

**Port Dundas Basin Area**  
**Archaeological Desk-based Assessment**

**Prepared for:** ISIS Waterside Regeneration  
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**AOC Archaeology Project No:** 4984

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## 1 NON-TECHNICAL SUMMARY

- 1.1 ISIS Waterside Regeneration, commissioned AOC Archaeology Group to undertake a desk-based assessment in anticipation of further development and regeneration at Port Dundas, Glasgow. The proposed development site includes the Port Dundas Basin, a Scheduled Ancient Monument and is situated in the Port Dundas Area, Glasgow.
- 1.2 Cartographic and documentary sources indicate that the proposed development area had been primarily given over to farmland prior to the construction of the Forth and Clyde Canal, in 1768. 86 sites (see appendix 1) of cultural heritage interest have been identified within the assessment area. These include the Scheduled Ancient Monuments of Bell's Pottery (**Site 80**) and the Port Dundas Basin itself (**Site 36**) and two category B listed structures, the Bascule Bridge, **Site 35** and the Railway swing bridge **Site 34**, both located on North Canal Bank Street. The remaining sites comprise of post-medieval buildings and ancillary structures, associated with the growth of industry enabled by the establishment of Port Dundas and the construction of the Forth and Clyde Canal. There is a possibility of encountering buried archaeological remains that may be associated with earlier phases of the canal construction and development.
- 1.3 In compliance with national and local planning policies, it is recommended that an archaeological evaluation is undertaken prior to ground breaking works in the vicinity of the timber basin. The aim of this evaluation would be to further investigate the survival, significance and extent of buried remains in the proposed development area. The specific strategy would require to be agreed by the local authority archaeology adviser. Furthermore, Port Dundas Basin is a Scheduled Ancient Monument and consent must be granted from Historic Scotland prior to any development works in the vicinity. As the Port Dundas Basin Area is largely derelict, regeneration plans that rejuvenate the area would be advantageous and there is potential to enhance the settings of these sensitive sites through development and regeneration of the area.

## 2 INTRODUCTION

### 2.1 Development site

#### 2.1.1 *Location and extent*

The proposed development area is located at Port Dundas Basin, Glasgow, centred at grid reference NS 59405 66672. It is bounded by the Queen Street high level tunnel to the east, the M8 motorway to the south and North Canal Bank Street and Borron Street to the north and west lying to the north-east is an industrial estate.

### 2.1.2 *Geology and topography*

Glasgow lies on part of the downfaulted rift which forms the Midland Valley of Scotland. This has left the solid geology of Carboniferous Limestone from a massive marine transgression associated with the rapid subsidence of the rift valley. The drift geology overlying the Limestone consists mostly of Devonian glacial till. The south-eastern corner of the proposed regeneration area slopes steeply from the Queen Street High Level Tunnel towards the Basin Area. Elsewhere the site is largely flat with a gradual slope south-west at the end of Townsend Street.

## 2.2 **Development proposal**

### 2.2.1 *Developer*

ISIS waterside regeneration, commissioned AOC Archaeology Group to undertake this desk-based assessment to investigate the archaeological significance and historical records relating to the area to provide a composite background of how the area has developed through time and the role and importance of the canal and canal features. Analysis of this information should provide recommendations on future development constraints and any investigation works required to minimise them.

### 2.2.2 *Nature of development*

The Glasgow Canal Regeneration Partnership is a joint initiative between Glasgow City Council and ISIS Waterside Regeneration which aims to regenerate the canal corridor within north Glasgow through sustainable canal-side redevelopment. One of the projects being taken forward by the partnership is a capacity study focused on regenerating the Port Dundas area. This capacity study is based on understanding all relevant constraints to redevelopment of the area including reference to the historic and archaeological significance of the canal at port Dundas. The capacity study and regeneration of the Port Dundas area is also supported by the emerging Canal Local Development Strategy which Glasgow City Council is producing. The long term vision for the area is to create a revitalised and regenerated urban canal quarter within the city focused around the existing water space at Port Dundas including new access routes to the islands.

## 2.3 **Government and local planning procedures**

### 2.3.1 *National Planning Policy Guidelines*

The statutory framework for heritage in Scotland is outlined in the *Town and Country Planning (Scotland) Act 1997*, as amended in the *Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997*.

The implications of the *Ancient Monuments and Archaeological Areas Act 1979* with regard to local government planning policy are described within the

National Planning Policy Guidelines (NPPG) and Planning Advice Notes (PAN) for Scotland. NPPG5 *Archaeology and Planning* (SOEnD 1994), NPPG18 *Planning and the Historic Environment* (SODD 1999) and PAN42 *Archaeology-the Planning Process and Scheduled Ancient Monument Procedures* (SOEnd 1994a) deal specifically with planning policy in relation to heritage. The planning guidance expresses a general presumption in favour of preserving heritage remains in situ. Their 'preservation by record' (ie excavation and recording, followed by analysis and publication, by qualified archaeologists) is a less desirable alternative.

### 2.3.2 *Local Plan*

The approved *Glasgow and the Clyde Valley Joint Structure Plan* (2000) and the *City Plan* (2003), which replaced a number of individual Local Plans, both contain local heritage planning policies pertinent to the proposed hospital development.

The policies in the Glasgow City Council Local Plan reiterate the national policies with regard to heritage:

*'There will be a presumption in favour of retaining, protecting, preserving and enhancing the ancient monuments and their setting. Developments that have an adverse impact on scheduled ancient monuments and their setting will be strongly resisted.'* (Policy HER 4, *City Plan* 2003)

*'The preservation of sites of archaeological significance and their setting is a material consideration in determining planning applications, whether a monument is scheduled or not.'*

- 1) *There will be a presumption in favour of retaining, protecting, preserving and enhancing the existing archaeological heritage and any future discoveries found in the City.*
- 2) *When a development is proposed that would affect a site of archaeological significance, the following will apply:*
  - a) *the prospective developer will notify the West of Scotland Archaeology Service and the Council at the earliest possible stage in the conception of the proposal; and*
  - b) *an assessment of the importance of the site will be provided by the prospective developer as part of the application for planning permission or (preferably) as part of the pre-submission discussions.*

- 3) *When development that will affect a site of archaeological significance is to be carried out, the following will apply:*
  - a) *provisions will be made by the developer for the protection and preservation of the archaeological remains;*
  - b) *where excavation is not possible or desirable, the developer will design foundations that minimise the impact of the development on the remains; and*
  - c) *the Council shall satisfy itself that the developer has made appropriate and satisfactory provision for excavation, recording, analysis and publication of the remains.*
  
- 4) *Where archaeological remains are discovered after a development has commenced, the following will apply:*
  - a) *the developer will notify the West of Scotland Archaeology Service and the Council immediately to enable an assessment of the importance of the remains to be made; and*
  - b) *developers should make appropriate and satisfactory provision for the excavation, recording, analysis and publication of the remains. (Developers may see fit to insure against the unexpected discovery of archaeological remains during work).*

(Policy HER 5, Sites\_of Archaeological Importance, Glasgow City Council City Plan 2003)

The policies included in the *City Plan (2003)*, *HER 2 Listed Buildings (Buildings of Architectural and Historic Importance)*, that address the 'built heritage' conservation are concerned with identifying areas of special architectural or historic interest, the character of which it is desirable to preserve and enhance.

*Where buildings have been listed as being of special architectural or historic interest :*

- *there will be a presumption in favour of the retention of listed buildings;*
- *there will be a requirement for owners to maintain listed buildings in a good state of repair;*
- *repairs, alterations and extensions will be carried out in accordance with the design standards in policy HER 3;*
- *proposals for demolition will be subject to rigorous scrutiny in respect of importance, condition and alternative uses; and*
- *the best viable use will be sought where re-use and disposal is being considered*



2.3.3 The following policy guidance is stipulated by Glasgow City Council:

*Assessment of Development Proposals Affecting the Character and Setting of Listed Buildings*

*Given the importance of listed buildings to the historic and architectural heritage and image of the City, it is essential that a rigorous set of procedures are followed that provide adequate safeguards and that place a strong emphasis on the re-use of listed buildings.*

*Development proposals affecting the character and setting of listed buildings will be assessed against the following criteria and other relevant policies of the Plan:*

- (i) facade retention may be considered but will not be regarded as an automatic option (see also policy RES 6: Retention of Traditional Sandstone Dwellings);*
- (ii) the architectural value of the interior and the function and use of the building must be fully assessed (evidence of the obsolescence of the interior will be part of such an assessment);*
- (iii) if demolition is proposed, an application for consent to demolish any listed building, or part thereof, must demonstrate that retention is impractical;*
- (iv) in proposals for the demolition of any listed building that is vacant, written evidence will be required of prior investigation of suitable uses and adaptability for alternative uses and that retention has proved to be prohibitively expensive;*
- (v) written evidence must be submitted proving that every effort has been made to find alternative uses for listed buildings and that extensive marketing has proved unsuccessful;*
- (vi) planning consents for redevelopment will require the retention of existing buildings until the new development commences, in order to avoid long term gap sites;*
- (vii) the stability of adjoining buildings will be protected from damage during demolition, site excavations or piling works and during construction;*
- (viii) the design of new developments shall respect the character of the area or locality, particularly with regard to massing and materials; and*
- (ix) where demolition is proposed and authorised, an architectural audit will be produced and submitted to Heritage and Design to assess features and artefacts that should be retained or re-used.*

(HER 2 Listed Buildings (Buildings of Architectural and Historic Importance)).

The Glasgow City Plan also includes a number of policies directly relevant to the development of the Port Dundas Area:

*There will be a general presumption against development that is not compatible with the objective of protecting and improving the navigation and recreational amenity of the Canal.*

*The Council will encourage the use of the Canal as a leisure and tourist facility and development proposals on vacant and under-utilised sites adjacent to the Canal will be encouraged where they complement the re-opening and use of the Canal for these activities.*

*Suitable development proposals should be integrated with the Canal towpath wherever appropriate and in consultation with British Waterways. Buildings and hard landscaped elements should, however, be set back far enough from the canal edge to protect access to, and amenity of, the towpath.*

*The Council will encourage the upgrading of existing paths, or the creation of new paths, linking to the Canal and its towpath. Development proposals adjacent to the Canal should take account of existing links to the Canal and provide additional links, wherever appropriate.*

*There will be a presumption against development that is not compatible with the objective of protecting the Canal's status as a Scheduled Ancient Monument, the listed buildings and its designation as a corridor of landscape and wildlife importance. Proposals that involve the demolition of listed buildings will be resisted.*

*The Council will encourage the retention and refurbishment of listed canal features such as bascule bridges, aqueducts and former canal buildings to preserve the historic character of the Canal (Part 2, Section 7)*

#### 2.3.4 *Planning considerations pertaining to the site*

The Local Planning Authority is advised on all archaeological matters by West of Scotland Archaeological Service (WoSAS).

Five structures in the study area are designated as Listed Buildings. Any works that affect the fabric or setting of a Listed Building can only be undertaken once Listed Building consent has been granted by the Local Authority. Note that the *visual setting* of Listed Buildings is also a competent planning matter. Demolition or alteration of the appearance of the existing buildings on the development site, or the construction of new buildings, could have visual impacts upon the surrounding protected buildings and monuments. The policy that the setting of Listed Buildings should be an issue in development control is outlined in National Planning Policy Guidelines:

*'Issues generally relevant to the consideration of all applications for listed building consent and applications for planning permission affecting listed buildings include: the building's setting and contribution to the townscape or landscape, having particular regard to the impact of development upon the views to and from the listed building'* (NPPG 18 April 1999, Section 43).

## **2.4 Restrictions on reporting**

The assessment will be based upon data obtained from publicly accessible archives as described in the *Data Sources* in Section 4.2.

## **3 AIMS AND OBJECTIVES**

- 3.1 The aim of this assessment is to investigate the archaeological significance and historical records relating to the Port Dundas Basin Area to provide a composite background of how the area has developed through time and the role and importance of the canal in this regard. The evidence presented and the conclusions offered should provide a comprehensive basis for further discussion with Historic Scotland and WoSAS regarding archaeological constraints on the future regeneration of this site and for the formulation of a mitigation strategy, should this be required.
- 3.2 The objectives to be undertaken in pursuing this will focus upon assessing the cultural significance of the proposed regeneration site, by examining a variety of evidence for buried and standing remains in an around it. Based upon the archaeological constraints thus identified, and the nature and scale of the proposed redevelopment, a mitigation strategy will be proposed.

