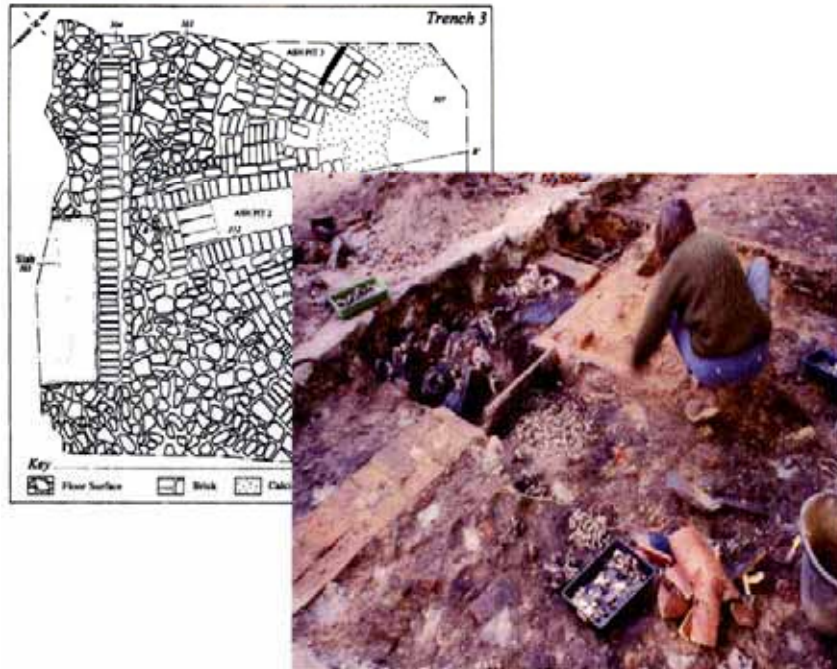


M74 COMPLETION

CULTURAL HERITAGE EVALUATION: PHASE II

Part 4: Site-by-site Assessment and Mitigation Proposals



PROJECT 1600

carried out
on behalf of
Glasgow City Council

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Cover Plates:

*Excavating and recording Glasgow's industrial past at Bell's Pottery, Port Dundas.
Note proximity of archaeological deposits to concrete floor of subsequent factory.
(© GUARD)*

This volume is the fourth in a series of 4 parts.

Part 1 Research Context
Part 2 Public Archaeology
Part 3 Project Management

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M74 COMPLETION
CULTURAL HERITAGE EVALUATION: PHASE II
Part 4: Site-by-site Assessment and Mitigation Proposals
PROJECT 1600

by
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This document has been prepared in accordance with GUARD standard operating procedures.

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1.0 Introduction

This part of the report is primarily intended to convey site-by-site assessments and mitigation proposals for the M74 route, and thus builds on Volume 2 of GUARD 2003 *M74 Completion – cultural heritage evaluation* (GUARD Report 1305). Since that report was produced, more detailed consideration of the impact of the road scheme and the findings of the contamination studies have allowed and required that a number of sites on the initial archaeological mitigation list be dropped. Of these, some will not in fact be impacted by the motorway works, while others are considered too hazardous to conduct archaeological work.

The individual sites on the current, amended list of subjects proposed for mitigation are discussed individually in section 3.0 below. The site entries run in numerical order, by site number (with the numbering sequence and site names having been maintained from the 2003 evaluation report for ease of cross-reference). The exceptions to this are sites 41, 49, 55, and 118. Sites 41, 49, and 118 are discussed under site number 39, because all four are in fact part of the same complex of buildings: the Falfield Mills complex. Site 55 has been conflated with site 53, as both are again part of the same complex: the Scottish Co-operative Wholesale Society works on Paterson Street and Laidlaw Street.

Each site entry is headed by the site identifier and site name. This is followed by brief discussions of the *condition of the archaeological resource* and the *impact* the motorway works will have on the site, as far as these can be determined at present. This is followed by a discussion of the *significance* of the site, detailing specific aspects of the site's significance with a view to underpinning the proposals for its mitigation and informing consideration of its research value. Subsequent to this is a discussion of the *mitigation recommendations* for the site, followed by a *summary history and historical context*. Finally, the primary non-archaeological sources and secondary sources for the site are listed.

For ease of reference, a summary mitigation table can be found in section 2.0.

For the sites at risk, additional desk-based research has been carried out during this phase of the evaluation, building on the work undertaken for the 2003 report. This new research allows a better understanding of the significance and potential of each site and has highlighted the key sources that might be consulted in any future phases of work. Section 1.1 below gives an account of the methodology employed in the research.

While it has been decided that the most convenient way to present the site-by-site information in section 3.0 is individually by site number, further discussion of the sites as a whole or as they fall into distinct sub-groups is given in sections 1.2 and 1.3 below. This is necessary for several reasons. Firstly, to fully appreciate the key research and public interest potential of the mitigation programme, it is necessary to recognise that many of the individual sites on the route will group according to historical themes or specific historical associations (cf section 1.2 below). Failing to recognise this fact would undermine any attempt to address several of the research themes and questions outlined in section 6.1 of Part 1 of this report. The proposed public archaeology component of the mitigation (cf Part 2 of this report) is also strengthened by the ability to discuss themes like 'the archaeology of the Glasgow tenement' alongside the facilitation of public interest and engagement with any one site. Secondly, there are good practical and logistical reasons for grouping neighbouring sites on the route into larger parcels (cf section 1.3 below). Many of the sites fall into natural parcels, as defined by a city block for example. Recognising this fact should aid the efficient execution of the mitigation programme.

