

			Century domestic rubbish tip underground						
11	Rutherglen Triangle	T	Active railway station	Low	Minor contact	Not significant	None	-	
108	Eastfield Ropery	I	Industrial standing building	Local	No contact	Minor adverse	Photographic survey	Phase 1b	
124	Queen Street premises	I	Site of industrial premises. No upstanding remains	Local	No contact	Not significant	None	-	
125	Drill Hall, Rutherglen	D	Site of Drill Hall	Local	Partial destruction	Minor adverse	Watching Brief	Phase 1c	
126	Quay Road factory	I	Industrial standing building (derelict)	Local	Complete destruction	Moderate adverse	Exterior Photographic survey	Phase 1a	

Table H8 Predicted Impacts on Cultural Heritage: Fullarton

Site No	Site Name	Site Type	Site Description	Significance of the Resource	Potential Impact of Scheme	Significance of Impact	Recommended Mitigation Response	Constraints
1	Fullarton Rows	D	Site of three rows of worker accommodation. No upstanding remains. Made ground >2m deep	Low	Partial destruction	Not significant	Watching brief	Phase 2c
2	Easterhill Colliery	I	Site of colliery. No upstanding remains	Low	Minor contact	Not significant	None	-
3	Clydebridge Steelworks	I	Industrial standing building. In use	Local	Minor contact	Not significant	None	-
4	Ballochmill	I	Site of industrial premises. No upstanding remains. Deep paper wastes on site	Regional	Complete destruction	Major adverse	Large excavation	Phase 1b Contaminated site? - no further survey may be possible
6	Clyde Waterproof Cloth Works	I	Industrial standing building. Not in use	Regional	Complete destruction	Major adverse	Standing building survey	Phase 1a
65	Fullarton House and Gardens	D	Site of domestic building. Partially under modern buildings	Local	Partial destruction	Moderate adverse	Small excavation	Phase 1b
104	Fullarton Fireclay Works	I	Site of industrial premises. No upstanding remains. Under modern buildings	Local	No contact	Not significant	None	-
121	Clyde Iron Works, cairn	P	Site of prehistoric burial. No upstanding remains, presumed destroyed	Regional	No contact	Not significant	None	-

Table H6 Predicted Impacts on Cultural Heritage: Shawfield

Site No	Site Name	Site Type	Site Description	Significance of the Resource	Potential Impact of Scheme	Significance of Impact	Recommended Mitigation Response	Constraints
12	Clydeford Chemical Works	I	Site of industrial premises. No upstanding remains. Under modern industrial works	Local	Minor contact	Not significant	None	Contaminated site - no further survey possible
13	Southcroft Football Park	I	Standing building and football ground	Local	Complete destruction	Moderate adverse	Standing building survey	Phase 1a
14	Shawfield Chemical Works	I	Site of industrial premises. No upstanding remains. Under modern industrial units	National	Partial destruction	Major adverse	Large excavation	Contaminated site - no further survey possible
15	Southcroft Villa	D	Site of country house. No upstanding remains. Under 3m of made ground	Local	Complete destruction	Moderate adverse	Large excavation	Contaminated site - no further survey possible

Table H7 Predicted Impacts on Cultural Heritage: Rutherglen

Site No	Site Name	Site Type	Site Description	Significance of the Resource	Potential Impact of Scheme	Significance of Impact	Recommended Mitigation Response	Constraints
5	Eastfield Chemical Works	I	Site of industrial premises. No upstanding remains. Waste ground	Local	Complete destruction	Moderate adverse	Small excavation	Phase 1b Potential health and safety hazard?
7	Gallowflat railway goods station	T	Site of goods station. No upstanding remains. Some remnants. Railway maintenance yard	Low	Minor contact	Minor adverse	Photographic survey	Phase 1b
8	Caledonian Pottery	I	Site of industrial premises. Few upstanding remains. Partly cleared site	Regional	Complete destruction	Severe adverse	Large excavation	Phase 1b
9	Gooseberry Hall	D	Site of country house. Few upstanding remains	Local	Partial destruction	Moderate adverse	Small excavation	Contaminated site - no further survey possible
10	Building west of Farmeloan Road	I	Site of industrial premises. No upstanding remains. 20 th	Low	Complete destruction	Not significant	None	-

