

SKED12-002



## SOUTHBANK ROAD KIRKINTILLOCH

*Historic Building Recording and Archaeological Monitoring  
for Ogilvie Homes Ltd*

*January 2014*

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Fieldwork:	Laura Bailey and Donald Wilson
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Specialist:	N/A
Approved by:	Russel Coleman – Project Manager

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## CONTENTS

1.....	INTRODUCTION .....	3
2.....	SITE LOCATION AND DESCRIPTION .....	3
3.....	ARCHAEOLOGICAL BACKGROUND .....	3
4.....	AIMS & OBJECTIVES .....	4
5.....	METHODOLOGY .....	5
5.1	Site works .....	5
5.2	Reporting and Archives.....	5
6.....	RESULTS.....	5
6.1	Discussion.....	7
6.2	Conclusion .....	8
7.....	REFERENCES .....	8
7.1	Bibliographic sources .....	8
7.2	Cartographic sources .....	8
7.3	Other sources .....	8
8.....	APPENDICES .....	9
8.1	Appendix 1 – Site registers .....	9
8.2	Appendix 2 – Discovery and Excavation in Scotland entry .....	13

## LIST OF ILLUSTRATIONS

Illus 1: Site Location plan

Illus 2: Extract from the 1<sup>st</sup> Edition Ordnance Survey

Illus 3: View of the boatshed from the SW

Illus 4: View of the amenities building from the opposite canal bank.

Illus 5: View of the substation Building from the NE

Illus 6: View of the revetment stones at the base of the bank.

Illus 7: A view of the section through the bank, facing south

Illus 8: View of the drainage trench across the bank at the N end of site

Illus 9: Detail of some of the finds recovered from the bank topsoil



**Illus 1**  
Site location



# SOUTHBANK ROAD, KIRKINTILLOCH

## Historic Building Recording and Archaeological Monitoring

*Summary – Headland Archaeology was commissioned to undertake a programme of archaeological works in connection with the development of residential flats along the south bank of the Forth and Clyde Canal, Southbank Road, Kirkintilloch. The site had been the location of a small boatyard that operated on the side of the canal from the late 18<sup>th</sup> century until its closure in the 1960's. A Level I photographic building survey was undertaken on the three upstanding buildings due for demolition as part of the development. The buildings comprised a 1930's utilities building, a 1980's boathouse and a 1990's amenities block. As the canal is a Scheduled Monument a watching brief was also required on all ground works associated with the development. Monitoring focussed on identifying any features associated with the construction and use of the canal or the boatyard. Cuttings made into the existing bank and the excavation of drainage trenches along the former canal footpath revealed no evidence of its earlier use.*

### 1 INTRODUCTION

Headland Archaeology Ltd was commissioned by Ogilvie Homes Ltd to undertake a programme of archaeological works in connection with a proposed development between the Forth and Clyde Canal and Southbank Road, Kirkintilloch East Dumbartonshire.

Planning permission and Scheduled Monument Consent have been granted for the development subject to conditions, including one on archaeological matters.

The northern part of the of the Site overlaps with the Kirkintilloch Conservation Area whilst the Scheduled Monument of the Forth and Clyde Canal: Kirkintilloch - Auchinstarry Farm section (SM 6769) occupies much of the western part of the Site.

In order to fulfil this condition a Written Scheme of Investigation (WSI) was prepared by Headland Archaeology (2012) on behalf of Ogilvie Homes Ltd; setting out the proposed strategy for archaeological mitigation.

This included for the monitoring of ground works within the Scheduled Area of the Forth and Clyde Canal and a photographic survey of the upstanding buildings prior to their demolition. The WSI was submitted to and agreed with Historic Scotland who advises on archaeological matters relating to Scheduled Monuments. This report details the results of the work.

### 2 SITE LOCATION AND DESCRIPTION

The site is located at Southbank Road, Kirkintilloch East Dumbartonshire (NGR: NS 6544 7368; Illus 1). The Site lies in Kirkintilloch town centre and occupies a narrow strip of land c. 185m in length lying between the Forth and Clyde Canal and Southbank Road. Whilst the site was largely free of built development, there were two areas of buildings within the Site. These consisted of a 1980s boatshed and a derelict amenities block at the canal edge and a collection of three structures at the northern tip of the Site. These latter structures comprised a brick built utility building, an electric sub-station enclosure and a modern automated public toilet.