1.1 *Methodology of Additional Desk-based Research*

An additional level of desk-based assessment has been carried out for this phase of the evaluation, in order to provide a fuller appraisal of the available historical sources for each site. In 12 instances, this further desk-based work has led to a reconsideration of the significance of a site, and where this is the case it is indicated in the relevant entry in section 3.0 below and in the table in section 2.0. In 11 of these 12 cases, the site should be considered to be of greater significance than before, and in one case the site should be considered to be of lesser significance.

This section gives a brief account of the methodology employed and the sources consulted, in order to make sure that the extent and depth of the assessment are explicit. In a few cases, it is considered that additional sources may exist beyond those identified in the Phase II desk-based assessment (where this is likely it is recognised in the relevant site description in section 3.0). However, for most of the sites, the

extent of surviving and available historical sources has been established with some confidence, as all of the main repositories have been checked. Therefore, where no sources are listed in a site description, it can reasonably be assumed that no major archive exists or is held in a known and accessible location. The general exception to this rule is the group of sites whose mitigation is proposed as photographic survey (sites 7, 24, 31, 35, 46, 47, 57, 107, 108, 119, and 126). As these sites will not suffer a direct impact, and nothing of their fabric will thus be affected, it has not been considered necessary to research the potential archives for these sites in more detail.

The first step in the desk-based assessment of a site was to undertake keyword searches of the main on-line archive hubs, each containing details of the collections of the main Scottish and UK repositories. The following resources were consulted:

- the Archives Hub, which gives access to details of the archives held in UK universities and colleges (<http://www.archiveshub.ac.uk>)
- the National Register of Archives, maintained by the National Archives (formerly the Public Record Office and the Historical Manuscripts Commission). This resource gives access to details of collections relating to British history held in the UK or overseas (<http://www.nra.nationalarchives.gov.uk/nra>)
- the Scottish Archive Network, whose partners are the National Archives of Scotland, the Heritage Lottery Fund, and the Genealogical Society of Utah. This resource provides access to details of the holdings of 52 separate Scottish archives, including public archives and the holdings of universities and numerous other organisations (<http://www.scan.org.uk>)

The following websites of individual collections were also consulted, to follow up the results of the initial search and to ensure that no relevant collections had been missed in that search (these sites contain varying amounts of information):

- the National Archives of Scotland (NAS) at <http://www.nas.gov.uk>
- The National Library of Scotland (NLS) at <http://www.nls.ac.uk>
- Glasgow University Archive Services (GUAS) at <http://http://www.archives.gla.ac.uk>
- Glasgow University Library (GUL) and Glasgow University Special Collections at <http://www.gla.ac.uk>
- the Mitchell Library (for the Glasgow City Archives, Strathclyde Regional Archives and other collections) at <http://www.glasgowlibraries.org/mitchell.html>

Collections of the National Monuments Record of Scotland (NMRS) were also accessed through CANMORE (<http://www.rcahms.gov.uk>) and searches for photographs and other images made through SCRAN (<http://www.scran.ac.uk>) and the Virtual Mitchell (<http://www.mitchelllibrary.org/vm>).

The catalogues of GUAS (particularly their Business Archive collections) and the various collections in the Mitchell Library were searched in person. The building control plan collections held in the Mitchell were searched in person for all relevant plans, and relevant Ordnance Survey maps were also consulted. Post Office Directories, dating to the period from 1828/9 onwards, were consulted in GUL in order to establish the ownership of various sites, where possible, and thus aid the search for relevant archive material.

In addition, relevant secondary sources were consulted, as listed on a site-by-site basis in section 3.0 below.

While it was not possible to consult all the original material in each of the relevant collections identified, consultation of the collection catalogues was often found sufficient to assess whether or not relevant materials exist.

1.2 *Grouping the Sites by Theme and Historical Association*

While the sites discussed in this part of the report are, on the whole, detailed on a site-by-site basis, it is important to recognise that distinct groups of sites exist. Section 1.3 below details potential groupings of

sites in practical terms (ie according to their geographical position and the logistics of the mitigation programme). However, this section is concerned with the manner in which sites should be seen to group according to historical/research themes and according to direct historical associations. It is important to recognise such thematic or historical groupings as the significance of an individual site in research terms is often greater when it is recognised as part of a group. Many of the research themes and questions identified in Part 1 of this report have been formulated with the potential of such groups in mind. Thus, and for example, many of the domestic research themes identified have greater significance and greater potential for our historical understanding when approached with data from a number of individual sites. Some can only be realised through the comparison of material from different sites. This serves to underline the need for consistent data collection and the desirability of ensuring that overarching research and methodology mechanisms are in place across the M74 archaeological mitigation programme as a whole.