Table H5 Predicted Impacts on Cultural Heritage: Polmadie

Site No	Site Name	Site Type	Site Description	Significance of the Resource	Potential Impact of Scheme	Significance of Impact	Recommended Mitigation Response	Constraints
16	Miners Row	D	Site of houses. No upstanding remains	Local	Complete destruction	Moderate adverse	Small excavation	Contaminated site - no further survey possible
17	Toryglen Coal Pit	I	Site of colliery. No upstanding remains. Under modern industrial buildings	Low	No contact	Not significant	None	-
18	Caledonian Brick Works	I	Site of industrial premises. No upstanding remains. Under modern industrial buildings and Oatlands football ground	Low	Partial destruction	Not significant	None	-
19	Chapelfield Brick Field and Works	I	Site of industrial premises. No upstanding remains. Partly under modern industrial buildings	Low	Partial destruction	Not significant	None	-
20	Lawmoor Place Brick Works	I	Site of industrial premises. No upstanding remains. Under modern industrial buildings	Local	Partial destruction	Not significant	None	-
48	Polmadie Brick Works	I	Site of industrial premises. No upstanding remains. Under modern industrial buildings	Low	Minor contact	Not significant	None	-
106	Jessie Street Sentinel Works	I	Standing industrial building. Partially occupied	National (A Listed)	No contact	Not significant	None	-
116	Polmadie Engine Shed	T	Standing industrial building	Local	No contact	Not significant	None	-

Table H4 Predicted Impacts on Cultural Heritage: Dixon's Blazes

Site No	Site Name	Site Type	Site Description	Significance of the Resource	Potential Impact of Scheme	Significance of Impact	Recommended Mitigation Response	Constraints
21	Gushetfaulds Approach	T	Goods yard. No buildings survive but lines still in use	Low	Partial destruction	Not significant	None	-
22	Foundry, Govan Iron Works	I	Site of industrial premises. No upstanding remains. Waste ground	National	Complete destruction	Severe adverse	Large excavation	Phase 1b (with Site No. 23)
23	Lower English Buildings, Govan Iron Works	D	Site of worker accommodation. No upstanding remains. Waste ground	National	Complete destruction	Severe adverse	Large excavation	Phase 1b (with Site No. 22)
24	South-side Station Goods Yard (Gushetfaulds)	T	Site of goods yard. Major buildings demolished. Platforms, rails and minor structures survive	Local	Partial destruction	Not significant	Photographic survey as part of group of sites with Nos. 22 & 23	Phase 1b (with Site Nos. 22 & 23)
25	Gallowknowe House	D	Site of country house and gardens. Under concrete platform and rail sidings	Local	Complete destruction	Minor adverse	Watching brief	Phase 2c
26	Carriage shed, South-side Station	T	Site of railway shed. No upstanding remains. Significant deposits unlikely	Low	Complete destruction	Not significant	None	-
120	Govan Iron Works	I	Site of industrial premises. No upstanding remains. Vacant site	National	Minor contact	Not significant	None	-

Table H3 Predicted Impacts on Cultural Heritage: South Laurieston

Site No	Site Name	Site Type	Site Description	Significance of the Resource	Potential Impact of Scheme	Significance of Impact	Recommended Mitigation Response	Constraints
27	United Presbyterian Church, McKinley Street	D	Site of church. No upstanding remains	Local	No contact	Not significant	None	-
28	Pollokshaws Road tenements, west	D	Site of tenements. No upstanding remains. Vacant ground	Local	Partial destruction	Moderate adverse	Watching brief	Phase 2c
29	Queens Park Terrace	D	Site of terrace of tenements. Formerly B Listed. No upstanding remains. Vacant ground	Regional	Partial destruction	Moderate adverse	Watch brief	Phase 2c
30	Eglington Congregational Church	D	Site of church, c 1866, formerly B Listed. No upstanding remains	Local	Possible contact	Not significant	None	-
31	St Andrews Works	I	Industrial standing building. Currently partly occupied	Regional (B Listed)	Possible contact Potential to affect setting	Moderate adverse (on setting)	Exterior Photographic survey	Phase 1a
38	Pollokshaws Road Tenements, east	D	Four-storey tenement, c 1888. Still occupied	Regional (B Listed)	Complete destruction	Moderate adverse	Standing building survey and watching brief	Phase 2c
66	McKinley Street tenements, east	D	Site of five tenements. No upstanding remains. Site covered by >2m rubble	Local	Partial destruction	Moderate adverse	Watching brief	Phase 2c
67	McKinley Street tenements, west	D	Site of nine tenements. No upstanding remains. Site covered by 0.5-1.0m rubble	Local	Partial destruction	Moderate adverse	Watching brief	Phase 2c
117	Abbotsford Church, McKinley Street	D	Site of church. No upstanding remains. Waste ground	Local	No contact	Not significant	None	-