## **4 METHODOLOGY**

### **4.1 Standards**

- 4.1.1 The scope of this desk-based assessment meets the requirements of current planning regulations set out in NPPG5 (SOEnD 1994), NPPG18 (SODD 1999) and PAN42 (SOEnD 1994a).
- 4.1.2 AOC Archaeology Group conforms to the standards of professional conduct outlined in the Institute of Field Archaeologists' Code of Conduct, the IFA Code of Approved Practice for the Regulation of Contractual Arrangements in Field Archaeology, the IFA Standards and Guidance for Desk Based Assessments, Field Evaluations etc., and the British Archaeologists and Developers Liaison Group Code of Practice.
- 4.1.3 AOC Archaeology Group is a Registered Archaeological Organisation of the Institute of Field Archaeologists. This status ensures that there is regular monitoring and approval by external peers of our internal systems, standards and skills development.

## **4.2 Data sources**

The following data sources were consulted during the preparation of this assessment:

- National Monuments Record for Scotland (RCAHMS, Bernard Terrace, Edinburgh):  
For NMRS data, archaeological and architectural photographs, NMRS maps and unpublished archaeological reports;
- National Map Library (National Library of Scotland, Causewayside, Edinburgh):  
For old Ordnance Survey maps (1<sup>st</sup> & 2<sup>nd</sup> Edition, small- and large-scale) and pre-Ordnance Survey historical maps;
- Historic Scotland (Longmore House, Salisbury Place, Edinburgh):  
For Scheduled Ancient Monument data and Listed Buildings data.
- West of Scotland Archaeological Service. (For Sites and Monuments Record data

## **4.3 Report structure**

- 4.3.1 Each archaeological or historical site, monument or building referred to in the text is listed in the Gazetteer in Appendix 1. Each has been assigned a 'Site No.' unique to this assessment, and the Gazetteer includes information regarding the type, period, grid reference, NMRS number, statutory protective

designation, and other descriptive information, as derived from the consulted sources, for each Site No.

- 4.3.2 Each archaeological or historical site, monument or building referred to in the text is plotted on the location map at the end of this report, using the assigned Site No.'s (Figure 1). The area proposed for development is shown outlined.
- 4.3.3 Features of potential archaeological or historical significance located up to 500 m beyond the site proposed for development have also been assessed. The aim of this is to predict whether any similar types of archaeological remains survive on the development site, that are currently unknown.
- 4.3.4 All sources consulted during the desk-based assessment, including publications, archived records, photographic and cartographic evidence, are listed in the *References* in Section 7.

#### **4.4 Copyright and confidentiality**

- 4.4.1 AOC Archaeology will retain full copyright of any commissioned reports, tender documents or other project documents under the Copyright, Designs and Patents Act 1988 with all rights reserved, but provides an exclusive licence to the Client in all matters directly relating to the project.
- 4.4.2 AOC Archaeology will assign copyright to the client upon written request but retains the right to be identified as the author of all project documentation and reports as defined in the Copyright, Designs and Patents Act 1988. AOC Archaeology will advise the Client of any materials supplied in the course of projects which are not AOC Archaeology's copyright.
- 4.4.3 AOC Archaeology undertake to respect all requirements for confidentiality about the Client's proposals provided that these are clearly stated. In addition, and where commercial factors require it, AOC Archaeology further undertakes to keep confidential for the time being any conclusions about the likely implications of such proposals for the historic environment. It is expected that Clients respect AOC Archaeology's and the Institute of Field Archaeologists' ethical obligations not to suppress significant archaeological data for an unreasonable period.

## **5 ARCHAEOLOGICAL AND HISTORICAL EVIDENCE**

### **5.1 Prehistoric and Roman (pre-AD 410)**

- 5.1.1 There is no evidence of prehistoric or Roman activity on the proposed development area or in the wider study area.

## **5.2 Medieval (AD 410-1600)**

- 5.2.1 Glasgow's origins are said to lie with the arrival of St Kentigern, (St Mungo) in the 6th century. During the early medieval period, Glasgow was clustered closely round the Cathedral, and the Port Dundas Basin Area lay outside of the city boundaries in the immediate rural hinterland. Pont's map of 1583 depicts Glasgow on the north bank of the Clyde but it is too small in scale and stylistic to provide evidence regarding the land-use on the proposed regeneration area. There are no known medieval sites within the assessment area.

## **5.3 Post-Medieval (AD 1600-1900)**

- 5.3.1 General Roy's Map of 1755 shows Glasgow to have expanded north of the original city limits and the area in which the Port Dundas Basin Area is roughly located is depicted as part of the expanded urban sprawl although what the land use may have been at this time is difficult to ascertain.
- 5.3.2 The origin of the Port Dundas Basin Area lies with the construction of the Forth and Clyde canal. An early bill for the construction of a smaller more limited waterway presented to parliament in 1766 was thrown out, on the plea that the capital (of £30,000, financed by the Board of Trustees for fisheries and Manufacturers and supported by the Merchants of Glasgow) and the scheme proposed were inadequate. The opposition to the earlier bill was led by Sir Lawrence Dundas supported by land owners from the east of the country concerned that the Merchants of Glasgow would have too much control over the waterway. Following an Act of Parliament in 1768, Sir Lawrence Dundas formed the Forth and Clyde navigation company, with an initial capital of £150, 0000 (Eyre-Todd, 1934).
- 5.3.3 Despite the more substantial capital, supplied by the Forth and Clyde navigation company, the waterway was plagued by financial shortfall and it wasn't until 1790 that the canal was officially opened, 22 years after the first clod of earth was lifted.
- 5.3.4 Named after Sir Lawrence Dundas and established at One Hundred Acre hill, Port Dundas itself was begun in 1786, and completed in 1790. The Port consisted of an oval basin with a granary and a link to the east with the Monkland canal. Port Dundas subsequently became Glasgow's main canal terminus and the link with Monkland canal, provided access to a large supply of water and to transports of cheap coal from Lanarkshire. After completion of the canal, Port Dundas rapidly expanded and further basins were added including a timber basin. Local industry in the area thrived, as the canal allowed easy transportation of raw materials in and finished products out. Port

- Dundas thus played an integral role in the industrial expansion and prosperity of the City of Glasgow.
- 5.3.5 Sir Lawrence Dundas continued to play a pivotal role in the fortunes of the canal network in Scotland and commissioned several pioneering works on the design of new steam powered vessels. Indeed the first steam-powered tugboat in the world was constructed in Glasgow, and named the Charlotte Dundas after the daughter of Sir Lawrence. In 1802 The 'Charlotte Dundas', pulled two 70-ton barges on the Forth and Clyde Canal successfully demonstrating that even the world's largest ships could be safely towed in and out of the harbour (Harvey 1980).
- 5.3.6 Port Dundas prospered for over a hundred years with a variety of industries establishing themselves in the area. These industries included; chemical works, dye works, timber mills, potteries, glassworks, foundries, distilleries and brick makers. Some of the industries were prominent both city wide and nationwide. For example, the Port Dundas distillery of J Gourney & Co (est 1820) became the largest in Glasgow and the second largest in Scotland outputting 1, 562,000 gallons in 1887, with a labour force of 250 and paying almost £430,000 in duty. The Port Dundas Chemical works, established in 1851 was also a major employer employing 300 people in 1864, including many women. Another significant employer was the pottery established in 1842 by John and Matthew Bell, which employed between 500-600 staff by 1881 and specialised in the production of sanitary and domestic ware, although it also produced china (Butt, 1996).
- 5.3.7 The establishment and expansion of industry in the area is depicted on a number of nineteenth century maps which document the rapidly changing landscape. Richardson's map of 1795 (Figure 2) shows only the completed canal and Port Dundas, however Peter Fleming's map of 1807 (Figure 3) shows Port Dundas to have expanded to the south, with further expansion shown along the north side of the canal. The establishment of several large industrial complexes are depicted both on Wood's map of 1822 and James map in 1832 (Figure 4). The Kyle Map of 1842 (Figure 5) shows continued expansion around the canal and within the proposed regeneration area.
- 5.3.8 Initially Port Dundas was outside of the Glasgow city boundary and it wasn't until 1843 that the area was absorbed into Glasgow. The 1857 Ordnance Survey town plan (Figure 6), provides a detailed picture of the area and shows a timber basin, the Monkland Log Depot and the Glasgow Glass Works located within the development area. The Timber Basin is of irregular shape and is shown to occupy the majority of the current south island. On the south edge of the canal basin are four structures presumably associated with the basin. These are visible on the 1892 edition but not on later editions and thus must have fallen from use at the end of the nineteenth century. The Ordnance Survey map of 1892 and the Bartholomew map of 1912 (Figure 7) show the

area to be almost fully developed, with Grain mills, a foundry and a coal depot all located within the area. Three bridges linking the basins with the encircling canal are also shown as well as a road bridge and railway bridge. Also located within the basin were a number of private wharfs which were simple wood piled structures.

- 5.3.9 The bridge that crosses the canal between Mid-wharf Street and North Canal Bank Street is one of the last two leaf bascule bridges in the city. It is of the Forth and Clyde Canal type a style unique to this network with cast-iron sector plates bolted to the abutments. **Site 34** is a hand operated girder swing bridge which carried the Port Dundas branch of the Caledonian Railway over the Forth and Clyde canal. This bridge is clearly marked on the second edition Ordnance Survey maps and was constructed around 1890. The construction of the Railway Bridge and establishment of the North British railway east of Port Dundas marked an important stage in the evolution of the area as the railways replaced the canals as the major transport network across Scotland.
- 5.3.10 Additional redevelopment appears to have taken place by 1894 comprising the construction of new buildings around the canal basin and surrounding streets. These structures are unnamed and it is thus difficult to ascertain their function beyond assuming that they were connected with the industrial works in and around the basins. Two buildings are shown north of the stone lined canal basin in roughly the same location of the structures that now occupy this area.

#### **5.4 Modern (post-1900)**

- 5.4.1 Pinkston Power Station (**site 25**), formerly located on the north-eastern area of the proposed regeneration site north of the canal basin was constructed in 1900-01 for the electrification of the Corporation Tramways. Architecturally the power station was rather grand and ornate in appearance and its two chimneys were made of brick with ornate tops (Hume 1974).
- 5.4.2 Aerial photographs consulted from 1946 through to 1988 provide a useful summary of the more recent developments across the proposed development area. Photographs from 1946 show the proposed development to be almost entirely industrial with the exception of Payne Street (formerly Bank Street) and Townsend Street (formerly Crawford Street) which house a number of residential properties.
- 5.4.3 The Monkland Canal (which was taken over by the Forth and Clyde Canal in 1846) was closed to commercial traffic in 1935 and its route was subsequently terminated as shown on Figure 8 and later covered by the M8 motorway. The Port Dundas basins remain separated from the main section of the Glasgow Branch of the Forth and Clyde Canal, due to the fact that there has been considerable culverting and infilling.



- 5.4.4 Photographs from 1954 show a large cooling tower occupying the east side of the proposed development area. The construction of the cooling tower necessitated the infilling of the timber basin. The cooling tower, built 1952-4, was at the time of construction the largest in Europe (Hume 1974). A number of barges moored within the stone basin area are also shown on these photographs indicating some continuation of use of the waterway. Ordnance Survey maps consulted from 1956 (Figure 8) show a large rectangular structure abutting the north edge of the stone lined canal which possibly incorporates the two structures visible on earlier maps. Photographs from 1968 show rough scrubland vegetation to have developed around the large cooling tower on the land covering the infilled basin. By 1975 the structures that lined the north of Payne Street had been removed and the form and extent of buildings was largely similar to that visible today
- 5.4.5 The cooling tower is shown on Ordnance Survey maps consulted from 1975, however it is not shown on aerial photographs consulted from 1988 and thus must have been demolished around this time. Since the removal of the cooling tower, the infilled basin area has been occupied by rough scrubland vegetation
- 5.4.6 The late twentieth century decline of heavy industries in Scotland terminated industrial development in the Port Dundas and much of the proposed regeneration area has fallen from use in recent years. However many of the industrial buildings survive in the wider Port Dundas Basin Area today and serve as a timely reminder of the rich industrial past of this area.

## 6 DEVELOPMENT IMPACT AND MITIGATION

### 6.1 Direct impacts

- 6.1.1 Potential impacts on known or unknown buried archaeological remains in the case of this development proposal relate to the possibility of disturbing, removing or destroying *in situ* remains and artefacts during ground breaking works (including excavation, landscaping, construction and other works associated with the development) on the site. As the nature, scale and extent of future development works is not known at this time, it is not possible to comment on the exact impact of future work on the proposed development.
- 6.1.2 The installation of heavy plant, and the intensive use of the north-east of the site as a power station since 1900, mitigates against the survival of significant below-ground archaeological or historical features underlying this area.
- 6.1.3 The infilled timber basin area is of potentially high archaeological sensitivity. The exact dimensions, character and nature of this feature are all currently unknown aspects that would add to a greater understanding and appreciation

of early 19<sup>th</sup> century canal engineering, particularly of such an important historically significant site such as the Port Dundas Basin. The infilling of the basin in the early 1950s and construction of the cooling tower are likely to have sacrificed the extent to which the remains of the basin survive. However as the depth of the basin and the extent of any damage to it are currently unknown, it is possible that parts of the basin and remains of structures relating to its use survive buried beneath the site. Information about its mode of construction, its operation and its decommissioning could be gleaned from potential archaeological evidence.