All the industrial sites on the route will group as one to allow inter-industry comparison of working conditions and practices, and other matters. Within this broad group there are several examples of sites linked by direct historical association. All of these groups are related through specific industrial firms:

- the *Dixon Enterprises*. The sites in this group all relate to the industries owned and managed by the Dixon dynasty, and the group includes industrial, domestic, and transport features: the Govan Iron Works foundry (site 22); the adjacent and related Lower English Buildings (site 23), the Dixon family home, Gallowknowe House (site 25), the Engine Shed at Port Eglinton (site 42) which probably relates to Dixon's Pollok & Govan Railway, and perhaps the Drying Shed and Kiln at Port Eglinton (site 71), with which Dixon had some (as yet unclear) connection.

- the *Falfield Mills Complex*. This is a group of sites that are not only related in historical terms, but that lie adjacent to one another: the Falfield Mills (site 39); the Falfield Mill manager's house (site 40); the Weaving Sheds on Mauchline Street (site 41); the Falfield Engine House (site 49); and perhaps the Mauchline Street Works (site 118). All of these sites are discussed under the entry for site 39 in section 3.0 below.

- the *McOnie, Watson etc firms*. This is a group of sites near to one another which are associated with one or other of the sugar machinery manufacturing firms of W & A McOnie or P & W McOnie, or their successors. While these two firms were distinct, they are linked in terms of their product and in that W McOnie served with both, at different times, and that all the McOnies were related. The relevant sites are: the Watson, Laidlaw & Co Engineering Works (site 58); the Scotland Street Engine Works (site 81); and the West Street Industrial Premises (site 75).

Beyond these directly linked examples, there are groups which represent industrial sectors. The most significant example here is the foundry/engineering sector (which includes sites 22, 43, 47, 51, 54, 58, 75, 80, 81, 83, 94). Within this there are specific sub-sectors, like the internationally significant sugar machinery manufacture trade, represented by groups of sites like the *McOnie, Watson* etc firms mentioned above. There are also groups of industrial/transport sites which are linked in functional terms. For example, the Port Eglinton terminus of the Glasgow, Paisley and Ardrossan Canal (site 44) seems to have acted as a catalyst in the industrialisation of the surrounding area and forms part of an industrial landscape with the Falfield Mills (sites 39, 40, 41, 49, 118), the nearby drying shed and kiln of a brick works (site 71), and the engine shed on site 42 that probably relates to the Pollok & Govan Railway.

The domestic sites on the M74 route also form a broad group, where data from individual sites will undoubtedly become more significant in their comparison. Within this group there are, again, smaller specific groupings. There are a large number of tenement sites, including one standing building (site 38) and numerous examples with known or potential archaeological value (sites 28, 29, 34, 37, 59, 60, 61, 63, 66, 67, 69 [the Stromness Public House, but also the site of a tenement], 98). This group could be subdivided into different sizes of tenement, broadly relating to social class (eg 'single end' or 'room and kitchen' examples through to the elaborate middle class tenements of Alexander 'Greek' Thomson's Queen's Park Terrace at site 29). Alongside these there are a number of large houses (sites 25, 40, 65) and suburban villas (sites 62, 96, 97, 102). The single example of company-built workers' housing, at the Lower English Buildings on site 23, would make a useful comparison with the workers' tenements (were conditions at the Lower English Buildings different?) and the domestic group as a whole allows a comparative assessment of domestic life according to socio-economic class and other factors.

Further analytical groupings can be identified, but the above examples should serve to demonstrate that the archaeological potential of any one given site derives in part from its potential for comparison with other sites (indeed, in some cases, this is the key to the potential of a site).

Recognising this has implications for the management of the mitigation programme and the proper realisation of any archaeological research potential (matters discussed more fully elsewhere in this report).

1.3 *Grouping the Sites by Physical Proximity*

As will be seen from section 3.0 of this part of the report, there are 63 individual ‘sites’ where some form of mitigation is proposed. However, as is made clear in the summary table in section 2.0 below, these 63 individual sites represent 50 actual mitigation programmes (ie 50 surveys, excavations, watching briefs, or combinations of these) when the individual sites that physically overlie one another or that are related as part of the same historical entity are grouped.

1.3.1 *Excavation Parcels*

It is possible and logical to move beyond this to define a series of larger groupings of sites that are physically proximate, and in some cases overlying. Many of the sites on the route fall into distinct and discrete parcels, as defined by a city block for example. In these instances, several small excavations could in fact be undertaken as one large excavation. This would render the process of archaeological intervention more efficient and should serve to simplify the logistical planning and timetabling of the archaeological work. However, the viability of undertaking archaeological mitigation on a whole group of sites, such as a city block, will of course depend on a number of factors, including the site clearance programme. In the example of the whole city block, all areas of the block would need to be cleared at one time, rather than piecemeal, for the parcelling of sites to be effective.