Ground levels within the Site were mixed. The eastern part of the Site adjacent to Southbank Road was level and at roughly the same height as the road. Its surface was a mixture of paved and grassed areas and was in use as informal car parking. The central section of the Site consisted of a sloping embankment down to the level of the canal towpath. The degree of this slope varied and there were some terrace-like areas within its northern end. The embankment was largely overgrown with both trees and shrubs. Ground level along the section of the Site adjacent to the canal varied. Over the southern two thirds of the Site, the ground was mostly level and carried a canal towpath of varying width and surfaces. Along the northern third of the Site, the towpath

sloped up toward the road at Townhead. A steam hammer from an iron foundry which formerly stood on the opposite side of Southbank Road was erected as a monument adjacent to the towpath in this part of the Site in 1981.

The geology of the Site is formed of glacial tills overlying upper limestone (<http://www.bgs.ac.uk>). Several phases of geotechnical work have been carried out in association with development proposals for the Site indicating that these tills are composed of intermixed clays, sands and gravels (Johnson Poole and Bloomer Consultants 2012).

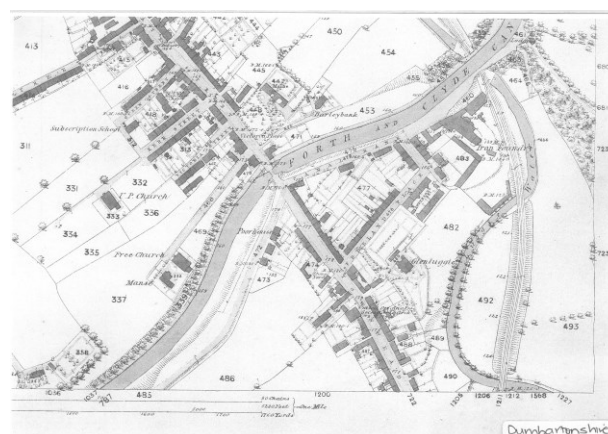
### 3 ARCHAEOLOGICAL BACKGROUND

The economic development of Kirkintilloch took off with the construction of the Forth and Clyde Canal. Construction of the canal began in 1768 at Grangemouth and was designed to provide a link from the Forth to the Clyde for sea-going craft. Owing to financing problems the canal only initially got as far as Kirkintilloch and this section was opened in 1773. As the town was close to Glasgow, a temporary port was developed here, opening at Hillhead in 1773, and goods carted onwards to the city and also for further transport along the Clyde. As a result, Kirkintilloch became a significant port and focus for canal-related industries, such as boat building. The boost in connections to other producing and manufacturing centres that the canal brought also led the town to become a significant centre for weaving and iron founding. This role persisted despite the opening of the remaining stretch of the canal to the Clyde at Bowling in 1790. The coming of the canal also spurred the development of businesses and properties along Cowgate and Townhead as the focus of the town's activity shifted from the High Street to align itself on the new communication corridor.

The construction of the canal in the immediate environs of the Site required the cutting of a deep trench through the ridge along which Cowgate and Townhead run. This can be seen in the deeply embanked nature of the canal as it runs past the Site and the readily appreciable drop in levels from Southbank Road to the canal towpath of c. 10m. The Townhead roadway was carried over the canal at this point by a bascule bridge. Whilst the land to the immediate south of the Site, the present Southbank Marina area, became developed by the

1820s, the Site itself appears to have remained largely free of development into the later 1860s.

The earliest detailed maps of the Site are the first edition Ordnance Survey town plan and 25" dating from 1859 and 1862 respectively. Both show the Site as comprising a single steep embankment cut down from the edge of Southbank Road (unnamed at this date) down to a wide but undeveloped area lying between the embankment case and the canal edge. This shows that the canal embankment extended all the way to the lip of Southbank Road and outside of the presently Scheduled area.