- 6.1.4 There are a number of standing buildings occupying the proposed regeneration area. The majority of these are modern industrial warehouse structures and as such are of little cultural heritage value. There are two structures located north of the stone lined canal basin and are possibly of a late nineteenth century origin and may incorporate the two structures visible on maps dating from 1894. Little is known of their original function and a site visit revealed these structures to have been largely altered due to their use as a modern garage. It is assumed that regeneration of the area will involve the demolition and removal of the majority of remaining structures on site and thus they will be directly impacted upon.
- 6.1.5 Potential impacts on known or unknown buried archaeological remains in the case of this regeneration proposal relate to the possibility of disturbing, removing or destroying *in situ* remains and artefacts during ground breaking works (including excavation, landscaping, construction and other works associated with the development) on the site. The remains of Port Dundas timber basin, its associated structure and any contents of the basin may be directly impacted upon by ground breaking works, including piling, associated with the proposed development.
- 6.1.6 In addition to the known archaeological remains, there is a small possibility that unknown and currently invisible remains could survive underground. This risk of unknown buried archaeology prevails at many sites proposed for development, and it cannot ultimately be confirmed whether such remains survive until an archaeological evaluation is carried out.
- 6.1.7 The area protected by the scheduling comprises: *all the canal basin and canal still in water, the infilled Timber basin and adjacent land up to 2m from the water's edge. All of the land below the water defining the canal basin is included, as is the one surviving bascule bridge at mid Wharf Street, and the railway swing bridge also at mid wharf Street*

Scheduled Ancient Monument consent must be obtained before alterations to any of these areas is undertaken.

## **6.2 Indirect impacts**

- 6.2.1 A development may not impact upon a Scheduled area without the prior consent of Historic Scotland. Potential types of impacts that can be caused to a Scheduled monument by a development include *visual* impacts, ie where the setting of a Scheduled Ancient Monument is disturbed by new, inappropriate buildings or other unsympathetic developments.
- 6.2.2 Port Dundas is surrounded by a range of land uses including the parkland of Sighthill and both and past and present industrial structures and all other sides. As a consequence of the variety and density of structures in the surrounding area it is unlikely that the Scheduled Ancient Monument will be subject to further visual impacts by future regeneration in the wider area. Indeed the context and integrity of the wider Port Dundas Basin Area has been lost with the removal of a number of industrial buildings associated with the former canal operation, the infilling of the timber basin and the termination of the Monkland Canal link and therefore the relationships between the various components of the basin are incomplete.
- 6.2.3 However the immediate Port Dundas Basin survives as an incomplete but defined complex of 18<sup>th</sup> and 19<sup>th</sup> century industrial remains. It is important that future developments do not distract from this and that the new access routes take into account the historic nature and settings of previous crossings. Furthermore, the settings of the Bascule Bridge and nearby Railway Bridge could be negatively impacted upon if new larger access routes were to obstruct views both to and from them.
- 6.2.4 It is quite probable that the environment within which the Port Dundas canal basin will be set is likely to enhance its setting and make a feature of the area which has been the case with other regeneration projects throughout the UK. This would only be the case however, if the north canal basin could be integrated into the regeneration scheme as a structure with purpose that serves as a reminder of the important part the canal network played in the nineteenth century growth and expansion of Glasgow
- 6.2.5 Only visual effects upon the settings of Listed Buildings and Scheduled Ancient Monuments are highlighted in this assessment, since their curtilage and amenity (in addition to their physical remains) are protected by legislation.

## **6.3 Mitigation of significant impacts**

- 6.3.1 British Waterways have obtained Scheduled Ancient Monument consent for the dredging of the canal and wall repairs for maintenance purposes. Any

- further works within the basin that go beyond this remit will require Scheduled Ancient Monument consent from Historic Scotland.
- 6.3.3 National planning policies and planning guidance (NPPG5 and PAN42), as well as the local plan policies (2003, Policy HER 5), outlined in section 2.3.2 of this report, generally require a mitigation response that is designed to investigate the archaeological potential of the site and thence allow the preservation or recording of any significant remains. Planning policies (NPPG 18) also advocate the investigation and the recording or preservation of historic buildings remains.
- 6.3.4 Whilst the remaining standing structures on site are not worthy of preservation *in situ* a programme of standing building recording to note any features that may be related to function of the adjacent canal basin is recommended. The extent and level of any standing building surveys would require to be agreed with the West of Scotland Archaeological Service (WoSAS) during the preparation of a Written Scheme of Investigation by the archaeological contractor.
- 6.3.5 Known and suspected cultural heritage remains associated with the canal basins and their use have been identified within the proposed development area. As the remains of the timber basin are likely to be fragmentary in nature, preservation *in situ* is not appropriate in this instance. In accordance with national and local planning policies on heritage, an archaeological evaluation should be undertaken on the proposed development site prior to any ground breaking works by the proposed development.
- 6.3.6 The complete Port Dundas canal complex represented an element of the industrial heritage of Glasgow which was significant in respect of the development of canal networks and industrial expansion in Scotland and, indeed, nationally in Britain. While the context of the site has been compromised with the removal of the Monkland canal link and infilling of the timber basin, Port Dundas Basin Area has declined in recent years and is now largely abandoned. As this area is now largely derelict any works that could regenerate it would be advantageous. It represents an important chapter in the history of the industrial development of Glasgow and the potential for the enhancement of the settings of these sensitive sites is high.
- 6.3.2 Whilst the stone lined canal walls basin and tow path have undergone many modern alterations they still retain some original features. It is recommended that where possible original features are preserved *in situ* for example mooring hooks and crane footings located on the tow path which serve as a reminder of the former use and prosperity of the Port Dundas area. Consideration should also be given to the positioning of access routes onto the island, particularly in the vicinity of the protected bascule and railway bridges, views to and from which should not be compromised by nearby modern bridges. It is further recommended that the issue of visual impact is addressed in regeneration

proposals through the production of a landscape and building design that is sympathetic to the traditional character of the surroundings.

## 7 CONCLUSION

- 7.1 The port Dundas Basin Area is a Scheduled Ancient Monument and as such any works affecting this monument will require Scheduled Ancient Monument Consent from Historic Scotland. The port Dundas Basin Area represents an important element in the industrial development of Glasgow and would benefit from regeneration proposals. To avoid the destruction of possible buried remains on the site, it is recommended that an archaeological evaluation is undertaken prior to ground breaking works. It is also recommended that a standing building survey is undertaken on the buildings that abut the north canal basin

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51588	153-154	10/06/1988	1:24000

## APPENDIX 1: SITE GAZETTEER

A gazetteer of the sites, monuments and buildings of archaeological or historical significance located during the desk-based assessment is presented below. The location and extent of each, to the best accuracy currently available, is shown on the Location Map in Figure 1 at the end of this report. Each site number is unique to this assessment and corresponds to the numbering on the Location Map. A selected extract of descriptive information is included below for each Site No.

**Site No: 1**

Name: Glasgow, 119 Lower Craighall Road, City Sawmills  
Alternative Names: Craighall Road  
Type of Site: Industrial/ Wood Working; Saw Milling/ Sawmill  
NMRS Number: NS56NE 2605  
Map reference: NS 5909 6710

**Site No: 2**

Name: Glasgow, 435 Keppochhill Road, Somerville Memorial Church  
Type of Site: Religion  
NMRS Number: NS56NE 1543  
Map reference: NS 5951 6710  
Description: Glasgow, 453 Keppochhill Road, Somerville Memorial Church. Architect: W.G.Rowan, 1903. This church which was Category C Listed was demolished c.1964/5. Information from Demolitions catalogue held in RCAHMS library. Glasgow, 453 Keppochhill Road, Somerville Memorial Church. One printed drawing, (builder's journal), 1.4.1905. Unlocated at time of upgrade, 2.8.2000.

**Site 3**

Name: Glasgow, 9 Coxhill Street, Works  
Type of Site: Works  
NMRS Number; NS56NE 2843  
Map Reference: NS 5953 6708  
Description: NS56NE 2843 5953 6708.

**Site 4**

Name: Glasgow, 9 Coxhill Street, Works  
Alternative Names: Pinkston Road; Keppochhill Road  
Type of Site: Industrial/ Works  
NMRS Number: NS56NE 2843  
Map reference: NS 5953 6708



**Site 5**

Name: Glasgow, 'Plague Stone'  
Type of Site: Grave-Stone  
NMRS Number: NS56NE 13  
Map reference: NS 5985 6712  
Description: NS56NE 13 5985 6712. Martyr's Stone (NR) OS 1:10,000 map, (1975) A stone, built in the railway boundary wall bears the inscription "Memory of his brother William 1647". The term "martyr" is a misnomer as the stone was just a grave stone covering one of the victims of the plague (revision Name Book). Name Book c. 1930's  
This stone tablet, on the W side of the railway wall, bears the deeply incised inscription noted above. Presumably this stone was originally in the burial ground associated with St Roche's Church (see NS66NW 3).  
Visited by OS (J L D) 9 February 1954.

**Site No:**

**6**

Name: Glasgow, 469 Pinkston Road, Stables and Stores  
Type of Site: Commercial/ Warehousing and Storage/ Stores; Stables  
NMRS Number: NS56NE 2842  
Map reference: NS 5944 6706 Parish: Glasgow (City Of Glasgow)

**Site No:**

**7**

Name: Glasgow. 443 Pinkston Road, Clay Pipe Factory  
Type of Site: Industrial/ Ceramics; Tobacco Pipe Making/ Factory  
NMRS Number: NS56NE 2845  
Map reference: NS 5950 6703

**Site No:**

**8**

Name: Glasgow, 450 Pinkston Road, Works  
Alternative Names: Coxhill Street  
Type of Site: Industrial/ Works  
NMRS Number: NS56NE 2844  
Map reference: NS 5954 6703

**Site No:**

**9**

Name: Glasgow, 28 Coxhill Street, Coxhill Ironworks  
Type of Site: Industrial/ Metal Industries; Iron Founding And Smelting/  
Ironworks  
NMRS Number: NS56NE 2553  
Map reference: NS 5960 6703

- Site No: 10**  
Name: Glasgow, 68 Coxhill Street, Cooperage  
Type of Site: Industrial/ Wood Working; Cooperage  
NMRS Number: NS56NE 2554  
Map reference: NS 5964 6703
- Site No: 11**  
Name: Glasgow, Cowlairs Railway Incline  
Type of Site: Transport and Communications/ Railways/ Railway  
NMRS Number: NS56NE 1866.00  
Map reference: NS 5978 6700  
Description; NS56NE 1866.00 5978 6700 from NS 5922 6566 to NS 5994 6738 Architecture Notes Glasgow, Cowlairs Incline. Incline depicted on the revised 2nd edition of the OS 25-inch map (Lanarkshire 1913, sheet VI.7)  
Cowlairs cable-hauled incline opened 21.02.1842, cable working ceased 31.10.1908.  
Cowlairs Railway Signal Box 1866 sub site 01.
- Site No: 12**  
Name; Glasgow, Possilpark, General  
NMRS Number: NS56NE 1128  
Map reference: NS 59 67
- Site No: 13**  
Name: Glasgow, Eagle Street, General.  
Type of Site: Transport and Communications  
NMRS Number: NS56NE 1350  
Map reference: NS 5897 6693  
Parish: Glasgow (City Of Glasgow)
- Site No: 14**  
Name: Glasgow, 116 Vintner Street, Vulcan Maltings  
Type of Site: Industrial/ Food and Drink; Malting/ Maltings  
NMRS Number: NS56NE 2467  
Map reference: NS 592 669  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of
- Site No: 15**  
Name: Glasgow, 68-100 Borron Street, Warehouses  
Type of Site: Commercial/ Warehousing and Storage/ Warehouse  
NMRS Number: NS56NE 2604  
Map reference: NS 5938 6695  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 16  
Name: Glasgow, Borron Street/Harvey Street, Bonded Warehouse  
Type of Site: Warehousing and Storage/ Bonded Stores/ Bonded Warehouse  
NMRS Number: NS56NE 2594  
Map reference: NS 5935 6688  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 17  
Name: Glasgow, Harvey Street  
NMRS Number: NS56NE 2596  
Map reference: NS 592 668  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 18  
Name: Glasgow, 76 - 80 North Canal Bank Street, Port Dundas  
Distillery  
Type of Site: Industrial/ Food and Drink; Whisky Distilling/ Whisky  
Distillery  
NMRS Number: NS56NE 1573  
Map reference: NS 5930 6681  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 19  
Name: Glasgow, 60 Vintner Street, Scottish Grain Company Factory  
Alternative Names: Scottish Grain Products  
Type of Site: Industrial/ Food And Drink  
NMRS Number: NS56NE 2595  
Map reference: NS 592 668  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 20  
Name: Glasgow, Pinkston Road, Pinkston Ironworks  
Type of Site: Industrial/ Metal Industries; Iron Smelting And Founding/  
Ironworks  
NMRS Number: NS56NE 2137  
Map reference: NS 5966 6683  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