Moving along the route of the motorway from Kingston in the west to the Govan Iron Works in the east, the following physical parcels of sites have been identified:

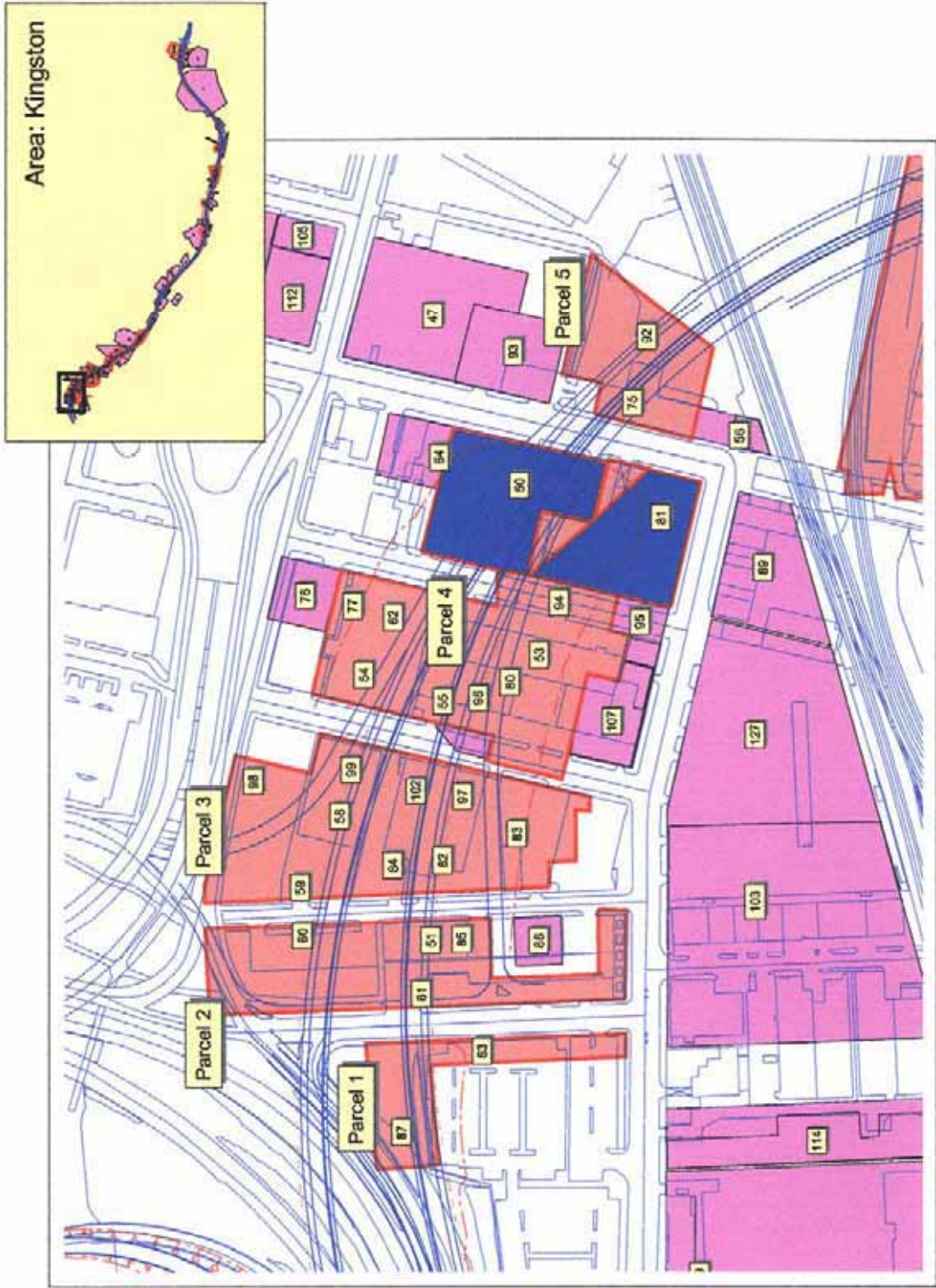
- Parcel 1: Shields Road Car Park (sites 63, 87)
- Parcel 2: Carnoustie Street to Kinning Street (sites 51, 60, 61, 85)
- Parcel 3: Kinning Street to Laidlaw Street (sites 58, 59, 82, 83, 84, 97, 98, 102)
- Parcel 4: Laidlaw Street to West Street (sites 53, 54, 55, 62, 77, 80, 94, 96).
- Parcel 5: West Street Car Park (sites 75, 92)
- Parcel 6: Port Eglinton Canal Terminal (sites 42, 43, 44, 71)
- Parcel 7: Falfield Mill Complex (sites 39, 40, 41, 49, 118)
- Parcel 8: Francis Street/Ritchie Street (34, 37, 52, 69)
- Parcel 9: Eglinton Toll Tenements (sites 28, 29, 66, 67)
- Parcel 10: Pollokshaws Road and Gallowknowe (sites 25, 38)
- Parcel 11: Dixon’s Blazes (sites 22, 23)

There are two sites recommended for excavation that do not fall within the above groups: the Caledonian Pottery (site 8); and, Fullerton House and Gardens (site 65).

Altogether, then, this gives 13 individual excavation parcels (see figures overleaf).

