amended in 2009.

2.2 Development Proposals

There are no known development proposals affecting this case.

3. Assessment

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3.1 Assessment information

The site was considered for amendment as part of the 2007 Dumfries and Galloway scheduling project.

The site was visted on 03/09/2010.

3.2 Assessment against designation criteria

An assessment against the Scheduling criteria was carried out (see **Annex A**).

The monument was found to meet the criteria for scheduling.

The designation criteria are found in the Scottish Historic Environment Policy (SHEP), pp. 71-85. http://www.historic-scotland.gov.uk/shep-dec2011.pdf

3.3 Other considerations

N/A

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ANNEX A – Assessment Against the Scheduling Criteria*
Coatshill Quarry to Holehouse Linn, Roman Road.

1. Description

The monument comprises the remains of a 5.5km stretch of Roman road probably dating to the late first or early second centuries AD. The monument is located on the east side of Annandale, north of Moffat and is visible as a slight and intermittent linear earthwork aligned north northwest for most of its length before the road turns northwards at approximately 4km from its south end.

The road surface is up to 7.3m wide with a camber of up to 0.6m constructed on a turf bed and, at least in part, using stone excavated from adjacent quarry pits. Lateral indentations may indicate the surviving fragments of drainage ditches. The road survives under a variety of land uses including forestry, moorland, modern tarmacadam surfacing and a golf course

The scheduled area is irregular on plan, to include the remains described above and an area around them within which evidence relating to the monument's construction, use and abandonment is expected to survive, as shown in red on the accompanying map. The scheduled area specifically excludes the top 300mm of modern prepared surfaces along with the above-ground remains of all modern boundary features to allow for their upkeep and maintenance. The monument was first scheduled in 1973 and amended in 2009, but an inadequate area was included to protect all of the archaeological remains: the present amendment rectifies this.

2. Assessment Against the Scheduling Criteria (SHEP, 2011) pp71-73**

* This assessment is based on our current state of knowledge. It will form the basis of any new or updated scheduled monument record.
** A monument may be found to meet the scheduling criteria but in some circumstances may not be added to the Schedule. The purpose and implications of scheduling are issues that require to be taken into account when assessing monuments for scheduling. Scheduling may not be the only, or the most appropriate mechanism, to secure the future of all sites, even those that may otherwise meet the criteria.

Cultural significance

Characteristic	Assessment
Intrinsic	
Condition in which monument survives	• The monument is a well-preserved section of Roman military road, likely to date to the late 1st or 2nd Centuries AD. It survives as a visible earthwork. • The section of road is approximately 5.5km in length. The road varies in recorded width – up to 7.3m wide, and camber – up to 0.6m. • Archaeological investigation across two sections of its length has revealed the nature and survival of its construction - the arrangement of stone

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	surfacing and the structure this is held in. Fieldwork has also located various quarry pits, especially along parts of its west side and towards the north end, which were used as a source of building material for the road. • The monument is visible as a slight earthwork and for much of its length it is obscured by overlying peat, later surfacing, landscaping and forestry. These land uses and their consequent impacts have had a varied effect on the field characteristics of the monument but the road remains well-preserved.
Archaeological, scientific, technological or other interest or research potential of the monument	• The monument has good potential to inform our understanding of route planning, the design and construction of early metalled roads and the impact of roads thereafter. • The road is part of a network of contemporary, interlinked Roman sites including signal stations, fortlets, forts and camps. It therefore has a key part to play in our wider understanding of the progress, influence and organisation of the Roman military complex and specifically military campaigning in Scotland. • This section is part of a larger length of intermittently-visible Roman road which was built between Carlisle in the south, and Crawford in the north, where it may have split into branches north to the Antonine Wall and northeastwards to the forts and *vici* at Inveresk and Cramond. • On a larger scale this section forms part of the western-most trunk of two key roads that ran north-south between what is now Scotland and the rest of Roman Britain. • The road has increased significance due to its proximity to and connections with the Roman complex at Milton 2.5km to the south; the Roman signal station on Coat's Hill and the camp at Little Clyde 10km to the north northwest. • The monument has good potential to inform our understanding of route planning, the design and construction of early metalled roads and the impact of roads thereafter.
Apparent developmental sequence of monument (either long or short may provide insights of importance)	• This road has yet to be precisely dated. However, the Roman complex at Milton to its south was first established in the Flavian period (AD 77-86/90) and it is likely that the road also