	Port Eglinton		upstanding remains. Under car park						
72	St Mungo Soap Works	I	Site of industrial premises. No upstanding remains. Under modern buildings	Local	Possible contact	Not significant	None	-	
73	Chemical Works, Port Eglinton	I	Site of industrial premises. No upstanding remains. Under modern buildings	Local	Minor contact	Not significant	None	-	
74	Houses, north of Canal Basin	D	Site of three cottages. No upstanding remains. Largely under Paisley railway line	Local	No contact	Not significant	None	-	
88	Caledonian Brass Works	I	Site of brass foundry. No upstanding remains. Under modern buildings	Local	No contact	Not significant	None	-	
90	William Sinclair Premises	I	Site of industrial premises. No upstanding remains. Under modern building	Local	No contact	Not significant	None	-	
91	Engine Works, canal Street	I	Site of engineering works. No upstanding remains. Under Leyland Motor Works	Low	No contact	Not significant	None	-	
100	Engine Shed	T	Site of large engine shed. No upstanding remains. Under modern industrial buildings	Low	No contact	Not significant	None	-	
109	Cavalry Barracks (Govan Poorhouse)	D	Site of barracks/ poorhouse. No upstanding remains. Under modern buildings	Low	No contact	Not significant	None	-	
118	Mauchline Street Works	I	Industrial standing building	Local	Complete demolition	Moderate adverse	Standing building survey	Phase 1a	
119	Warehouse/ Cabinet Works, Andrew Thomson & Sons	I	Industrial standing building	Local	No contact Potential to affect setting	Minor adverse	Photographic survey	Phase 1a	
122	Port Eglinton Inn	D	Site of inn. No upstanding remains. Probably completely destroyed	Low	No contact	Not significant	None	-	
123	Canal Warehouse. Salkeld Street	I	Site of industrial premises. No upstanding remains	Local	No contact	Not significant	None	-	

39	Falfield Mills	I	Industrial standing building	Regional (B Listed)	Complete destruction	Major adverse	Standing building survey and large excavation	Phase 2a (with Site No. 40)
40	Falfield Mill House	D	Site of villa and gardens. No upstanding remains. Partially under Sites 41 and 118	Regional	Complete destruction	Major adverse	Large excavation	Phase 2a (with Site No. 39)
41	Weaving sheds, Mauchline Street	I	Industrial standing building (part of Falfield Mill Complex)	Local	Complete destruction	Moderate adverse	Standing building survey	Phase 1a
42	Engine shed, Port Eglinton	T	Site of industrial premises. No upstanding remains	Local	Complete destruction	Moderate adverse	Watching brief	Phase 2c
43	Eglinton Foundry	I	Site of industrial premises. No upstanding remains. Under modern buildings	Local	Minor contact	Minor adverse	Watching brief	Phase 2c
44	Glasgow, Paisley & Ardrossan Canal	T	Site of canal and wharfage. No upstanding remains. Partially under railway	Regional	Direct partial impact	Major adverse	Large excavation	Phase 2b
45	Canal Street Warehouse and Stables	I	Site of industrial premises. No upstanding remains. Under existing warehouses	Local	Possible contact	Not significant	None	-
46	Glasgow Parcel Station	T	Industrial standing building. Still in use	Local	No contact Potential to affect setting	Minor adverse	Exterior Photographic survey	Phase 1a
49	Falfield Engine House	I	Industrial standing building	Regional (B Listed)	Complete destruction	Major adverse	Standing building survey	
52	Van & Lorry Works	I	Site of industrial premises. No upstanding remains. Under existing building	Local	Complete destruction	Moderate adverse	Small excavation	Phase 2a
57	Kilbirnie Street Motor Works	I	Industrial standing building, built 1913 (occupied by garage)	Regional (B Listed)	No contact Potential to affect setting	Moderate adverse (on setting)	Exterior Photographic survey	Phase 1a
68	Worsted Spinning & Carpet Manufactures	I	Site of industrial premises. No upstanding remains. Under Leyland Motor Works	Low	No contact	Not significant	None	-
69	Stromness Public House	D	Site of public house and tenement. No upstanding remains	Local	Complete destruction	Moderate adverse	Small excavation	Phase 2b
70	Mission Hall	D	Site of Church hall. No upstanding remains. Under Kibirnie Motor Works	Low	No contact	Not significant	None	-
71	Drying Shed & Kiln,	I	Site of industrial premises. No	Local	Possible contact	Minor adverse	Watching brief	Phase 2c

Cook Street								
107	Scotland Street Copper Works	I	Standing industrial building. Part of site under modern buildings	Regional (B Listed)	No contact No impact on setting	Not significant	Photographic survey	Phase 1a
111	Clydesdale Paint, Colour & Oil Works	I	Site of industrial premises	Low	No contact	Not significant	None	-
112	Tradeston paint Mills	I	Standing building	Local (C Listed)	No contact	Not significant	None	-
113	Victoria Grain Mills	I	Industrial standing building, founded 1879	Regional (B Listed)	No contact	Not significant	None	-
114	Subway Power Station	T	Standing building, built c 1895	Regional (B Listed)	No contact	Not significant	None	-
115	Scotland Street School	D	Standing building (City Museum)	National (A Listed)	No contact	Not significant	None	-
127	Tradeston Saw Mills	I	Standing industrial building.	Local	No contact	Not significant	None	-

(1) Site Types: Domestic (D), Industrial (I), Prehistoric (P), Transport (T)
(2) Detailed categorisation of each site including its significance as a resource is provided in the Gazetteer to the GUARD archaeological evaluation report for the M74 Completion.