1.3.2 *Standing Buildings Surveys and Photographic Surveys*

There are seven distinct standing building surveys recommended (sites 6, 13, 38, 39/41/49/118, 50, 81, 125) and 11 photographic surveys (sites 7, 24, 31, 35, 46, 47, 57, 107, 108, 119, 126). The standing building surveys largely concern distinct sites that cannot simply be grouped by physical proximity. The possible exceptions are sites 50 and 81, which are adjacent to each other. Many of the photographic surveys are also spatially separated, but even added together the group of photographic surveys as a whole will require a modest amount of resources and might be undertaken as a single programme of work prior to the construction phase.



Key to Elements



Excavation Parcels



Individual Excavations

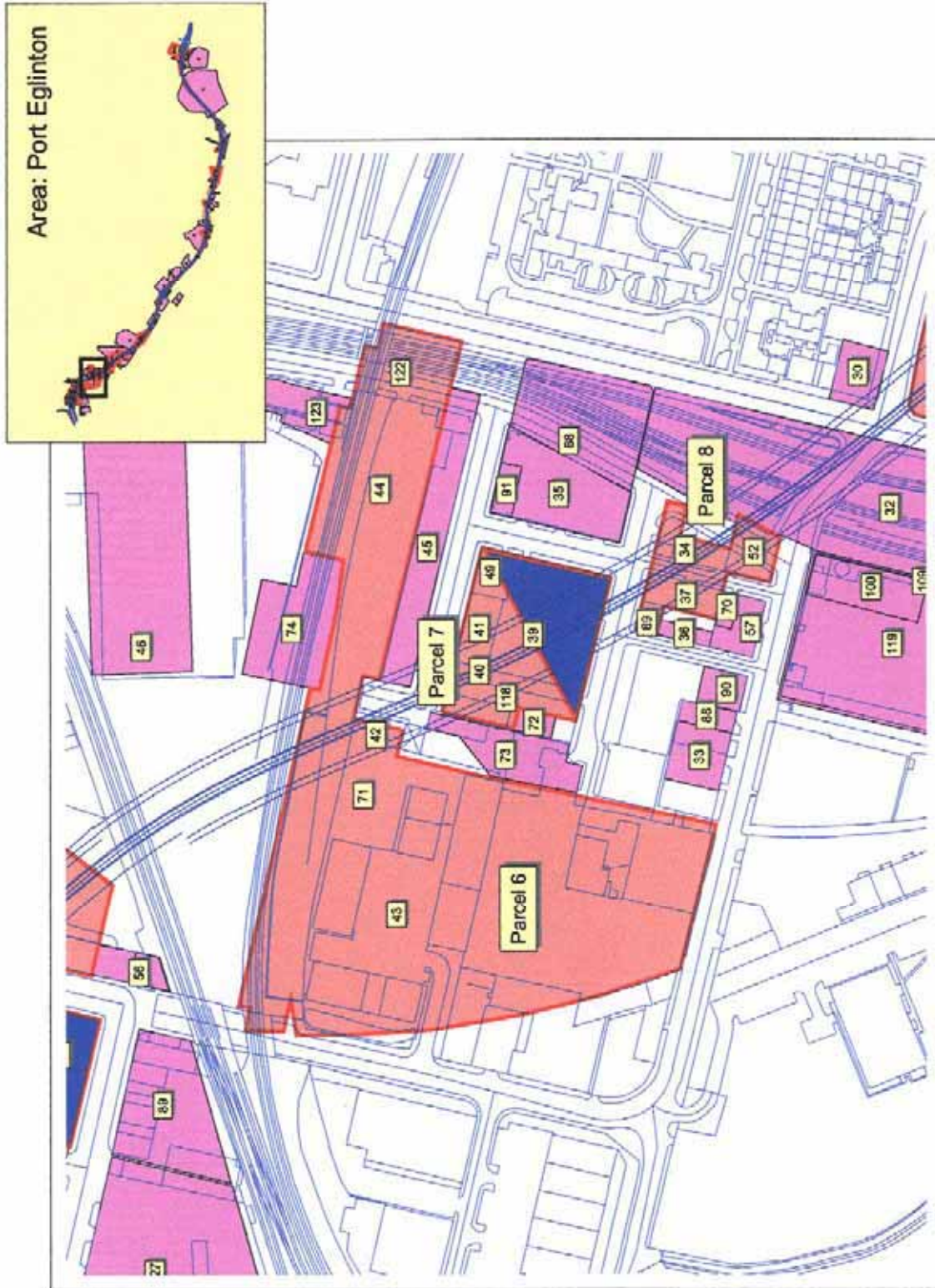


Standing Building Surveys
(Various Levels)