Illus 2: Extract from the 1<sup>st</sup> Edition Ordnance Survey

The second edition Ordnance Survey 25" coverage of 1898 shows that the Site had been redeveloped by this date; two conjoined linear sheds are shown lying within a sub-rectangular enclosure on the level area adjacent to the canal. The embankments to the north and south of this enclosure had been remodelled, the north apparently to allow access into the enclosed area from Townhead. Two buildings had also been constructed at the south of the Site fronting Southbank Road by this date. Whilst the nature of the two southern buildings is unclear, their form indicates that they probably derive from a small-scale industrial concern.

The buildings adjacent to the canal in the central part of the Site were those of the J & J Hay boatyard (NMRS 168536). The yard was established by Samuel Crawford in 1866 but taken over by the Hay brothers in 1867 (Rorke et al 2009, 37). The Hay yard became the main boat builders in Kirkintilloch with a significant place in the town's canal side industries. It maintained the firm's own boats and those of other firms and also built boats for the Hay fleet (Rorke et al 2009, 37). As part of the growth of the firm, the yard was extended to the south, outside of the Site, in the 1880s with the addition of

a slip dock and associated buildings (Rorke et al 2009, 37). The yard operated into the 1960s, closing shortly after the canal itself was closed at the start of 1963 having been out-competed by first rail transport and then the road network (Rorke et al 2009, 46). Photographs in the East Dunbartonshire Archives show the yard in operation at what appears to be the turn of the century (References P2894 & P2283), they depict the sheds shown on the second edition mapping lying within a fenced compound with an access track leading down from Townhead and a track leading out of the compound up the embankment at the southern end of the yard. The former access track is roughly identical to the present towpath in this part of the Site. The latter track presumably allowed access from the yard's slip dock at the canal basin. A c.15m long stretch of walling, probably associated with retaining the canal embankment to the immediate rear of the boatyard complex, was noted within the lower levels of the embankment during a walkover survey carried out by Headland Archaeology (Conway 2012).

Little change is apparent within the Site up to the mid-20<sup>th</sup> century. Some further small buildings are shown adjacent to Southbank Road at the northern end of the site on the 1938 Ordnance Survey 25" coverage (not illustrated). The largest of these appears to correspond with the brick built structure that presently stands in this part of the Site. The function of this building is unclear, it is recorded on the NMRS as a sub-station (NMRS 167658) but photographs of Southbank Road in the 1980s held by the East Dunbartonshire Archives show that at least the upper levels were public toilets at this date. It is probable that the terracing observed on site adjacent to this building is related to construction of this structure as both the early Ordnance Survey mapping and the photographs of the boatyard show the embankment as having a smooth profile in this area. The terracing probably represents soil displaced from construction of the lower levels of this building down into the canal embankment. The 1938 Ordnance Survey coverage also shows that a hall had been built fronting Southbank Road in the centre of the Site.

The sheds of the Hay boatyard that had lain within the Site are no longer shown on the 1958 Ordnance Survey 25" coverage (not illustrated). The Hay slip dock and sheds at the canal basin to the south of the Site are depicted. This indicates that the focus of the yard's activities had shifted to this area with the original yard probably abandoned by this date. The

structures lying within the Site adjacent to Southbank Road remain shown on Ordnance Survey mapping into the late 1960s and it is not clear when the structures apart from the utility building were removed.

A revival in interest in the recreational use of canals in the latter part of the 20<sup>th</sup> century led to further redevelopment within the site. The present boatshed and pontoon on site were constructed for an amenity group, the Seagull Trust, in 1983-4, and a facilities building for canal boaters was also added by the 1990s. The towpath and associated areas appear to have been subject to some re-landscaping and resurfacing in recent years, most probably associated with the formal reopening of the Forth and Clyde Canal as a millennium project.

## 4 AIMS & OBJECTIVES

Owing to the disturbance of ground levels entailed by construction of the canal itself, the focus of the archaeological monitoring programme as stated in the WSI, related almost exclusively to the canal itself and associated industrial development. Archaeological deposits related to any pre-canal land use were thought very unlikely to occur.