Table H2 Predicted Impacts on Cultural Heritage: Eglinton

Site No	Site Name	Site Type	Site Description	Significance of the Resource	Potential Impact of Scheme	Significance of Impact	Recommended Mitigation Response	Constraints
32	Eglinton Station and Gordon Street railway Lines	T	Buildings demolished, lines still in use. No remains of historical interest	Local	Possible contact	Not significant	None	-
33	Warehouse, Crawford Street	I	Standing building	Local	Possible contact	Minor adverse	None	-
34	Frances Street Tenements, east	D	Site of four tenement blocks. No upstanding remains. Under modern buildings	Local	Partial destruction	Moderate adverse	Watching brief	Phase 2c
35	Leyland Motor Works	I	Standing building	Regional (B Listed)	No contact Impact to setting	Moderate adverse (on setting)	Exterior Photographic survey	Phase 1a
36	Port Eglinton Cabinet Works	I	No upstanding remains. Under modern car park	Local	Possible contact	Not significant	None	-
37	Frances Street tenements, west	D	Site of four tenement blocks. No upstanding remains. Under modern building	Local	Complete destruction	Moderate adverse	Watching brief	Phase 2c

			upstanding remains. Under modern building						
87	Lifebuoy Works	I	Site of works. No upstanding remains. Partially under car park and existing motorway	Local	Complete destruction	Moderate adverse	Small excavation	Phase 2b	
89	Scotland Street Engine Works	I	Site of industrial premises. No upstanding remains. Under modern buildings	Local	No contact	Not significant	None	-	
92	Carriage Shed, West Street	T	Site of railway siding. No upstanding remains. But original paving present	Local	Complete destruction	Moderate adverse	Small excavation	Phase 1b	
93	Paint Mills, West Street	I	Site of industrial premises. No upstanding remains. Partially under existing building	Local	No contact	Not significant	None	-	
94	Caledonia Foundry	I	Site of industrial premises. No upstanding remains. Partially under modern buildings	Local	Partial destruction	Moderate adverse	Small excavation	Phase 2b	
95	Engine Works, McOnie Premises	I	Site of industrial premises. No upstanding remains. Under a building and road	Local	No contact	Not significant	None	-	
96	Dundas Cottage	D	Site of large house and gardens. No upstanding remains. Under modern buildings	Local	Complete destruction	Moderate adverse	Small excavation	Phase 2a	
97	Westfield Cottage	D	Site of house and gardens. No upstanding remains. Under modern building	Local	Complete destruction	Moderate adverse	Small excavation	Phase 2a	
98	Waterloo Place, tenements	D	Site of terraced houses with gardens. No upstanding remains. Under car park	Local	Possible contact	Minor adverse	Watching brief	Phase 2c	
99	Bowling Green	D	Site of rectangular green and possible clubhouse. No upstanding remains. Under modern building	Low	Complete destruction	Not significant	None	-	
102	Townhouses, Dundas Street	D	Site of two townhouses and gardens. No upstanding remains. Under existing buildings	Local	Complete destruction	Moderate adverse	Small excavation	Phase 1a	
103	Merrlees & Tait Engineering Works	I	Site of industrial premises. Frontage survives	Local	No contact	Not significant	None	-	
105	Paint warehouses, Tradeston Street and	I	Industrial standing building	Regional (B Listed)	No contact No impact on setting	Not significant	None	-	

			upstanding remains. Sealed by modern building						
63	Crookstone Street Tenements, west side	D	Site of row of nine tenement blocks. Under car park. No upstanding remains	Local	Partial destruction	Moderate adverse	Watching brief	Phase 2c	
64	West Street, houses	D	Site of three large townhouses and gardens. Partially under chemical works	Local	No contact	Minor adverse (setting)	None	-	
75	West Street Industrial Premises	I	Site of single large building. No upstanding remains. Under car park	Local	Complete destruction	Moderate adverse	Small excavation	Phase 2b	
76	Clutha Paint Works	I	Site of paint works. No upstanding remains. Under car park	Local	No contact	Not significant	None	-	
77	Cabinet Works	I	Site of small workshop. No upstanding remains. Under modern building	Local	Possible contact	Moderate adverse	Small excavation may be required	Phase 2a	
79	James Howden Engineering Works	I	Site of industrial premises. No upstanding remains. Under modern industrial building	Local	No contact	Not significant	None	-	
80	Marine Engineering Works, Howden Site 1	I	No upstanding remains apart from small office block on Scotland Street	Regional (B Listed) (office block)	Partial destruction	Moderate adverse	Exterior Photographic survey	Phase 1a	
81	Scotland Street Engine Works, McOnie Site 1	I	Industrial standing building (partially derelict)	Regional (B Listed)	Partial destruction	Major adverse	Standing building survey (exterior and interior)	Phase 1a	
82	Kingston Lime Works	I	Site of industrial premises. No upstanding remains. Partially under modern building	Local	Partial destruction	Minor adverse	Watching brief	Phase 2c	
83	Dundas Street Foundry	I	Site of industrial premises. No upstanding remains. Under modern building	Local	Partial destruction	Moderate adverse	Small excavation	Phase 2 a	
84	McAra Premises	I	Site of workshop. No upstanding remains. Partially under modern building	Local	Complete destruction	Moderate adverse	Small excavation	Phase 2a	
85	Kingston Biscuit Factory	I	Site of industrial premises. No upstanding remains. Partially under modern building	Local	Partial destruction	Moderate adverse	Small excavation	Phase 2a	
86	Kingston Paint Works	I	Site of industrial premises. No	Local	No contact	Not significant	None	-	