Site Polygons

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Key to Elements



Excavation Parcels



Individual Excavations

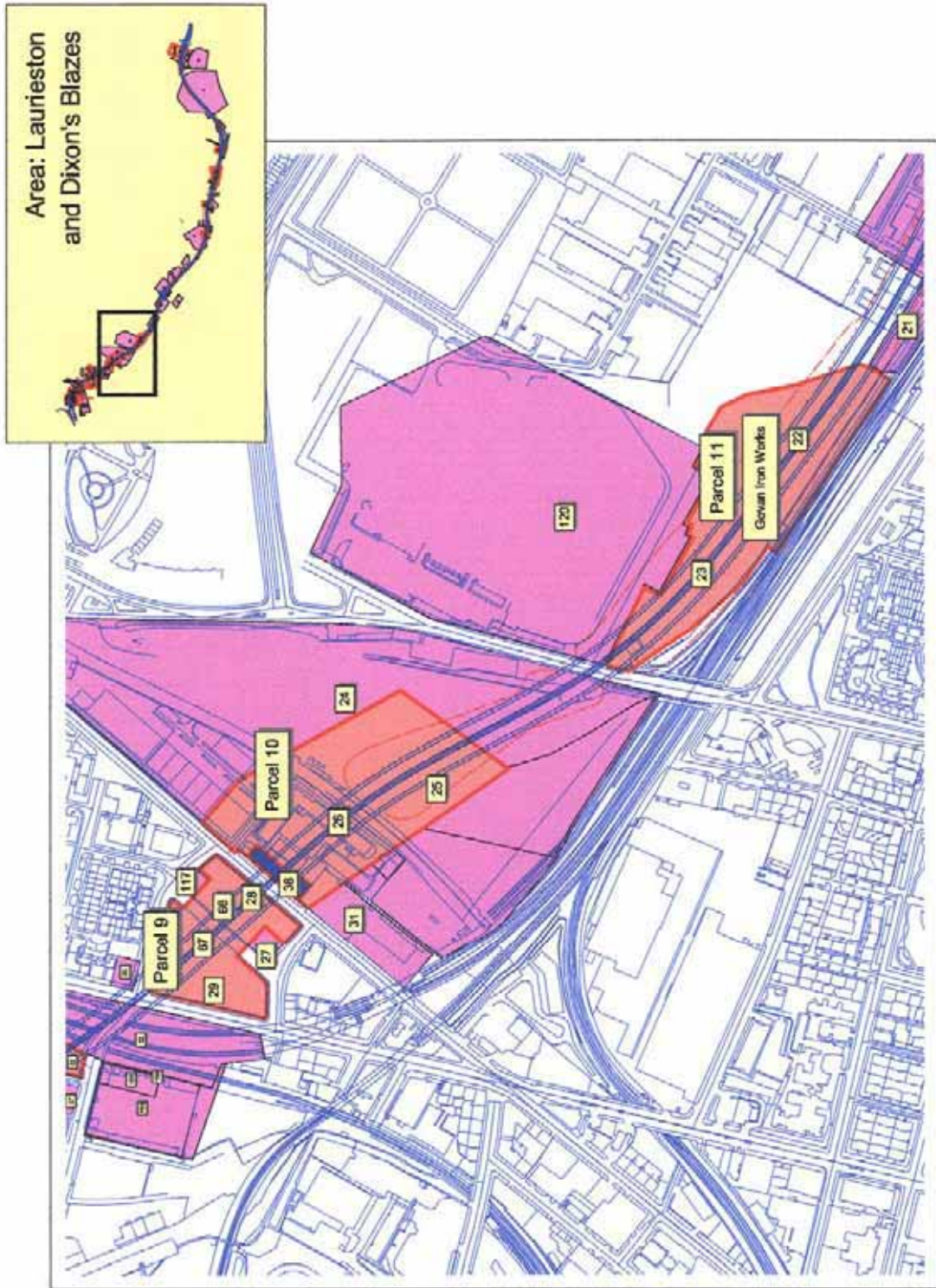


Standing Building Surveys
(Various Levels)