The canal is a nationally significant heritage asset, recognised by its designation as a Scheduled Monument, and the Scheduled area included the towpath which occupies the western part of the Site. The Scheduled area did not take in the embankment in the area of the Site, but the full extent of the canal as a monument should be regarded as extending to the top of the embankment at Southbank Road. The proposed development, therefore, directly overlay the physical remains of the canal and had a direct impact on it. This includes a c. 400 m<sup>2</sup> section of the southern tip of the housing units which overlapped with the presently Scheduled area. The embankment and towpath area have been modified by 20<sup>th</sup> century activity and do not reflect the original layout of this area upon construction of the canal or during its chief period of operation. The development resulted in the loss of sections of this modified embankment where housing units are constructed.

The Site also contained the site of the Hay boatyard, a significant concern intrinsically linked to the history of the canal and the town. Remains associated with the yard would have been of regional to national significance, due to its



associations with the nationally significant feature of the canal. The only above-ground features thought to be related to the Hay yard which appear to survive on site are the approach path down the towpath from Townhead and a section of walling along the base of the embankment discovered during the walkover survey. This walling was subsequently located within the footprint of the housing units.

Significant below-ground remains of the boatyard were not anticipated. Photographic evidence indicates that it operated from timber sheds and involved little modification to the ground or canal edge and also this area has subsequently been partially redeveloped with the construction of the amenities building. As they were not extensive and appeared to be generally poorly preserved, the remains which were present on site were not likely to add significant extra information to that which is already known from map and documentary sources about the Hay boatyard and how it functioned.

The Photographic Survey and Archaeological Monitoring was designed to mitigate any adverse impacts on the demolition and sub-surface remains of archaeological interest posed by the demolition of the existing buildings and structures or ground works on below surface remains within the site. Works requiring archaeological monitoring comprised demolition, breaking up of old surfaces, removal of old strip foundations and drainage, new founds, services and landscaping.

The resulting archive will be organised and deposited in the NMRS; to facilitate access for future research and interpretation for public benefit. Reports will be made available through the forums noted below.

## 5 METHODOLOGY

### 5.1 Site works

The work was undertaken as specified in the WSI. In line with the requirements of a Level 1 record the survey included general photographic views of the exterior of the buildings (English Heritage 2006).

Where demolition works involve ground reduction, these were monitored by an archaeologist. The monitoring strategy helped provide information on previously unrecorded features of archaeological interest in a relatively unobtrusive manner.

All aspects of the work were undertaken in accordance with the current relevant IfA Standards and Guidance watching brief methodology (IfA 2008 [www.archaeologists.net](http://www.archaeologists.net)).

All recording was undertaken on *pro forma* record cards. Digital images and limited 35mm colour transparencies and prints were taken; a graduated metric scale clearly visible. A full list of the photographic record can be found in Appendix 1.

A site plan including all identified features, areas of excavation and other pertinent information was recorded. The site plan will be accurately linked to the National Grid.

### 5.2 Reporting and Archives

The results of the works are presented below. A summary report has been prepared for submission to *Discovery & Excavation in Scotland* (Appendix 2) and the OASIS database (headland1-165618).

The complete project archive will be deposited with the National Monuments Record of Scotland (NMRS) within six months of the completion of the project. The records (paper and digital) will be archived according to best practice guidelines set out by the Archaeological Archiving Forum (Brown 2007).

## 6 RESULTS

The work was carried out between 3<sup>rd</sup> June 2013 and 22<sup>nd</sup> Nov 2013 in a mixture of weather conditions. The project was managed by Russel Coleman (Headland Archaeology Project Manager) and the work was carried out by Laura Bailey and Donald Wilson (Headland Archaeology Project Officers).

A total of 5 structures within the site were demolished or removed as part of the development programme. These consisted of a 1980s constructed boatshed and a derelict amenities block at the canal edge and a collection of three structures at the northern tip of the site. These latter structures comprised a brick built utility building, an electric sub-station enclosure and a modern automated public toilet.

A photographic record of the main buildings was undertaken as part of the programme of works. The subsequent demolition of the footprints of these buildings were also monitored in order to identify any earlier remains associated with the canal and boatyard.

The construction of the brick built boatshed was typical of the period with a corrugated plastic curved roof head. The shed covered a small dry dock that was left in-situ and was not affected by the development.



Illus 3: View of the boatshed from the SW

Immediately to the south of the boatshed was a modern pontoon. A small brick constructed utility building was located further to the south. This single storey building had been constructed in the 1990's for the use of the canal boaters. Its demolition provided an opportunity to see if any features of the earlier boatyard survived below its foundations. Unfortunately no earlier features were recorded during the monitoring of this work.