- Site No: 21**  
Name: Glasgow, Fountainwell Drive, St Stephens RC Church  
Type of Site: Religion/ Church  
NMRS Number: NS56NE 1377  
Map reference: NS 5982 6684  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of
- Site No: 22**  
Name: Glasgow, 24-30 North Canal Bank Street, Warehouses  
Type of Site: Commercial/ Warehousing and Storage/ Warehouse  
NMRS Number: NS56NE 2076  
Map reference: NS 5955 6678  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of
- Site No: 23**  
Name: Glasgow, Forth and Clyde Canal, Borron Street Bridge  
Type of Site: Transport and Communications/ Canals/ Bridge  
NMRS Number: NS56NE 1738  
Map reference: NS 5941 6673  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of  
Description: NS56NE 1738 NS 5941 6673. This bridge appears on the current edition of the OS 1:10000 map (1984). Information from RCAHMS 9MD) 29 August 2000.
- Site No: 24**  
Name: Glasgow, 72 North Canal Bank Street, Bonded Warehouse  
Type of Site: Commercial/ Bonded Stores/ Bonded Warehouse  
NMRS Number: NS56NE 2599  
Map reference: NS 594 667  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of
- Site No: 25**  
Name: Glasgow, North Canal Bank Street, Pinkston Power Station  
Alternative Names: Port Dundas  
Type of Site: Public Services/ Electricity Supply/ Electricity Generating Station  
NMRS Number: NS56NE 207  
Map reference: NS 5958 6669  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of  
Description: Pinkston Power Station, built 1900-1 for the electrification of the Corporation tramways. A red brick structure, with high

single storey, 7 bay boiler house and engine halls side by side, and originally identical. The windows are round-headed with semicircular windows above and the wall tops are paved. At the north end are two large brick chimneys with ornamental tops. The cooling tower, built 1952-4, was at the time of construction the largest in Europe (Hume 1974).

**Site No:** 26  
**Name:** Glasgow, Pinkston Road, House and Stables  
**Type of Site:** Residential/ Stables  
**NMRS Number:** NS56NE 2073  
**Map reference:** NS 5984 6664  
**Parish:** Glasgow (City Of Glasgow)  
**Council:** Glasgow, City Of

**Site No:** 27  
**Name:** Glasgow, Forth and Clyde Canal, Ann Street Basin  
**Type of Site:** Transport and Communications/ Canals/ Canal Basin  
**NMRS Number:** NS56NE 1736  
**Map reference:** NS 5894 6665  
**Parish:** Glasgow (City Of Glasgow)  
**Council:** Glasgow, City Of  
**Description:** NS56NE 1736 NS 5883 6652 to NS 5906 6665. This basin to the W of the basin complex at Port Dundas is clearly visible on the 1st edition of the OS 6-inch map (Lanarkshire 1865, sheet vi), the presence of a lock at the E end being likely, but not clearly marked. A bridge (NS56NE 1737) at the W end links it with the end of the Glasgow branch coming from the N. Information from RCAHMS (MD) 29 August 2000.

**Site No:** 28  
**Name:** Glasgow, 20 North Speirs Wharf, Eagle Foundry  
**Alternative Names:** Port Dundas Chemical Works  
**Type of Site:** Industrial/ Metal Industries; Iron Smelting and Founding; Chemicals/ Foundry; Chemical Works  
**NMRS Number:** NS56NE 2468  
**Map reference:** NS 5917 6669  
**Parish:** Glasgow (City Of Glasgow)  
**Council:** Glasgow, City Of

**Site No:** 29  
**Name:** Glasgow, North Canal Bank Street, General  
**NMRS Number:** NS56NE 2600  
**Map reference:** NS 593 667  
**Parish:** Glasgow (City Of Glasgow)  
**Council:** Glasgow, City Of

**Site No: 30**

Name: Glasgow, 2 High Craighall Road, Dundashill Distillery  
Type of Site: Industrial/ Food and Drink; Whisky Distilling/ Whisky  
Distillery  
NMRS Number: NS56NE 2464  
Map reference: NS 5897 6659  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 31**

Name: Glasgow, 88 North Speirs Wharf, Port Dundas Grain Mills  
Type of Site: Industrial/ Food and Drink; Grain Milling/ Grain Mill  
NMRS Number: NS56NE 2602  
Map reference: NS 5903 6660  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 32**

Name: Glasgow, 72 North Speirs Wharf, Bonded Warehouse  
Type of Site: Industrial/ Food and Drink; Whisky Distilling/ Bonded  
Warehouse  
NMRS Number: NS56NE 2701  
Map reference: NS 5911 6661  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 33**

Name: Glasgow, North Speirs Wharf, Port Dundas Goods Depot  
Alternative Names: Goods Station  
Type of Site: Transport and Communications/ Railways/ Railway Station  
NMRS Number: NS56NE 2702  
Map reference: NS 5915 6660  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 34**

Name: Glasgow, Forth and Clyde Canal, Port Dundas, Railway Swing  
Bridge  
Alternative Names: Mid-Wharf Street; North Canal Bank Street  
Type of Site: Transport and Communications/ Canals; Railways/ Railway  
Bridge; Swing Bridge  
NMRS Number: NS56NE 121  
Map reference: NS 5923 6662  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

Description:	<p>Plate girder swing bridge, hand operated. Carried Port Dundas branch of the Caledonian Railway over the Forth and Clyde Canal (Hume 1974).</p> <p>Listed 1992. This bridge, carrying a branch railway line over the canal, is clearly marked on the 2nd edition of the OS 6-inch map (Lanarkshire 1896, sheet vi NE). Although the bridge is still marked on the current edition of the OS 1:10000 map (1984), there is no sign of the railway line.</p> <p>Information from RCAHMS (MD) 29 August 2000.</p> <p>This railway swing bridge still crosses the canal beside an original wooden bascule bridge (NS56NE 102).</p> <p>The Forth and Clyde Canal Guidebook 1991.</p> <p>This bridge, carrying a branch railway line over the canal, is clearly marked on the 2nd edition of the OS 6-inch map (Lanarkshire 1896, sheet vi NE). Although the bridge is still marked on the current edition of the OS 1:10000 map (1984), there is no sign of the railway line.</p> <p>Information from RCAHMS (MD) 29 August 2000.</p>
<b>Site No:</b>	<b>35</b>
Name:	Glasgow, Forth and Clyde Canal, Port Dundas, Bascule Bridge
Alternative Names:	Mid-Wharf Street; North Canal Bank Street
Type of Site:	Transport and Communications/ Canals/ Drawbridge
NMRS Number:	NS56NE 102
Map reference:	NS 5924 6663
Parish:	Glasgow (City Of Glasgow)
Council:	Glasgow, City Of
Description:	<p>This bridge crosses the canal between Midwharf Street and North Canal Bank Street. One of the last bascule bridges in the city, it is of the standard Forth and Clyde Canal type, with cast-iron sector plates bolted to the abutments and to the opening wooden spans. Internal teeth on the latter engage with hand-cranked gearing (ratchet-protected) on the fixed plate.</p> <p>E Williamson, A Riches and M Higgs 1990.</p> <p>Scheduled with Port Dundas canal basin (NS56NE 217.01).</p> <p>Information from Historic Scotland, scheduling document dated 28 April 1999.</p> <p>Bascule Bridge over Forth &amp; Clyde Canal of standard pattern. (Hume 1974).</p> <p>This bascule bridge is still operable (Brown 1997).</p> <p>This bascule bridge appears on the 1st edition of the OS 6-inch map (Lanarkshire 1865, sheet vi), the 2nd edition of the OS 6-inch map (Lanarkshire 1896, sheet vi NE) and the OS Basic Scale Digital map (2000).</p> <p>This original wooden bascule bridge still exists, crossing the canal beside a railway swing bridge (NS56NE 121).</p>

The Forth and Clyde Canal Guidebook 1991.

This bascule bridge is still operable.

H Brown 1997.

This bascule bridge appears on the 1st edition of the OS 6-inch map (Lanarkshire 1865, sheet vi), the 2nd edition of the OS 6-inch map (Lanarkshire 1896, sheet vi NE) and the OS Basic Scale Digital map (2000).

Information from RCAHMS (MD) 29 August 2000.

<b>Site No:</b>	<b>36</b>
Name:	Glasgow, Forth And Clyde Canal, Port Dundas Basins
Alternative Names:	Forth And Clyde Canal, Glasgow Branch; North Canal Bank Street
Type of Site:	Transport and Communications/ Canals/ Canal Basins
NMRS Number:	NS56NE 217.02
Map reference:	NS 5936 6662
Parish:	Glasgow (City Of Glasgow)
Council:	Glasgow, City Of
Description:	<p>Basin [NAT]OS 1:10,000 map, 1984. These basins are extensive and bollards still exist along the wharves. The Forth and Clyde Canal Guidebook 1991. The basins at Port Dundas rapidly became busy and, on completion of the Monkland link in 1793, the area became even busier. G Hutton 1993.</p> <p>These basins are currently separated from, the main section of the Glasgow Branch of the Forth and Clyde Canal, due to the fact that there has been considerable culverting and infilling. Although the basins, by North Canalbank Street and under the shadow of a distillery, are abandoned, nonetheless there is a bascule bridge still operable and there are plans for redevelopment.</p> <p>The Port Dundas basins were linked to the Monkland canal, a waterway running eastwards out of Glasgow, constructed principally to bring cheap Lanarkshire coal into the city. This canal is today infilled.</p> <p>H Brown 1997.</p> <p>These three basins are shown on the 1st edition of the OS map (Lanarkshire 1865, sheet vi) and include a large timber basin at the SE corner of the complex. They are still visible on the 2nd edition of the OS 6 inch map (Lanarkshire 1896, sheet vi, NE), three bridges linking the basins with the encircling canal also being shown, as well as a road bridge (NS56NE 102) and railway bridge (NS56NE 121) at the E end of the most westerly basin.</p> <p>On the OS Basic Scale Digital map (2000) the timber basin is no longer shown, nor are the bridges linking the basins.</p> <p>Information from RCAHMS (MD) 29 August 2000.</p>



[Scheduled area centred NS 5940 6665]. Scheduled as 'Forth and Clyde Canal, Port Dundas canal basin, Glasgow... a canal basin complex and a short stretch of canal, both now disused and cut off from the rest of the canal network'. The canal basin ('Port Dundas') was opened in 1790 as an extension to the Glasgow Branch of the Forth and Clyde Canal. Information from Historic Scotland, scheduling document dated 11 March 2002.