Table H1 Predicted Impacts on Cultural Heritage: Kingston

Site No	Site Name	Site Type ⁽¹⁾	Site Description	Significance of the Resource ⁽²⁾	Potential Impact of Scheme	Significance of Impact	Recommended Mitigation Response	Constraints
47	Eglinton Engine Works	I	Engineering works dating from 1855, extensive upstanding building	National (A listed)	No contact Potential to affect setting	Moderate adverse (on setting)	Photographic survey	None
50	Smith Chemical Works	I	Site of chemical works, founded 1841. Few surviving original structures	Local	Complete destruction	Minor adverse	Photographic survey	Contaminated site - no further survey possible
51	Kinning Street Engine Works	I	Site of early industrial works. No upstanding remains	Local	Partial destruction of archaeological site	Moderate adverse	Small excavation	Phase 2a
53	Co-op Workshops, Paterson/ Dundas Street	I	Site of workshops, no upstanding remains. Built over site of engineering works (Site no 80)	Local	Partial destruction	Moderate adverse	Small excavation	Phase 2a
54	Clyde Rivet Works	I	Site of rivet works under modern car park and buildings	Local	Partial destruction	Moderate adverse	Small excavation	Phase 2a
55	Co-op Warehouses, Paterson/ Dundas Street	I	Site of warehouses built over Site no 96 Dundas Cottage, no upstanding remains. Under modern car park and building	Local	Partial destruction	Moderate adverse	Small excavation	Phase 2a
56	West Street Underground	T	Site of original entrance to subway, built c 1895. Now replaced by modern building	Low	No contact	Not significant	None	-
58	Watson, Laidlaw & Co Engineering Works	I	Site of engineering works founded 1883. No upstanding remains, partially under modern building	Local	Complete destruction	Moderate adverse	Small excavation	Phase 2a
59	Kinning Street Tenements, East	D	Site of five blocks of tenements. No upstanding remains	Local	Partial destruction	Moderate adverse	Watching brief	Contaminated site - no further survey possible
60	Kinning Street Tenements, West	D	Site of six blocks of tenements. No upstanding remains	Local	Partial destruction	Moderate adverse	Watching brief	Contaminated site - no further survey possible
61	Crookstone Street Tenements, east side	D	Site of tenements. No upstanding remains. Partially under modern buildings	Local	Partial destruction	Moderate adverse	Watching brief	Phase 2c
62	Townhouses, Paterson Street	D	Site of three large townhouses and gardens. Partially replaced by Sites Nos 53 and 77. No	Local	Partial destruction	Moderate adverse	Small excavation	Phase 2a

Appendix H2

Tables of Scheme Impacts on Cultural Heritage

Impact on the Cultural Heritage

The level of impact on the cultural heritage is arrived at by combining the significance value with the degree of disturbance. The five levels are:

- *Severe Adverse*: Demolition of a site or building of national importance, such as a Category A listed building or archaeological site of equivalent significance. Landtake or damage resulting in the loss of integrity of a cultural heritage site of national importance. The resulting loss of integrity could involve a dramatic change in the setting or visual amenity of the site.
- *Major Adverse*: Demolition of a Category B listed building. Landtake resulting in the degradation of a cultural heritage site of national importance with extensive change to the setting or visual amenity of the site. Loss of integrity of a site of archaeological interest of known regional value, eg a dramatic change in the setting or visual amenity of a regional site. Extensive damage to the value of a Conservation Area, or adverse effects on the setting of a Category A listed building.
- *Moderate Adverse*: Encroachment on a feature or site which has yielded a series of finds or a site where a high archaeological potential is considered to exist at a regional scale, reducing its integrity or creating a noticeable change in the setting or amenity of the site. Extensive change to the setting of a Category B listed building. Encroachment upon a Conservation Area or other historic feature where the quality of the setting or its amenity would be noticeably impaired. The sterilisation of a site of local archaeological importance; this may include unlisted industrial monuments of regional importance. Demolition of a Category C(S) listed building.
- *Minor Adverse*: Encroachment on an area where sites have been identified, but where low archaeological potential is considered to exist. Slight change to the setting of a Category B listed building. Encroachment upon a Conservation Area but where no effects upon its integrity or visual amenity would result.
- *Not Significant*: Landscape or ecological planting on an area where archaeological features have been identified.