Illus 4: View of the amenities building from the opposite canal bank.

The utilities building recorded comprised a large brick built structure that had been marked as a substation on the 1938 OS. The building was cut into the bank providing two levels with an upper floor servicing the street level and a lower floor servicing the canal side towpath. The building had clearly been constructed to form an interesting structure along the canal side with its raised castellated pediment. The demolition of this

building failed to provide any clues as to its original purpose. What it did show was that the brick foundations cut into the bank to the level of the canal towpath.



Illus 5: View of the utilities substation from the NE

A substantial earthen bank formed the boundary between the street level and the canal basin. Removal of the vegetation across the bank was monitored in order to identify any features of interest. The main feature evident was the stone revetment wall at the base of the bank. This comprised of several courses of large un-bonded granite stones. An earlier inspection of the site had initially identified these stones as representing the foundations to an earlier boathouse, but they were clearly just supporting the bank.



Illus 6: View of the revetment stones at the base of the bank.

As part of the development a large part of the bank was removed and foundation trenches excavated into the base of the bank at the level of the canal towpath. This gave us an opportunity to inspect sections through the bank as well as identify any



surviving earlier features associated with the construction of the canal or boatyard.

The exposed sections through the embankment indicated that the material at the southern end of the bank was re-deposited. Towards the north end of the site the exposed compact reddish brown fine clayey is thought to be natural geological sediments.



Illus 7: A view of the section through the embankment, facing south.

Monitoring of the ground works across the existing towpath was also undertaken. The main focus of these ground works were the excavation a drainage trench running from the north end of the site down to the canal side just south of the dry dock area.

This drainage trench was only 0.5m wide and excavated to a maximum depth of 0.5m but was generally only 0.35m deep. Although this trench was excavated through the existing ground level along the canal basin no features relating to earlier canal structures were encountered.



Illus 8: View of the drainage trench across the bank at the N end of site

## 6.1 Discussion

The site has been subject to piecemeal changes since its initial construction in the late 18<sup>th</sup> century. For much of the 19<sup>th</sup> century the site was part of a busy and thriving canal and boatyard until its decline in the 1960's. The cartographic evidence indicates that a number of buildings were present on the site during this busy period. Unfortunately little was found of these buildings which were probably fairly light structures, mostly built of timber. The slight footprints such buildings would show may also have been removed during the more recent re-development of the canal side over the last 30 years.

A selection of finds recovered from the removal of topsoil from the embankment provided evidence of the sites industrial past. The most interesting finds were a large cast-iron pulley wheel and a stone ornament. The finds were recorded on site and left in the site compound. They were offered to the local authority museum service who declined.



Illus 9: Detail of some of the finds recovered from the bank topsoil

## 6.2 Conclusion

The development provided an opportunity to examine one of the nation's most impressive industrial monuments, the Forth & Clyde Canal. No features relating to the early phases of the canal and associated boatyard survived the more recent development of the site in the 1980s.

## 7 REFERENCES

### 7.1 Bibliographic sources

- Brown, D H 2007 Archaeological Archives Forum  
Archaeological Archives: a guide to best practice in creation, compilation, transfer and curation, AAF.
- Cross, C, Dewar, T, McMeekin, R, Pitcairn, M and Stewart, N 2002 *Placenames of Kirkintilloch and District* Kirkintilloch and District Society of Antiquaries
- Conway, M 2012 Southbank Road Kirkintilloch, East Dunbartonshire: Archaeological Impact Assessment. Unpublished Client report – SKED12-001
- Johnson Poole and Bloomer Consultants 2012  
*Southbank Road, Kirkintilloch: Ground Investigation Report* Ref. LG738-09/MKB/HB
- Rorke, M, Dennison EP, Stronach, S and Coleman R 2009 *Historic Kirkintilloch: Archaeology and Development* The Scottish Burgh Survey: Council for British Archaeology and Historic Scotland

### 7.2 Cartographic sources

- First Edition 1:500 town plan Kirkintilloch XXIV.8.25 (1859)
- First Edition 1:2,500 Dunbarton Sheet XXIV.8 (1862)
- Second Edition 1:2,500 Dunbartonshire Sheets XXXIII.02 and XXXIII.06 (1898)
- Third Edition 1:2,500 Dunbartonshire Sheet XXXIII.05 (1918)
- Fourth Edition 1:2,500 Dunbartonshire Sheet XXXIII.05 (1938)
- National Grid Series 1: 2,500 (1958)
- National Grid Series 1: 1,250 (1968).