**Site No:** 37  
**Name;** Glasgow, 227-229 Parliamentary Road, Macleod Memorial Church  
**Alternative Names:** Macleod Parish Church  
**Type of Site:** Religion/ Church  
**NMRS Number:** NS56NE 1389  
**Map reference:** NS 5972 6657  
**Parish:** Glasgow (City Of Glasgow)  
**Council:** Glasgow, City Of  
**Description;** Exact location unknown at time of upgrade 20.6.2000  
Parliamentary Road and Macleod Memorial Church  
demolished Architect: H. Barclay 1865

**Site No:** 38  
**Name;** Glasgow, Port Dundas Old Basin Works, 60-74 South Speirs Wharf, 47-107 North Speirs Wharf  
**Alternative Names:** Forth And Clyde Canal, Carron Wharf  
**Type of Site:** Industrial/ Works  
**NMRS Number:** NS56NE 1577  
**Map reference:** NS 5900 6656  
**Parish:** Glasgow (City Of Glasgow)  
**Council:** Glasgow, City Of

**Site No:** 39  
**Name:** Glasgow, Forth and Clyde Canal, Kirkcaldy Wharf, Warehouse  
**Alternative Names:** Port Dundas; North Spiers Wharf  
**Type of Site:** Commercial/ Warehousing and Storage/ Warehouse  
**NMRS Number:** NS56NE 2136  
**Map reference:** NS 5894 6651  
**Parish:** Glasgow (City Of Glasgow)  
**Council:** Glasgow, City Of

**Site No:** 40  
**Name;** Glasgow, Forth and Clyde Canal, Leith Wharf, Canal Warehouses

Alternative Names: North Spiers Wharf  
Type of Site: Commercial/ Warehousing and Storage/ Warehouses  
NMRS Number: NS56NE 2704  
Map reference: NS 5901 6652  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 41**  
Name: Glasgow, Forth and Clyde Canal, Colinton Street, Bascule Bridge

Alternative Names: South Spiers Wharf; North Spiers Wharf  
Type of Site: Transport and Communications/ Canals/ Bridge  
NMRS Number: NS56NE 2703  
Map reference: NS 5907 6653  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 42**  
Name: Glasgow, 34-38 Payne Street  
Alternative Names: Glasgow, Reboring And Resleeving Works Ltd  
NMRS Number: NS56NE 2597  
Map reference: NS 5923 6654  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 43**  
Name: Glasgow, Colinton Street, Causey Setts  
Type of Site: Transport and Communications/ Roads and Paths/ Road  
NMRS Number: NS56NE 2706  
Map reference: NS 5903 6647  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 44**  
Name: Glasgow, 7-39 Colinton Street, Warehouses  
Type of Site: Commercial/ Warehousing and Storage/ Warehouse  
NMRS Number: NS56NE 2735  
Map reference: NS 5902 6645  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 45**  
Name: Glasgow, 2-22 Tayport Street, Caledonian Grain Mills  
Type of Site: Industrial/ Food and Drink; Grain Milling/ Grain Mills  
NMRS Number: NS56NE 2413  
Map reference: NS 5894 6642

Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 46  
Name; Glasgow, Colinton Street, Tenements and Public House  
Alternative Names: Mcgregors Bar  
Type of Site: Commercial; Residential/ Tenements/ Tenement; Public House  
NMRS Number: NS56NE 2707  
Map reference: NS 5909 6647  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 47  
Name: Glasgow, Port Dundas, 31-33 Townsend Street, Chemical Works  
Alternative Names: Townsend Stalk  
Type of Site: Industrial  
NMRS Number: NS56NE 1604  
Map reference: NS 5915 6647  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No;** 48  
Name; Glasgow, Payne Street, Works Buildings  
Type of Site: Industrial  
NMRS Number: NS56NE 2598  
Map reference: NS 592 665  
Parish: Glasgow (City Of Glasgow)

**Site No:** 49  
Name: Glasgow, Colinton Street, Tenement  
Type of Site: Residential  
NMRS Number: NS56NE 2463  
Map reference: NS 591 664  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of  
Description; Photographed by J R Hume 20.5.1967, no further locational information given. Now demolished.

**Site No:** 50  
Name; Glasgow, Forth And Clyde Canal, Canal Street, Railway Swing Bridge  
Type of Site: Transport And Communications/ Canals; Railways/ Railway Bridge  
NMRS Number: NS56NE 2700  
Map reference: NS 5944 6642

Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 51  
Name: Glasgow, Forth And Clyde Canal, Canal Street, Bascule Bridge  
Type of Site: Transport And Communications/ Canals/ Bridge  
NMRS Number: NS56NE 2699  
Map reference: NS 5945 6640  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 52  
Name: Monkland Canal, Glasgow, Cut Of Junction, Canal Street  
Bridge, Port Dundas  
Type of Site: Transport And Communications/ Canals/ Bridge  
NMRS Number: NS56NE 2867.03  
Map reference: NS 5944 6640  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of  
Description: This bridge, just S of the Port Dundas basins (NS56NE217.02),  
was a Forth and Clyde 'style opening bridge.'  
G Hutton 1993.  
This bridge, which was a short distance to the S of the Port  
Dundas basins (NS56NE 217.02) and carried Canal Street over  
the 'Cut of Junction' waterway (NS56NE 2867.00), is clearly  
visible on the 1st edition of the OS 6-inch map (Lanarkshire  
1865, sheet vi) and on the 2nd edition of the OS 6-inch map  
(Lanarkshire 1896, sheet viNE).  
Information from RCAHMS (MD) 21 February 2002.

**Site No:** 53  
Name: Glasgow, Buchanan Street Station Tunnel  
Type of Site: Transport And Communications/ Railways/ Railway Tunnel  
NMRS Number: NS56NE 2931  
Map reference: NS 5966 6643  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of  
Name: Hume, J R (1974) The industrial archaeology of Glasgow,  
Glasgow, 169 C73,

**Site No;** 54  
Name; Glasgow, 127 Renton Street, Stables  
Type of Site: Stables  
NMRS Number: NS56NE 2601  
Map reference: NS 5905 6635

Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 55**  
Name: Glasgow, 120 Renton Street, Asphalt Works  
Alternative Names: M M Baird Ltd; Ferguson, Shaw And Sons, Oil Refiners  
NMRS Number: NS56NE 2460  
Map reference: NS 5910 6635  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 56**  
Name: Glasgow, 361 Dobbie's Loan  
NMRS Number: NS56NE 2461  
Map reference: NS 5914 6637  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 57**  
Name: Glasgow, Port Dundas Road, St Saviour's Episcopal Church  
Alternative Names: St Saviour's Epicopal Mission  
Type of Site: Religion  
NMRS Number: NS56NE 1635  
Map reference: NS 5899 6629  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 58**  
Name: Glasgow, 144 Port Dundas Road, Offices And Printing Works  
Alternative Names: D C Thomson And Company  
Type of Site: Industrial/ Miscellaneous; Printing/ Printing Works; Offices  
NMRS Number: NS56NE 2856  
Map reference: NS 5902 6630  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 59**  
Name: Glasgow, 101-9 Renton Street, Imperial Oil Works Warehouse  
Type of Site: Industrial/ Chemicals; Oil Refining/ Oil Refinery  
NMRS Number: NS56NE 2415  
Map reference: NS 5906 6628  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 60**  
Name: Glasgow, Dobbie's Loan, Cooperage

Type of Site: Industrial/ Wood Working; Cooperage  
NMRS Number: NS56NE 2462  
Map reference: NS 591 663  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 61**  
Name: Glasgow, Tyndrum Street/309 Dobbie's Loan, Crown Colour Works  
Alternative Names: Federated Paints  
Type of Site: Industrial/ Works  
NMRS Number: NS56NE 2457  
Map reference: NS 5920 6632  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 62**  
Name: Glasgow, 284 Dobbie's Loan, Engineering Works  
Alternative Names: Wilson's Machinery Store  
Type of Site: Industrial/ Engineering; Engine Making/ Engineering Works  
NMRS Number: NS56NE 2447  
Map reference: NS 5927 6630  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 63**  
Name: Glasgow, Port Dundas Road, Office  
Type of Site: Commercial/ Office  
NMRS Number: NS56NE 2857  
Map reference: NS 5896 6624  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 64**  
Name: Glasgow, 124 Port Dundas Road, Fire Brick Works  
Alternative Names: J & J Mclaughlin Fire Brick And Grinding Works  
Type of Site: Industrial  
NMRS Number: NS56NE 1576  
Map reference: NS 5903 6624  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 65**  
Name: Glasgow, 66 Renton Street, Port Dundas Pottery  
Type of Site: Industrial/ Ceramics; Potteries/ Pottery  
NMRS Number: NS56NE 2609

Map reference: NS 5912 6624  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 66  
Name: Glasgow, 147 Milton Street, Alliance Foundry  
Type of Site: Industrial/ Metal Industries  
NMRS Number: NS56NE 2456  
Map reference: NS 5919 6623  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 67  
Name: Glasgow, 254 Dobbie's Loan, Kelvin Motor Works  
Alternative Names: Broomhill Iron Works; Bergius Company Ltd  
Type of Site: Industrial  
NMRS Number: NS56NE 2446  
Map reference: NS 5934 6625  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 68  
Name: Glasgow, Glebe Street Station, Engine Shed And Cottage  
Alternative Names: Townhead Station  
Type of Site: Residential; Transport And Communications/ Railways; Name;  
Cottages/ Railway Engine Shed; Cottage  
NMRS Number: NS56NE 2074.00  
Map reference: NS 5984 6633  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of  
Description: See also: NS56NE 2074.01 59 66 Glasgow, Glebe Street  
Station, Terminus

**Site No:** 69  
Name: Glasgow, Glebe Street Station  
Type of Site: Transport And Communications/ Railways/ Railway Terminus  
NMRS Number: NS56NE 2074.01  
Map reference: NS 5984 6633  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No;** 70  
Name: Glasgow, Port Dundas Road, Shop  
Type of Site: Commercial/ Shops/ Shop  
NMRS Number: NS56NE 2806  
Map reference: NS 5901 6620

Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 71  
Name: Glasgow, Port Dundas Road, Tenement And Public House  
Alternative Names: Milton Street  
Type of Site: Commercial; Residential/ Tenements/ Public House; Tenement  
NMRS Number: NS56NE 2808  
Map reference: NS 5901 6619  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 72  
Name: Glasgow, Port Dundas Road, Workshop  
Type of Site: Industrial/ Workshop  
NMRS Number: NS56NE 2807  
Map reference: NS 5901 6621  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 73  
Name: Glasgow, Milton Street, Catholic School  
Type of Site: Education/ School  
NMRS Number: NS56NE 2470  
Map reference: NS 5903 6619  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of  
Description: Now demolished

**Site No:** 74  
Name: Glasgow, 97-99 Milton Street, Glass Works  
Type of Site: Industrial/ Chemicals; Glass/ Glass Works  
NMRS Number: NS56NE 2471  
Map reference: NS 5905 6620  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 75  
Name: Glasgow, Tyndrum Street, General  
NMRS Number: NS56NE 2448  
Map reference: NS 591 662  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 76  
Name: Glasgow, Tyndrum Street, Milton Slaughterhouses



Type of Site: Industrial/ Food And Drink; Slaughtering/ Slaughterhouse  
NMRS Number: NS56NE 2458  
Map reference: NS 591 662  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 77  
Name: Glasgow, 81-3 Renton Street, Victoress Stove Works  
NMRS Number: NS56NE 2459  
Map reference: NS 591 662  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 78  
Name: Glasgow, Dobbie's Loan, Crown Colour Works  
Type of Site: Industrial/ Works  
NMRS Number: NS56NE 2440  
Map reference: NS 593 662  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 79  
Name: Glasgow, Cowlairs Incline, Railway Tunnel  
Alternative Names: High Level Tunnel; Queen Street Station Tunnel; Cowlairs Tunnel  
Type of Site: Transport and Communications/ Railways/ Railway Tunnel  
NMRS Number: NS56NE 206  
Map reference: NS 5945 6619  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of  
Description: Completed 1842 for the Edinburgh and Glasgow Rly. A double track tunnel on a 1 in 46 gradient, with a single ventilation point at Calgary St. At the Queen St (SSW) end the tunnel mouth was set back when the station (NS56NE 76.00) was enlarged in 1878-80, but the other (NNE) is as built. (Hume 1974).  
This tunnel was worked as a rope-worked incline (latterly with the assistance of steam banking engines operating uphill) between 1842 and 1908.  
C Johnston and J R Hume 1979.  
Only the N end of the tunnel is still as built in 1842; the S end was cut back in 1878-80. A double-track tunnel on a 1-in-46 gradient with a single ventilation point, it starts just W of Pinkston Road, Springburn.  
E Williamson, A Riches and M Higgs 1990.

<b>Site No:</b>	<b>80</b>
Name;	Glasgow, Stafford Street, Bell's Pottery
Alternative Names:	Kyle Street; Glasgow Pottery
Type of Site:	Industrial/ Ceramics/ Pottery; Urban Excavation; Watching Brief
NMRS Number:	NS56NE 89.01
Map reference:	NS 5955 6624
Parish:	Glasgow (City Of Glasgow)
Council:	Glasgow, City Of
Description:	<p>Bells' Pottery (also known as the Glasgow Pottery) was established in the 1830's by John and Matthew Preston Bell. Initially producing sanitary ware and garden ornaments, the pottery went onto produce porcelain from 1842 onwards. It became one of the few producers of high quality porcelain in Scotland. Between 1894 and 1919, the pottery was reduced in size as the Caledonian Railway expanded. In 1929 Bergius Kelvin Ltd built the engineering factory on the site (see NS56NE 89.00).</p> <p>The excavations carried out by GUARD revealed that the state of preservation of the pot bank remains was excellent, due to the controlled demolition of the pottery in the 1920s. A number of the standing walls of Kelvin Diesels contained evidence of having been part of the pottery buildings. Finds included vast amounts of pottery sherds and kiln furniture.</p> <p>Information from Keith Speller, GUARD 1996 (see NMRS MS/725/105)</p> <p>NS 5955 6620 During February, June and September 1996 Glasgow University Archaeological Research Division carried out a field assessment on the site of Bell's Pottery (NMRS NS 56 NE 89). Bell's is widely considered to be Scotland's largest industrial pottery site and foremost fineware producer of its time (c 1842-1923). On the basis of the assessment, the site has subsequently been designated a Site of National Importance under NPPG5 guidelines.</p> <p>Trench 1. Stone and flint mill and adjoining slip house. The stone bases of a large flint-crushing machine were revealed with an underlying slip drain.</p> <p>Trench 2. Sanitary pressing shop and underlying clay cellars. This trench revealed the floor of the cellar, which was coated with calcined flint deposits. No other archaeological features were recorded.</p> <p>Trench 3. The NW kiln complex. Approximately 90 degrees of a bottle kiln base was exposed, in excellent condition. Limited excavation took place to investigate the central area and one of the ash pits which had been rebuilt.</p> <p>Trench 4. Central kiln area. The remains of part of four bottle</p>

kiln bases were exposed, in varying degrees of preservation. A trench was excavated through one in order to investigate the construction style and methods and to determine the depth of deposits and thereby a chronology.