Site Polygons

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Key to Elements



Excavation Parcels



Individual Excavations

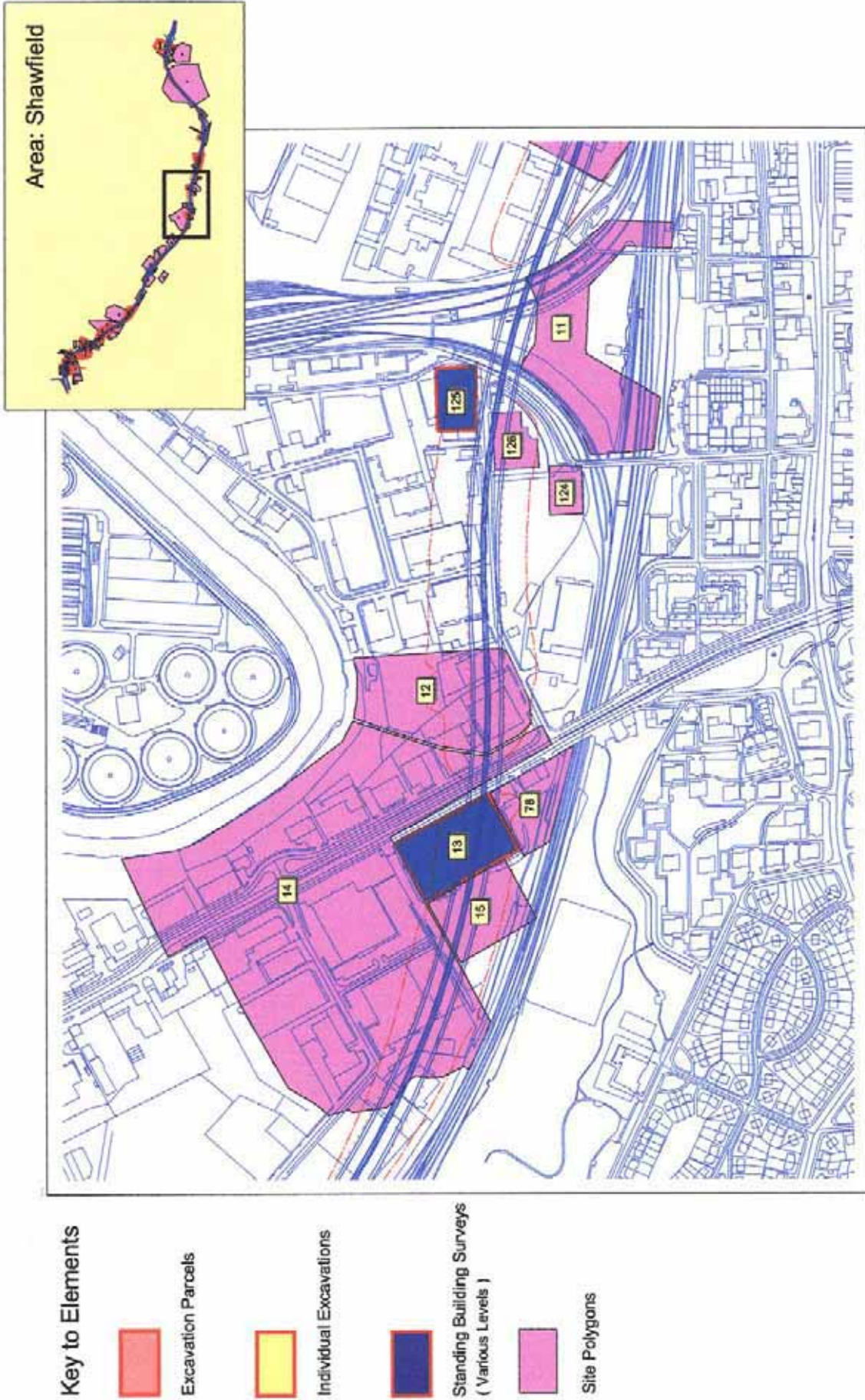


Standing Building Surveys
(Various Levels)