### 7.3 Other sources

#### Internet

- British Geological Society  
<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>. Accessed Nov 2013
- English Heritage 2006 <http://www.english-heritage.org.uk/publications/understanding-historic-buildings/understandinghistoricbuildings1.pdf> accessed Nov 2013
- IfA 'Standards and Guidance for an archaeological watching brief' [online article], (28/10/2008) <[http://www.archaeologists.net/sites/default/files/node-files/ifa\\_standards\\_watching.pdf](http://www.archaeologists.net/sites/default/files/node-files/ifa_standards_watching.pdf)> accessed 25/11/2013.



## 8 APPENDICES

### 8.1 Appendix 1 – Site registers

#### *Photographic register*

Frame no.	C/S no.	Direction	Description
001-001	1\001	N	General site view
001-002	1\002	W	East elevation of brick building A
001-003	1\003	S	Detail of window in N elevation of Building A
001-004	1\004	S	Detail of window in N elevation of Building A
001-005	1\005	S	North elevation of Building A
001-006	1\006	W	Blocked window in W elevation of Building A
001-007	1\007	N	South elevation of Building A
001-008	1\008	S	North elevation of Building A
001-009	1\009	SE	North and West elevation of Building A
001-010	1\010	S	General site shot from the west bank
001-011	1\011	E	General site shot from the west bank
001-012	1\012	S	General site shot from the west bank
001-013	1\013	NE	General site shot from the west bank
001-014	1\014	NE	General site shot from the west bank
001-015	1\015	SE	General site shot from the west bank
001-016	1\016	E	View of Building B from the west bank
001-017	1\017	W	West elevation of Building A
001-018	1\018	N	North elevation of Building A
001-019	1\019	N	North elevation of Building A detail of window
001-020	1\020	S	North elevation of Building A ground floor window detail
001-021	1\021	N	South elevation of Building A
001-022	1\022	W	Building B detail
001-023	1\023	W	Building B detail
001-024	1\024	S	Building B detail
001-025	1\025	S	Building C boathouse
001-027	1\027	E	View of bank revetment wall
001-028	1\028	E	Detail of revetment wall

Frame no.	C/S no.	Direction	Description
001-029	1\029	E	Detail of revetment wall
001-030	2/001	S	General site shot
001-031	2/002	W	Detail of forge press
001	2/003	S	Working shot of Building B demolition
002	2/004	N	Working shot of Building B demolition
003	2/005	N	South elevation of Building A
004	2/006	W	East elevation of Building A
005	2/006	N	South elevation of Building A
006	2/007	SW	Boathouse Building C
007	2/008	N	General site shot
008	2/009	N	View of pits for fence posts
009	2/010	N	Detail of post-hole for fence post
010	2/011	W	General shot of fence post holes
011	2/012	N	Working shot of Building B demolition
012	2/013	N	Working shot of Building B demolition
013	2/014	N	Removal of turf from bank at the south end
014	2/015	E	Working shot of Building A demolition
015	2/016	N	Removal of manhole behind boatshed
016	2/017	E	Removal of manhole behind boatshed
017	2/018	SE	Foundations of Building A
018	2/019	E	General shot of drainage trench at the N end of site
019		N	General view of the site
020		N	General view of site
021		SW	View of the site from the canal side
022		SW	View of the site from the canal side
023		W	Working shot from the canal side
024		SW	Working shot from the canal side
026		SW	Working shot of bank removal
027		N	Drainage trench at the N end of the site
028		N	Drainage trench at the N end of the site
029		W	Detail of the section thru the drainage trench