Trench 5. China kiln house. According to documentary evidence, two bottle kilns were sited here. However, excavation revealed the well-preserved remains of a non-circular kiln, with metal firing door and grate still in situ. A large amount of pottery wasters were retrieved from the flue voids beneath this kiln. Small areas of adjoining rooms were also exposed.

Trench 6. Clay bunker. A rectangular cellared space was exposed containing clay and pottery wasters.

Trench 7. Internal road. A perfectly preserved stretch of internal cobbled road and pavement were revealed. Pottery was retrieved from beneath this road.

Trench 8. Internal flue. This trench revealed more of the room partially revealed in trench 5, adjacent to the non-circular kiln. Parallel to the external brick wall was a flue containing demolition debris and capped with stamped firebricks.

Trench 9. Entrance-way. This trench covered the original S entrance to the potworks. All original features had been destroyed by redesigning of this area by the subsequent occupants of the site, Kelvin Diesels.

Trench 10. Warehousing and road. This trench revealed the in situ wall bases of two ranges of warehousing, divided by an internal cobbled road.

Trench 11. Kyle Street and sanitary pressing shop. This trench revealed that Kyle Street had been built up to gain access to the canal to the N of the pottery and also revealed external and internal walls at the S end of the pressing shop range.

A large amount of pottery, over 300 plaster-of-Paris moulds and various types of kiln furniture were retrieved from the site, along with samples of bricks, clays, slips and other structural materials.

Sponsors: VICO Properties (Scotland), Appleyard Group.  
K Speller 1996

NS 595 662 A variety of fieldwork (watching briefs, evaluation, excavation) has been conducted at the site of the former Bell's Pottery (NS 56 NE 89, 89.1). Bell's was Scotland's foremost producer of fineware ceramics and was in operation during much of the 19th and early 20th centuries. The current development site occupies much of the northern half of the former potworks. The area attracted previous archaeological attention (DES 1996, 54) prior to an earlier development of the southern extent of the site in the mid-1990s. An initial watching brief was undertaken of seven boreholes

and six probe holes opened up across the site. This confirmed that the archaeological remains of Bell's Pottery remain largely intact and in good preservation across the site, and sealed beneath the current concrete capping layer. The deposits encountered ranged in depth from 0.15-3.10m.

An evaluation and watching brief located in the northernmost extent of the site found significant archaeological remains of the Pottery at a depth of 2.2m. This resulted in the excavation and recording of the remains of a chimney (known from historic maps of the site), adjacent cobbled flooring and sandstone flagging, and a series of drains, including two field drains related to the earlier use of the site as a field. Substantial amounts of archaeological finds relating to the Pottery were recovered. A watching brief took place in the SE area and located the remains of the flint kiln (also known from historic maps of the site). Work has been discontinued in this area and the remains preserved.

The main and ongoing watching brief of approximately 400 boreholes, four lift shafts and machine-excavation of the road off of Kyle Street have recovered substantial finds and information relating to the use and topography of the site.

Included within this was the discovery and recording of a wall located along the small road off Kyle Street, just outwith the site of the pottery but coming off the boundary wall.

At present the work at the site continues. However, the recent work has already added significantly to enhance our understanding of the site, in particular in regard to its overall topography. A large quantity of pottery, some moulds, and various types of kiln furniture have been recovered. (GUARD 1176)

Sponsor: Victoria Hall Ltd.  
K Seretis 2002

**Site No;** 81  
Name: Glasgow, Kyle Street, Kelvin Diesels  
Alternative Names: Kelvin Diesels Marine Engine Works; Kelvin Works  
Type of Site: Industrial/ Engineering/ Works  
NMRS Number: NS56NE 89.00  
Map reference: NS 5955 6623  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No;** 82  
Name: Monkland Canal, Glasgow, Cut Of Junction  
Type of Site: Transport And Communications/ Canals/ Canal NMRS  
Number: NS56NE 2867.00

Map reference: NS 5966 6627  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of  
Description: NS56NE 2867.00 From 5999 6619 to 5943 6649.  
The 'Cut of Junction' was completed in 1791 to a depth of 4 feet. The first boat travelling from the East negotiated the Cut on 17 October 1791. (Thomson 1945).  
The act authorising the Cut of Junction was passed in 1790. In 1798 an agreement was made between the Forth and Clyde Canal (Lin 17) and Monkland Canal Companies on the subject of maintenance of navigation in times of frost on this waterway. By 1843 improvements suggested for enlarging the Cut of Junction had been completed.  
J Lindsay 1968.  
This section of canal between the Monkland and the Forth and Clyde canals was neither the one nor the other. It was originally cut to the same specifications as the Monkland, but in 1842 it was deepened and at Glebe Street (NS56NE 2867.02) and Port Dundas (NS56NE 2867.03) Forth and Clyde 'style opening bridges' were erected.  
G Hutton 1993.  
This waterway is clearly visible on the 1st edition of the OS 6-inch map (Lanarkshire 1865, sheet vi) and on the 2nd edition of the OS 6-inch map (Lanarkshire 1896, sheet viNE).  
Information from RCAHMS (MD) 21 February 2002.

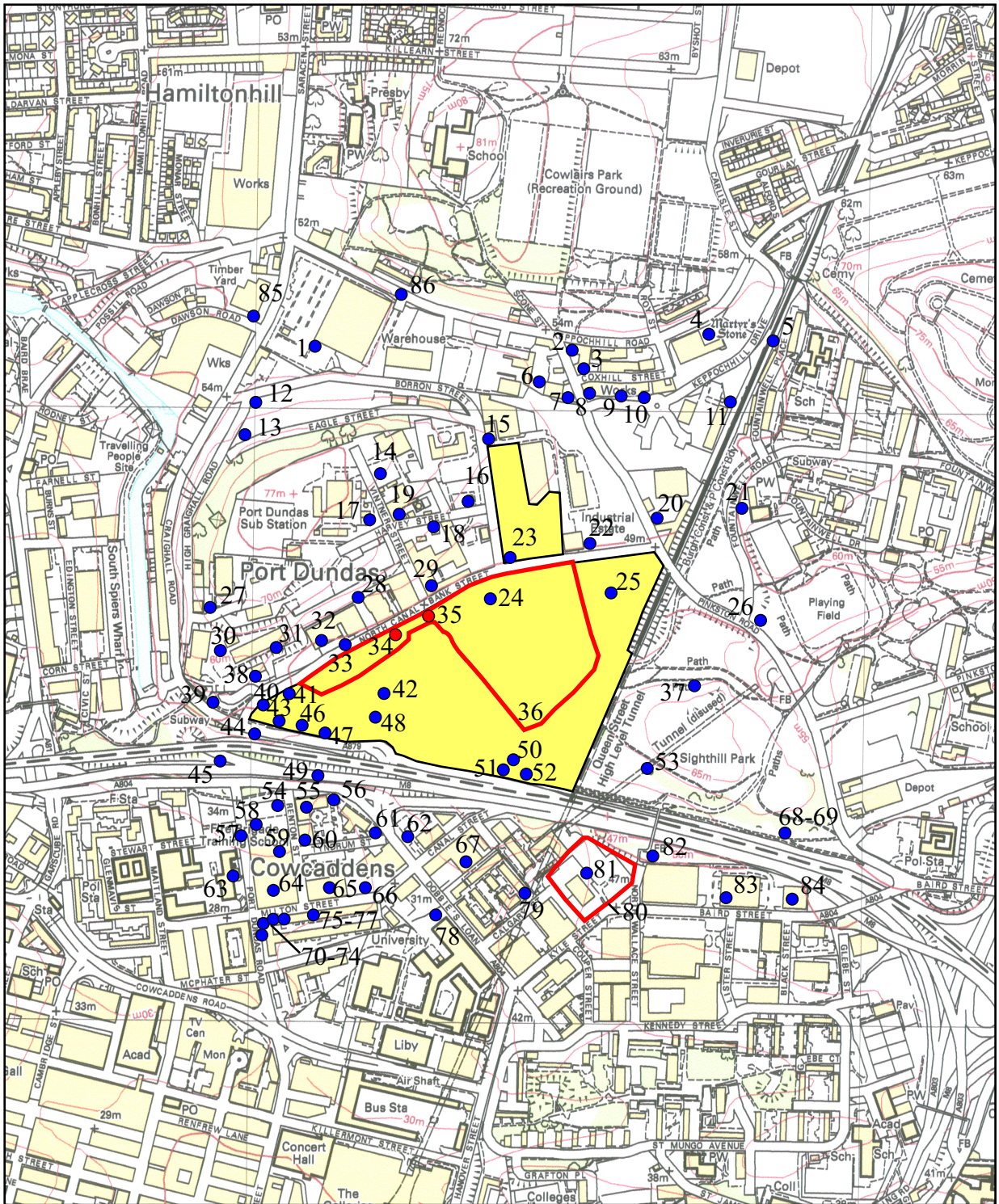
**Site No:** 83  
Name: Glasgow, 28 Baird Street, Phoenix Sawmills  
Alternative Names: Bellgrove Saw Mills  
Type of Site: Industrial/ Wood Working; Saw Milling/ Sawmill  
NMRS Number: NS56NE 2885  
Map reference: NS 5977 6621  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No:** 84  
Name: Glasgow, Forth And Clyde Canal, Glebe Street, Hand Crane (Remains)  
NMRS Number: NS56NE 2637  
Map reference: NS 599 662  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No;** 85  
Name; Glasgow, Craighall Road, Stables

Alternative Names: Dawson Road  
Type of Site: Commercial/ Stables  
NMRS Number: NS56NE 2606  
Map reference: NS 5900 6715  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of

**Site No: 86**  
Name: Glasgow, Keppochhill Road, General  
Alternative Names: Keppoch Hill Road  
Type of Site: Transport And Communications  
NMRS Number: NS56NE 1542  
Map reference: NS 5923 6718  
Parish: Glasgow (City Of Glasgow)  
Council: Glasgow, City Of



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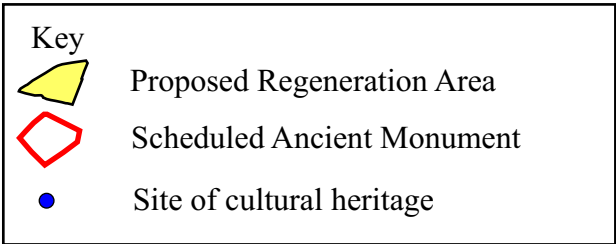


Figure 1: Location of proposed regeneration area showing sites of cultural heritage interest