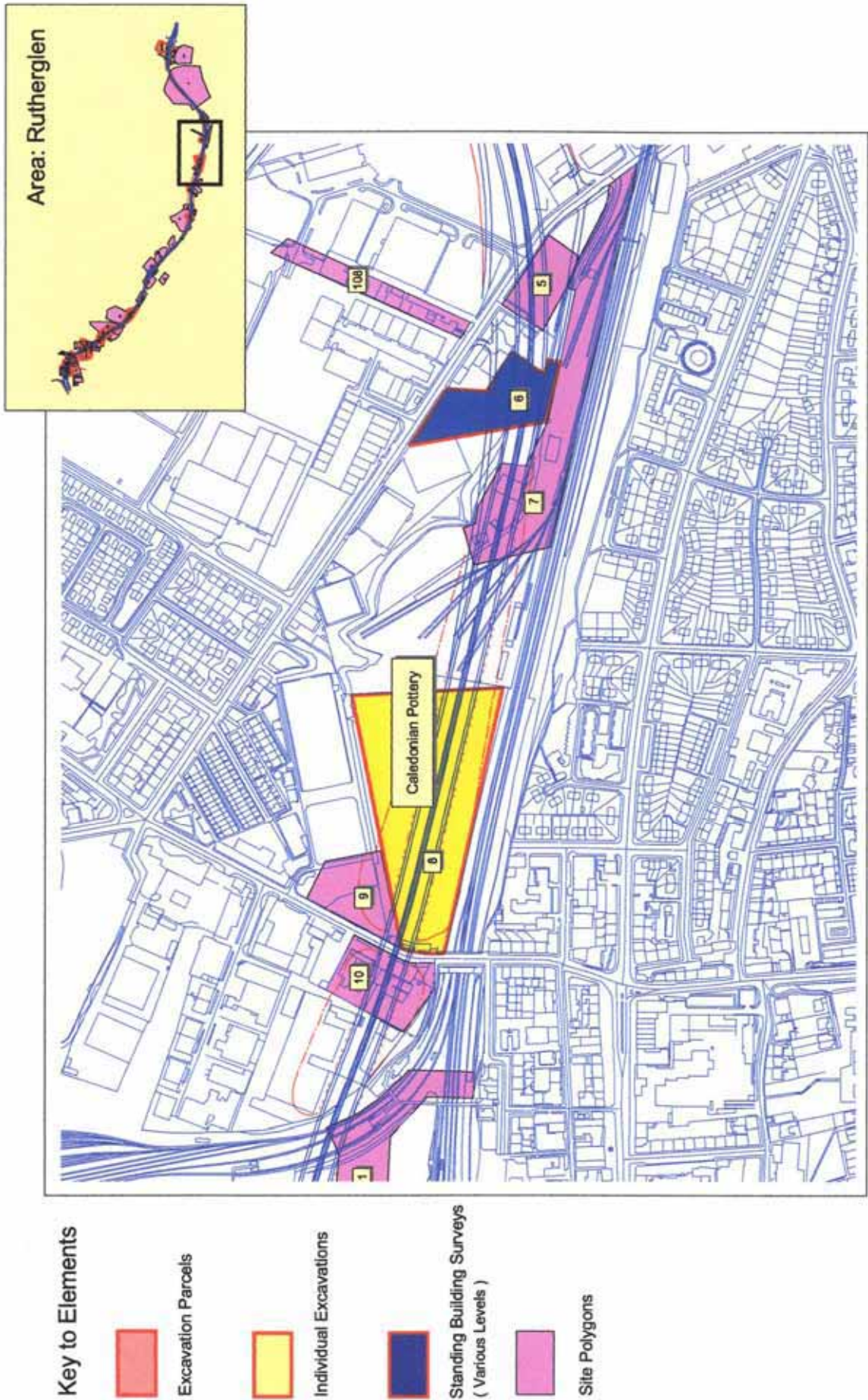


Site Polygons

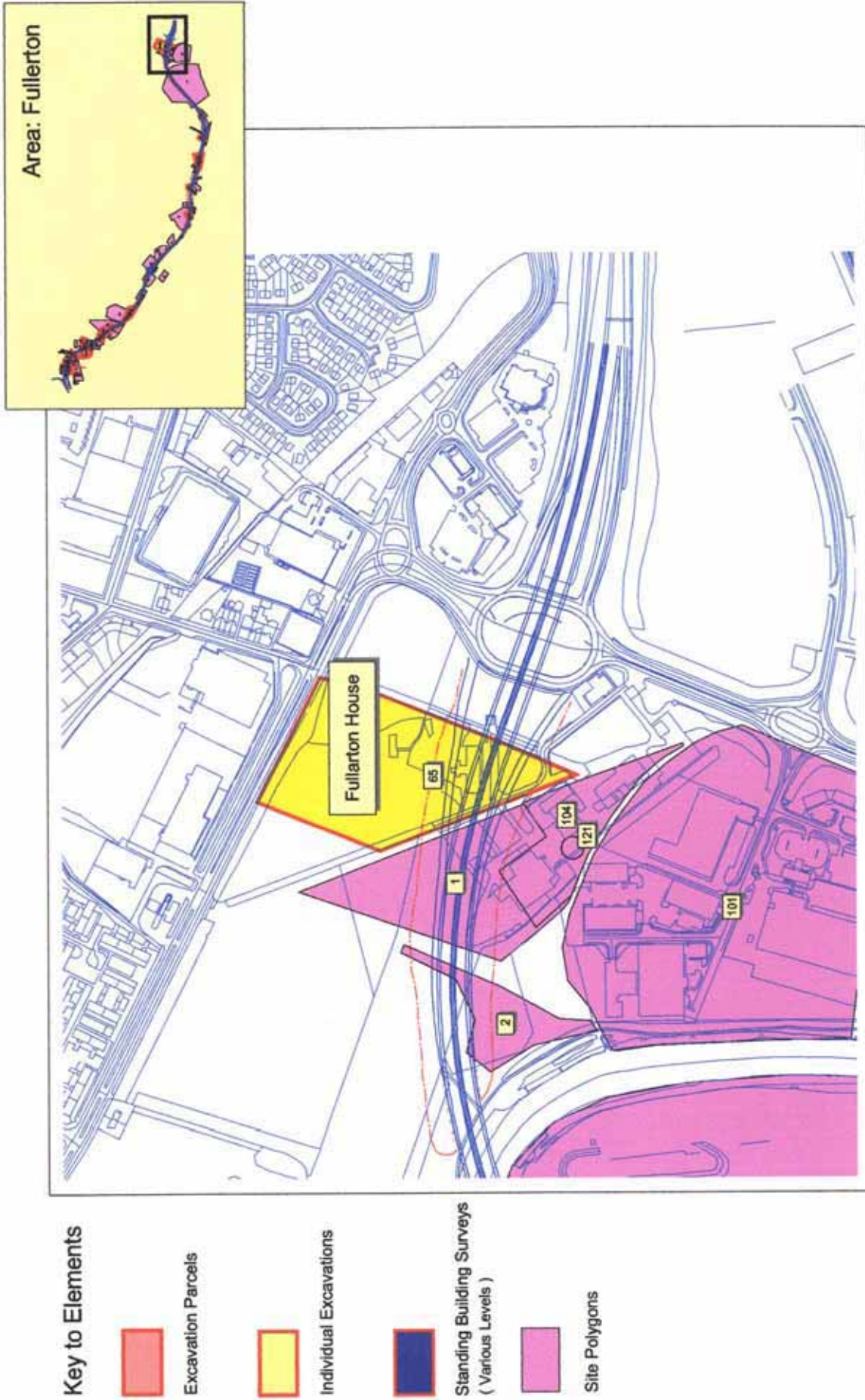
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