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	dates from this period. • The road in its current form may represent various phases of maintenance and perhaps realignment. Scientific study has the potential to tell us more about how it was used over time.
Original or subsequent functions of the monument and its parts	• The road is one of the early routeways to be established by the Romans across southwest Scotland. Its robust construction is likely to have resulted in its use over a considerable period of time and as such, it may have served military and civil functions for Roman and indigenous groups alike.
Contextual	
Present rarity or representativeness of all or any part of the monument, assessed against knowledge of the archaeology of Scotland and of the region in which the monument occurs	• The network of Roman roads in Scotland is well documented. In places where there are no remains visible (directly or through remote sensing), their routes have been interpolated between known points. They are an important indicator of the Roman military capability and infrastructure within what is now Scotland. • This section of road and its wider network represent the extent of Roman presence and campaigning in Scotland and the flow of north-south Roman traffic.
Relationship of the monument to other monuments of the same or related classes or period, or to features or monuments in the vicinity. (Particularly important for monuments forming part of a widespread but varied class)	• The road was connected and complimented by a string of strategically placed forts, camps and signal stations. These were integral to the efficiency and safety of campaigns and associated Roman activities. Several such sites survive close to this short stretch – such as the Roman complex at Milton 2.5km to the south(CANMORE ID 48383) ; the Roman signal station on Coat's Hill (CANMORE ID 48397) and; the temporary camp at Little Clyde 10km to the north northwest (CANMORE ID 47314). • There is a further visible stretch of the same road to the immediate north running from Holehouse Linn to the fort at Little Clyde.
Relationship of the monument and its parts with its wider landscape and setting	• The road is a significant part of an intermittently visible routeway through the landscape of Annandale and the Lowther Hills.
Associative	
Historical, cultural and social influences that have affected the form and fabric of the monument, and vice versa	• N/A

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Aesthetic attributes of the monument	• N/A
Significance in the national consciousness or to people who use or have used the monument, or descendants of such people	• N/A
Associations the monument has with historical, traditional or artistic characters or events	• N/A

Assessment of national importance

Criteria	Assessment
Its inherent capability or potential to make a significant addition to the understanding or appreciation of the past	The monument is of national importance because it has an inherent potential to contribute to our understanding of the past, in particular of the construction, use and role of roads during the Roman occupation of southern Scotland. The road is well-preserved as an upstanding earthwork and archaeological excavation has confirmed the presence of the surface and underlying structure of the road as well as its associated quarry pits and possible drainage ditches beneath the ground surface. There is also potential for survival of buried organic remains and artefacts from under the road surface and in the fills of the ditches and quarry pits. Such remains can provide important dating evidence and information about the contemporary environment at the time of the road's construction. This road was an important part of the Roman road network that linked what is now Scotland with the rest of Roman Britain and its importance is enhanced by the close proximity of several contemporary Roman monuments. The road can also provide evidence of Roman civil engineering techniques including the routing of such roads through the landscape. The loss of the monument would affect our understanding of the construction and use of roads by the Roman army and of the progress, organisation and extent of the Roman occupation within Scotland.
Its retention of the structural, decorative or field characteristics of its kind to a marked degree	
Its contribution, or the contribution of its class, to today's landscape and/or the historic landscape	
The quality and extent of any documentation or association that adds to the understanding of the monument or its context	
The diminution of the potential of a particular class or classes of monument to contribute to an understanding of the past, should the monument be lost or damaged	
Its place in the national consciousness [a factor that may be considered in support of other factors]	

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References

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