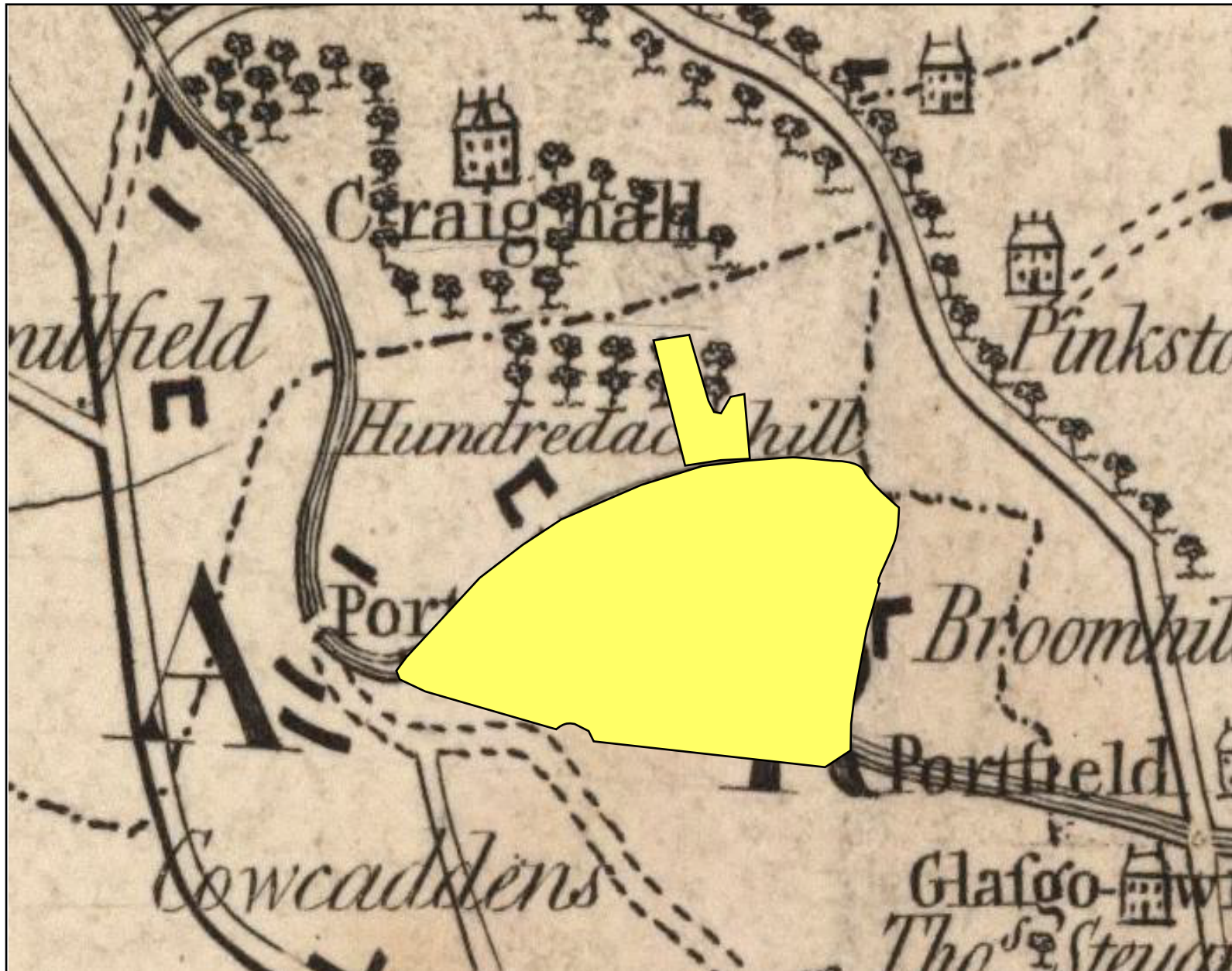


Figure 2: Extract from map by Thomas, 1795



Approximate location of proposed regeneration area



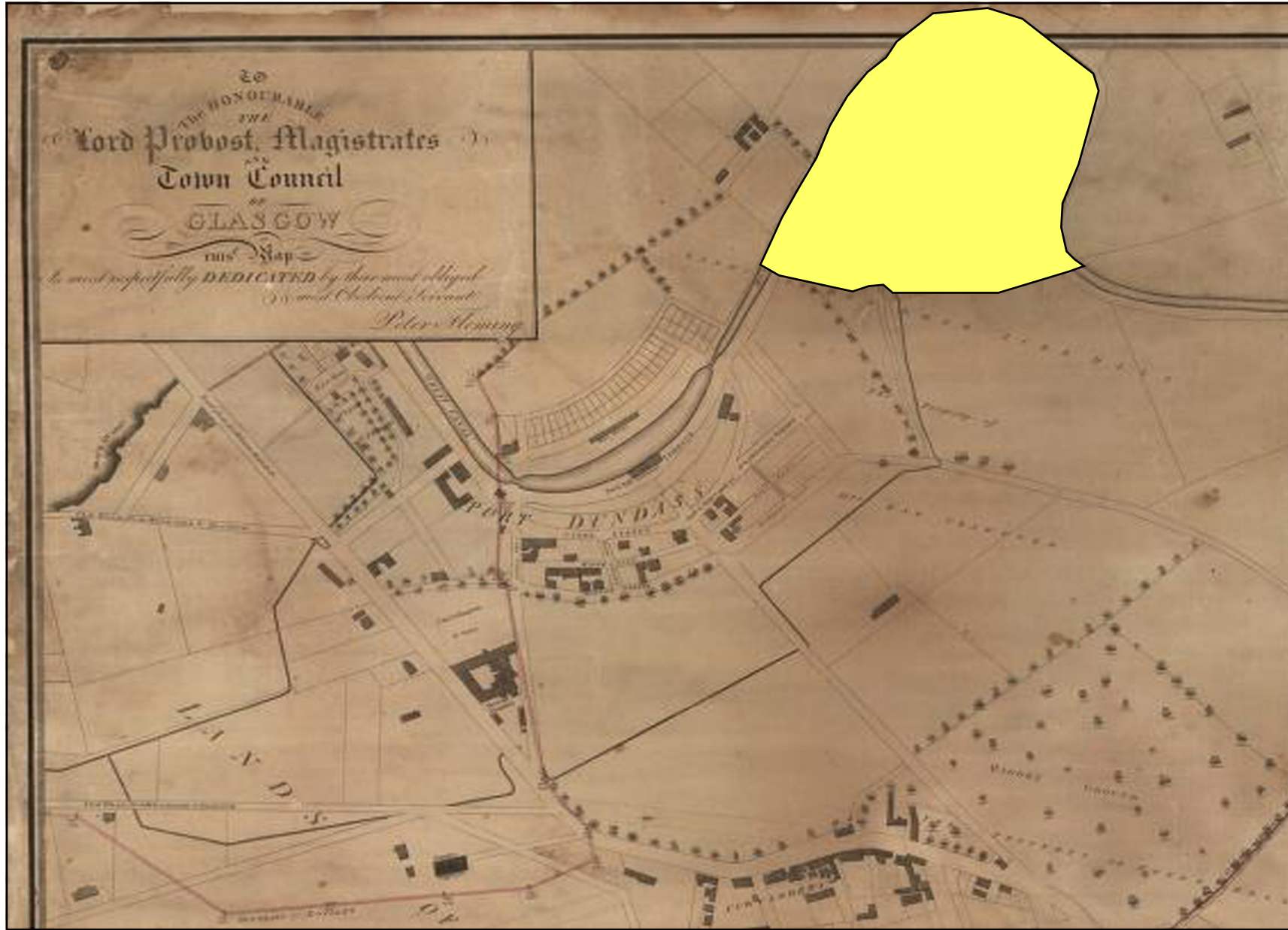


Figure 3: Extract from map by Fleming, 1807



Approximate location of proposed regeneration area

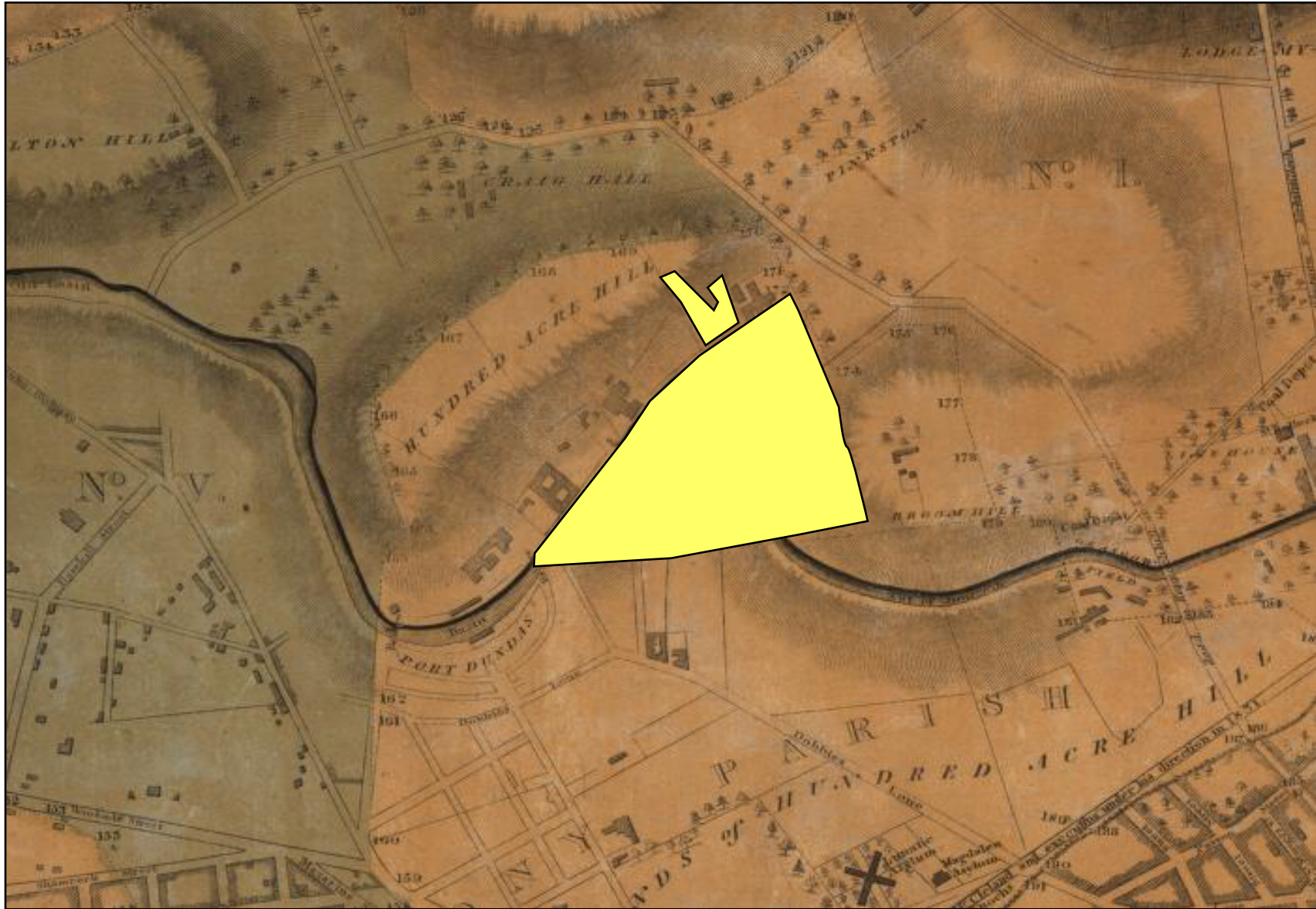


Figure 4: Extract from map by James, 1832



Approximate location of proposed development

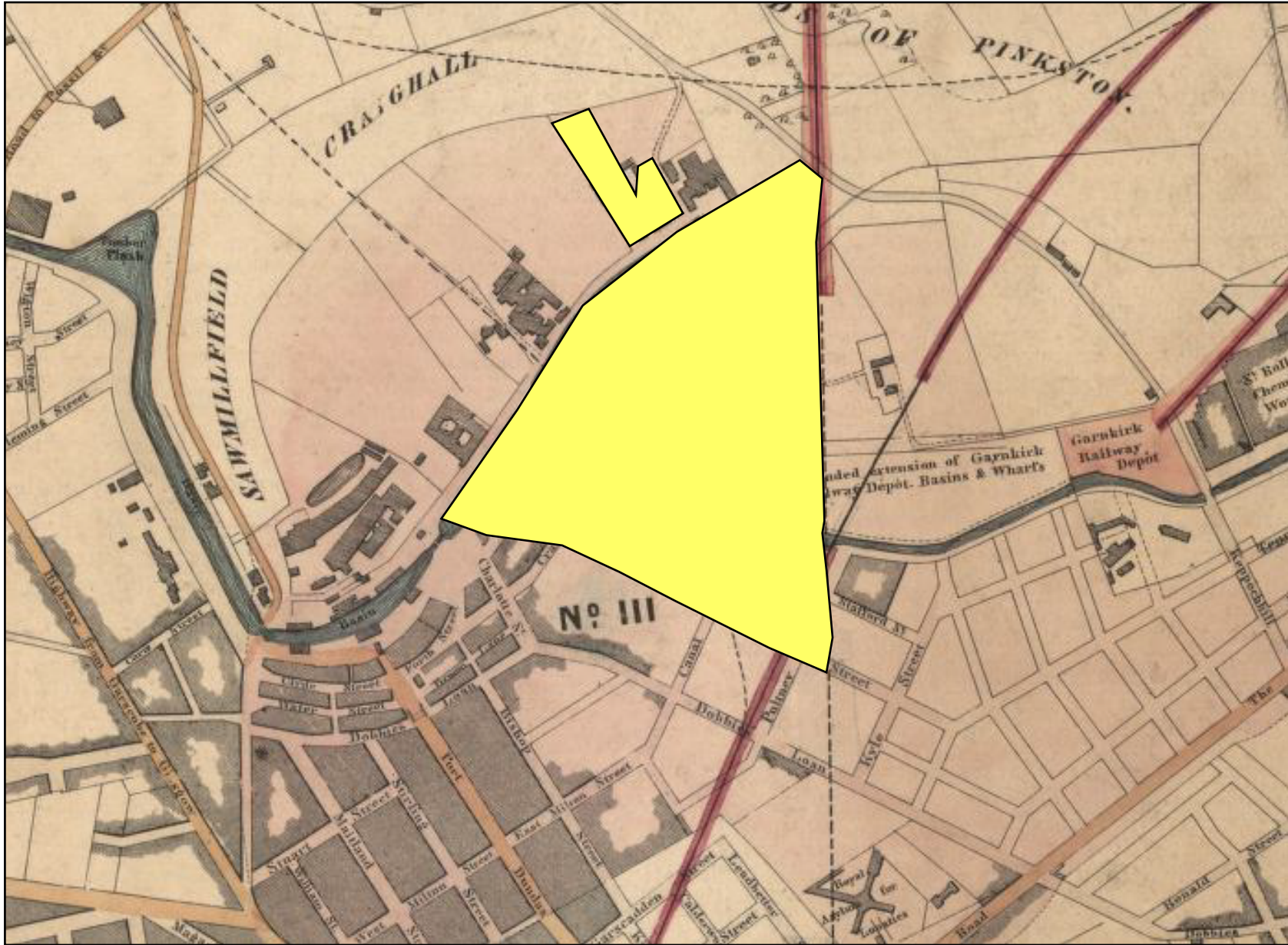
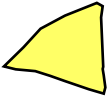