The four levels used are:

- *Sites of National Importance:* The most important industrial monuments (ie Listed Buildings Register A) and sites of outstanding archaeological potential (comparable to a Scheduled Ancient Monument). Factors such as innovative structural features or surviving equipment would also be taken into consideration.
- *Site of Regional Importance:* Surviving industrial monuments including, but not necessarily limited to, those on the Listed Buildings Register B. Here the conservation or excavation of the site would be important in a West of Scotland context.
- *Site of Local Importance:* Surviving industrial monuments including, but not necessarily limited to, those on the Listed Buildings Register C.
- *Unlisted Buildings:* The significance value of unlisted buildings was determined using Industrial Archaeology criteria, not architectural criteria. Some of these sites are of regional, or potentially national, significance.

Impact Assessment

Degrees of Disturbance

Working from map evidence, field observations and the road design it has been possible to classify five degrees of disturbance.

- *Complete Destruction* The site is likely to lose 50% or more of its components or archaeological deposits. This also describes an historic building which would require demolition to accommodate the road as designed.
- *Partial Destruction* The site is likely to lose less than 50% and more than 15% of its components or archaeological deposits. This also describes an historic building which would require some structural alterations to accommodate the road as designed.
- *Minor Contact* The site is likely to lose less than 15% of its components or archaeological deposits. This would also describe an historic building which would not be damaged but where its setting would be diminished by the close presence of the proposed road.
- *Possible Contact* Site unlikely to suffer any direct contact during the construction process.
- *No Contact* No likelihood of any contact during the construction process and where its setting will not be diminished by the presence of the proposed road as designed.

Rarity

In a number of cases a site was associated with a particular industrial process which was unique or technically innovative. In addition a number of the sites can reasonably be regarded as being rare or unique by virtue of their specific historical contributions.

Situation

The topography of the study area is rather unspectacular and does not lend it self to dramatic positioning. Such use of the topography as there undoubtedly was, for instance in the siting of domestic buildings, is scarcely perceptible now.

Multiple/Single Period

This considers the development of a site over time. The multiple use of a site may preserve earlier phases of construction, but reuse does not necessarily ensure the survival of earlier evidence or that a developmental sequence can be recovered, but nevertheless it remains a factor to consider.

Fragility/Vulnerability

The significance of a site can be enhanced if the site is particularly prone to decay and requires special management. Although a number of the sites considered here are substantial buildings, the scale of the construction programme is so great anything within the construction corridor it is presumed to be at risk.

Documentation

For historic sites and certain prehistoric sites the value of the monument can be substantially enhanced by the presence of surviving texts relating to the site. This is particularly relevant because many of the sites possess good architectural records. This is equally relevant for non-industrial sites where documentation enhances the research value of domestic sites.

Levels of Significance

In assigning significance to archaeological features, the standing buildings have, in general, been regarded as more important than the cleared industrial sites. The standing buildings fall into two groups, the Listed and non-Listed. The Listings are not necessarily an appropriate measure of the archaeological value, but provide a way of distinguishing sites of regional importance from those of local importance.

For this study the archaeological sites and standing buildings have been assigned to one of four categories. Where further assessment involving fieldwork is still required, these classifications are provisional and are so indicated.

The classification schemes described in *NPPG 5* and *PAN 42* do not include any specific guidance relating to industrial monuments. The Strathclyde Regional Council *Consolidated Structure Plan* contains the last detailed statement on the value of industrial remains by the local authority and it provides some general guidance on assessing Regional significance. The central concept used in the *Structure Plan* is Research Potential, which refers to the potential of a site to contribute to scholarly research information.

Research Potential

Uniqueness and the probability of discovering material of interest to regional, national and international audiences are key considerations. The criteria for considering a site's research potential would include how well it is documented and the nature of the information it is likely to contribute to the current or future agenda of archaeological research.

A key concept for the discussion of the research value of a particular site is its *archaeological potential*. This judgement is based upon knowledge of comparable sites, the environmental conditions, the subsequent land use or building history and any information which can be provided by archaeological excavations and by examining archival material. By virtue of these sites being located in one of the most important industrial cities in Europe some of the otherwise unremarkable sites acquire a special value because they can contribute to understanding the remarkable period of growth in nineteenth-century Glasgow.

Significance Criteria for Industrial Archaeology

In the absence of established guidelines specifically set out for assessing Industrial Archaeology, the following values were devised:

Survival/Condition

The majority of these sites do not survive above ground. The primary sources of information come from historic maps; therefore some below ground investigation is required to determine the level of below ground preservation.