Frame no.	C/S no.	Direction	Description
034		W	Excavation of the bank at the S end
035		N	Working shot of the drainage trench
036		W	Section thru the drainage trench
037		S	View of the drainage trench excavations
038		W	View of the bank at the N end
039		NW	Detail of the stone revetment for the bank
040		N	View of the bank at the N end
041		N	View of the bank at the N end
043		SW	View of the bank at the S end
044		S	View of the bank section after removal
045		W	Detail of the bank section
046		S	N facing section thru the bank
047		N	Working shot of bank removal
048		NW	View of site from canal side
049		NW	View of site from canal side
050		W	View of site from canal side
051		SW	View of site from canal side
053		SW	View of site from canal side
054			Detail of pulley wheel recovered from the bank
055			Detail of pulley wheel recovered from the bank
057			Detail of finds from the bank
058			Detail of stone pediment recovered from the bank
059			Finds from the bank
060		S	Working shot of development
061		S	New build at the S end of the site
062		N	Working shot of development at the S end of the site
063		N	Working shot of development at the S end of the site
064		W	View of one of the foundation trenches cutting the bank
065		S	View of one of the foundation trenches cutting the bank
066		N	View of one of the foundation trenches cutting the bank
067		NW	View of one of the foundation trenches cutting the bank

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Frame no.	C/S no.	Direction	Description
068		SW	View of one of the foundation trenches cutting the bank
069		S	View of one of the foundation trenches cutting the bank
070		S	View of one of the foundation trenches cutting the bank
071		W	E facing section in the bank at the N end of site
072		W	Detail of E facing section in the bank at the N end of site
073		W	Detail of E facing section in the bank at the N end of site
074		S	Working shot of bank removal
075		NW	Working shot of bank removal
076		W	View of the N end of the site
077		SW	General view of the construction work
078		SW	General view of the construction work
079		W	General view of the construction work
080		SW	General view of the construction work



## 8.2 Appendix 2 – Discovery and Excavation in Scotland entry

Please delete this section if you are not working in Scotland or if for other reasons not applicable.

<b>LOCAL AUTHORITY:</b>	East Dunbartonshire
<b>PROJECT TITLE/SITE NAME:</b>	Southbank Road, Kirkintilloch
<b>PROJECT CODE:</b>	SKED12-002
<b>PARISH:</b>	Kirkintilloch
<b>NAME OF CONTRIBUTOR:</b>	Donald Wilson
<b>NAME OF ORGANISATION:</b>	Headland Archaeology
<b>TYPE(S) OF PROJECT:</b>	HBR and Monitoring
<b>NMRS NO(S):</b>	NS67SE 71
<b>SITE/MONUMENT TYPE(S):</b>	Canal
<b>SIGNIFICANT FINDS:</b>	None
<b>NGR (2 letters, 8 or 10 figures)</b>	NS 6544 7368
<b>START DATE (this season)</b>	05/06/2013
<b>END DATE (this season)</b>	22/11/2013
<b>PREVIOUS WORK (incl. DES ref.)</b>	DBA (headland Archaeology 2012)
<b>MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields)</b>	Headland Archaeology was commissioned to undertake a programme of archaeological works in connection with the development of flats along the south side of the Forth and Clyde Canal, Southbank Road, Kirkintilloch. The site was the location of a small boatyard that operated on the side of the canal from the late 18 <sup>th</sup> century until its closure in the 1960's. A photographic survey was undertaken on the three upstanding buildings due for demolition. The buildings comprised a 1930's utilities building, a 1980's boathouse and a 1990's amenities block. As the canal is a scheduled monument a watching brief was also ordered on all ground works associated with the development. This was in order to identify any features associated with the construction and use of the canal or the boatyard. The removal of large areas of the existing bank and the excavation of drainage trenches along the footpath recorded no evidence of its earlier use.
<b>PROPOSED FUTURE WORK:</b>	None
<b>CAPTION(S) FOR ILLUSTRS:</b>	None
<b>SPONSOR OR FUNDING BODY:</b>	Ogilvy Homes
<b>ADDRESS OF MAIN CONTRIBUTOR:</b>	Headland Archaeology, 13 Jane Street, Leith , Edinburgh EH6 5HE
<b>EMAIL ADDRESS:</b>	donald.wilson@headlandarchaeology.com
<b>ARCHIVE LOCATION (intended/deposited)</b>	RCAHMS