Figure 5: Extract from map by Kyle, 1842



Approximate location of proposed development

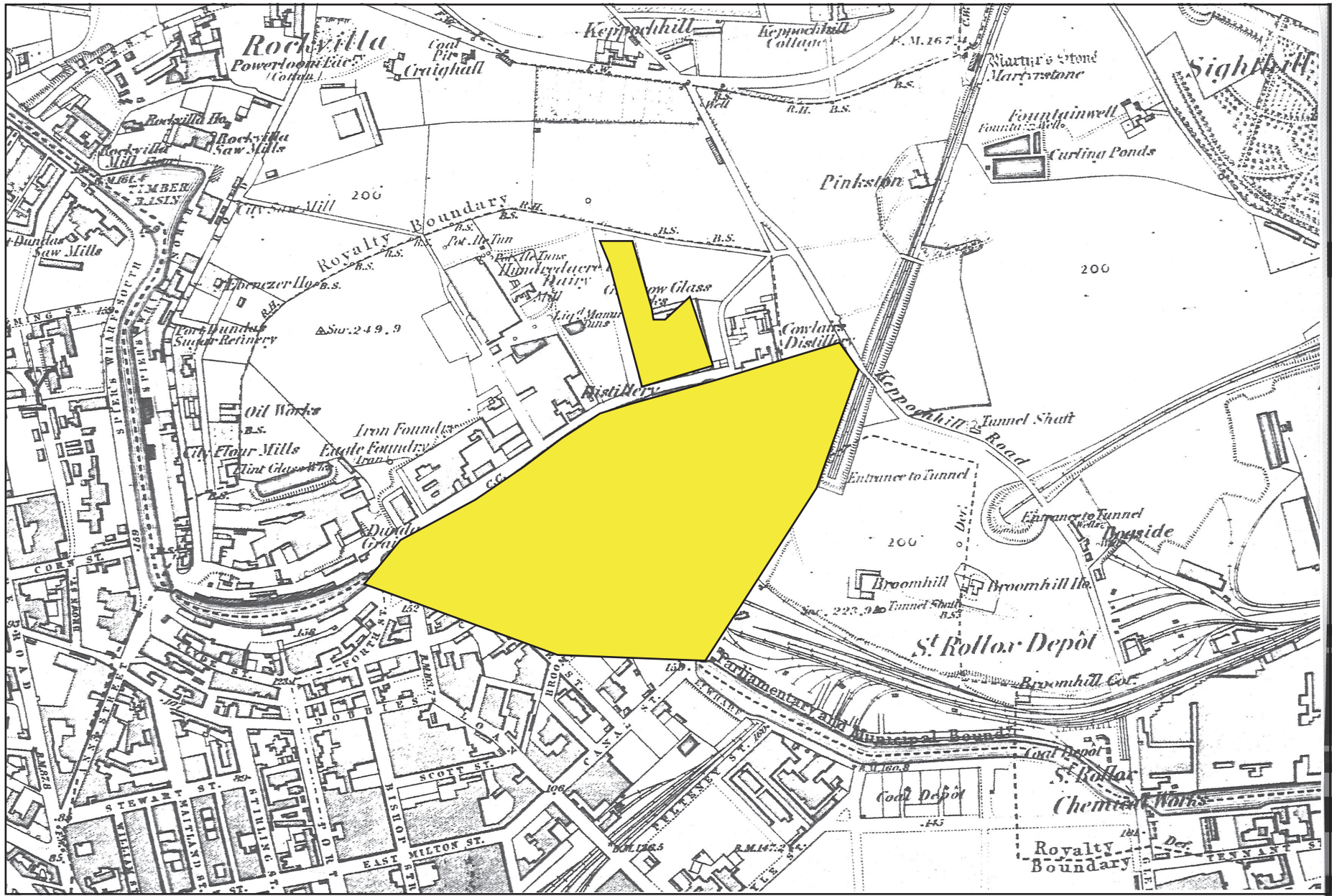


Figure 6: Extract from First Edition Ordnance Survey Map.



Approximate location of proposed development site

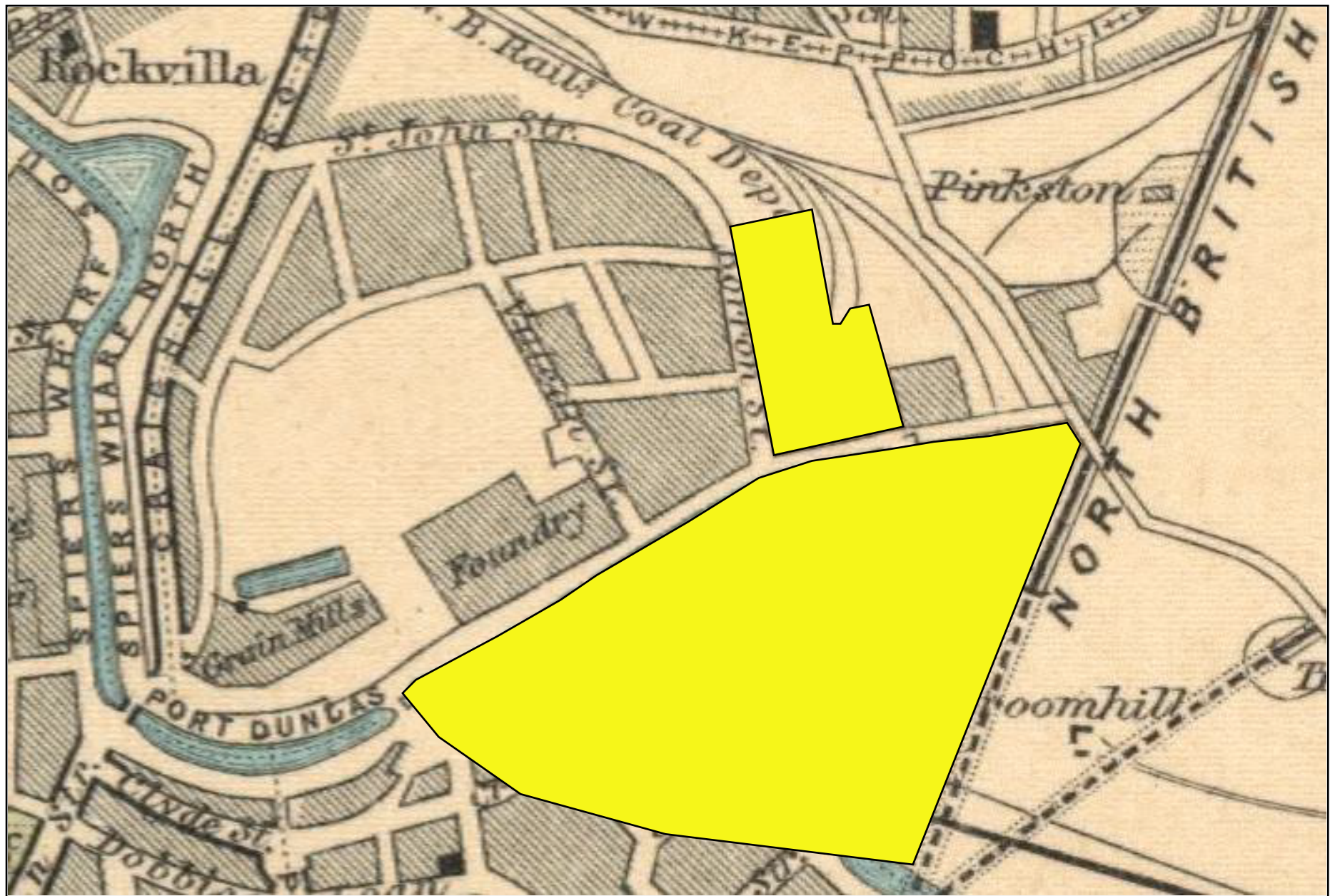


Figure 7: Extract from map by Bartholomew, 1912



Approximate location of proposed regeneration area

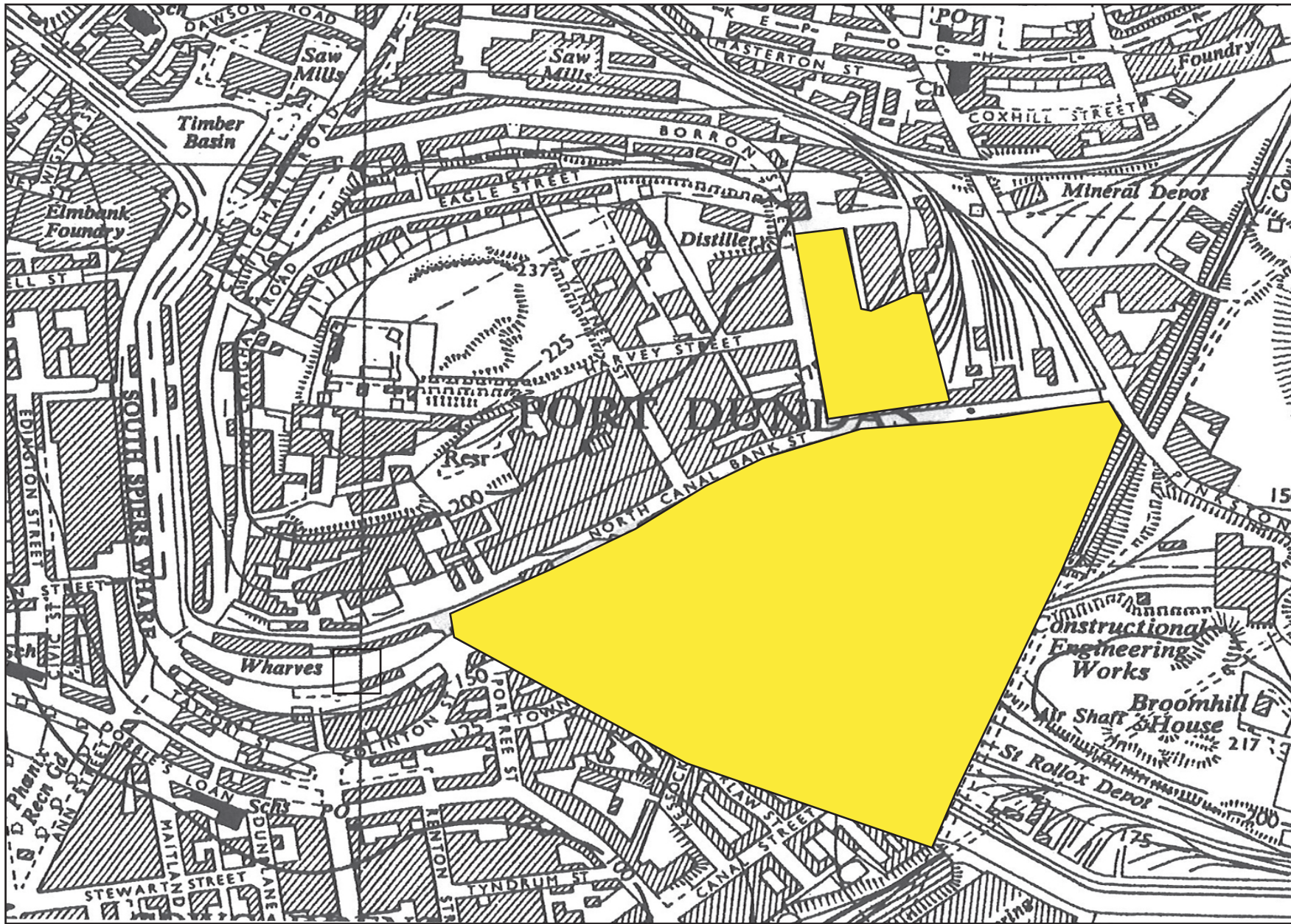


Figure 8: Extract from map by Ordnance Survey 1956



Approximate location of proposed development site