Period

This refers to the age of the site as expressed by a chronological period eg Bronze Age.

Group Value

This refers to the phenomenon whereby a group of features acquire greater value from being in close proximity or where minor features are components of larger entities.

Policy Guidelines and Legislation

In Scotland the most recent advice on archaeology and the planning process was presented in *National Planning Policy Guideline* no 5 (January 1994). This document defines four levels of significance for archaeological sites:

- National Importance (many, but not all, of which are Scheduled Ancient Monuments)
- Regional Importance
- Local Importance
- Low Importance

Apart from sites of National Importance, which are covered by *Ancient Monuments and Archaeological Areas Act 1979*, there are no specific evaluation criteria contained in government policy statements. The criteria for identifying sites of national importance are outlined in Planning Advice Note 42 (paragraphs 45-48) and can be summarised as follows:

'A monument is of national importance if, in the view of informed opinion, it contributes or appears to contribute significantly to the understanding of the past'.

The considerations in daily use among Inspectors of Ancient Monuments are drawn from the 1979 Act and include:

- Survival/condition
- Period
- Group value
- Rarity
- Situation
- Multiple/single period
- Fragility/vulnerability
- Documentation

Presumption for Preservation

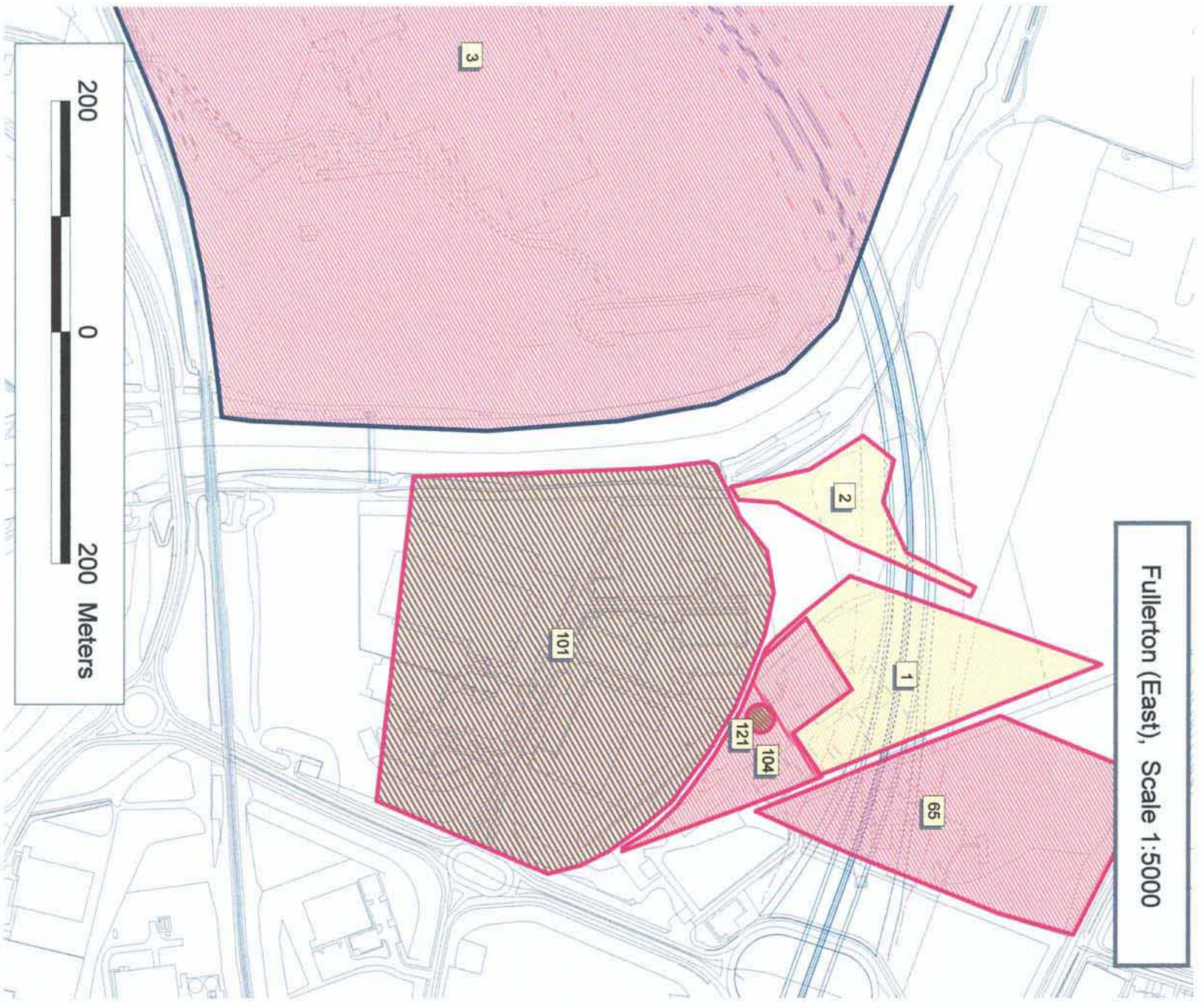
Although the guidelines require qualification in order to be used in evaluating significance, there is less ambiguity about how sites of National Importance are to be treated in NPPG 5:

'The preservation in situ of important archaeological remains is always to be preferred, particularly in relation to nationally important sites. Where this is not possible, an archaeological excavation incorporating the recording and analysis of remains and publication of the findings, together with the deposition of the artefacts in an appropriate museum and the records in the National Monument Record of Scotland, may be an acceptable alternative' (paragraph 18)'

Appendix H1

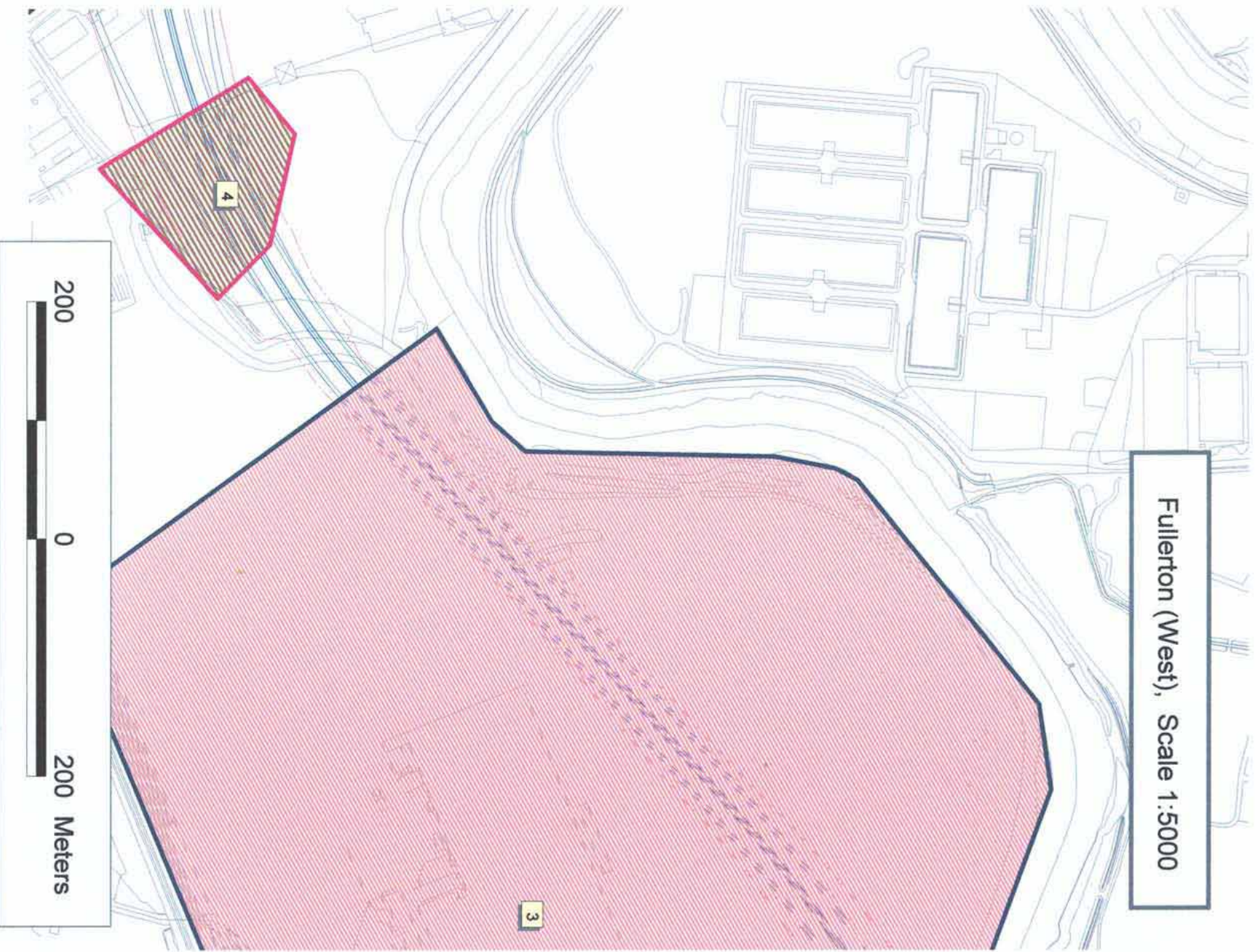
Archaeological Evaluation
Criteria from GUARD
Report

Fullerton (East), Scale 1:5000



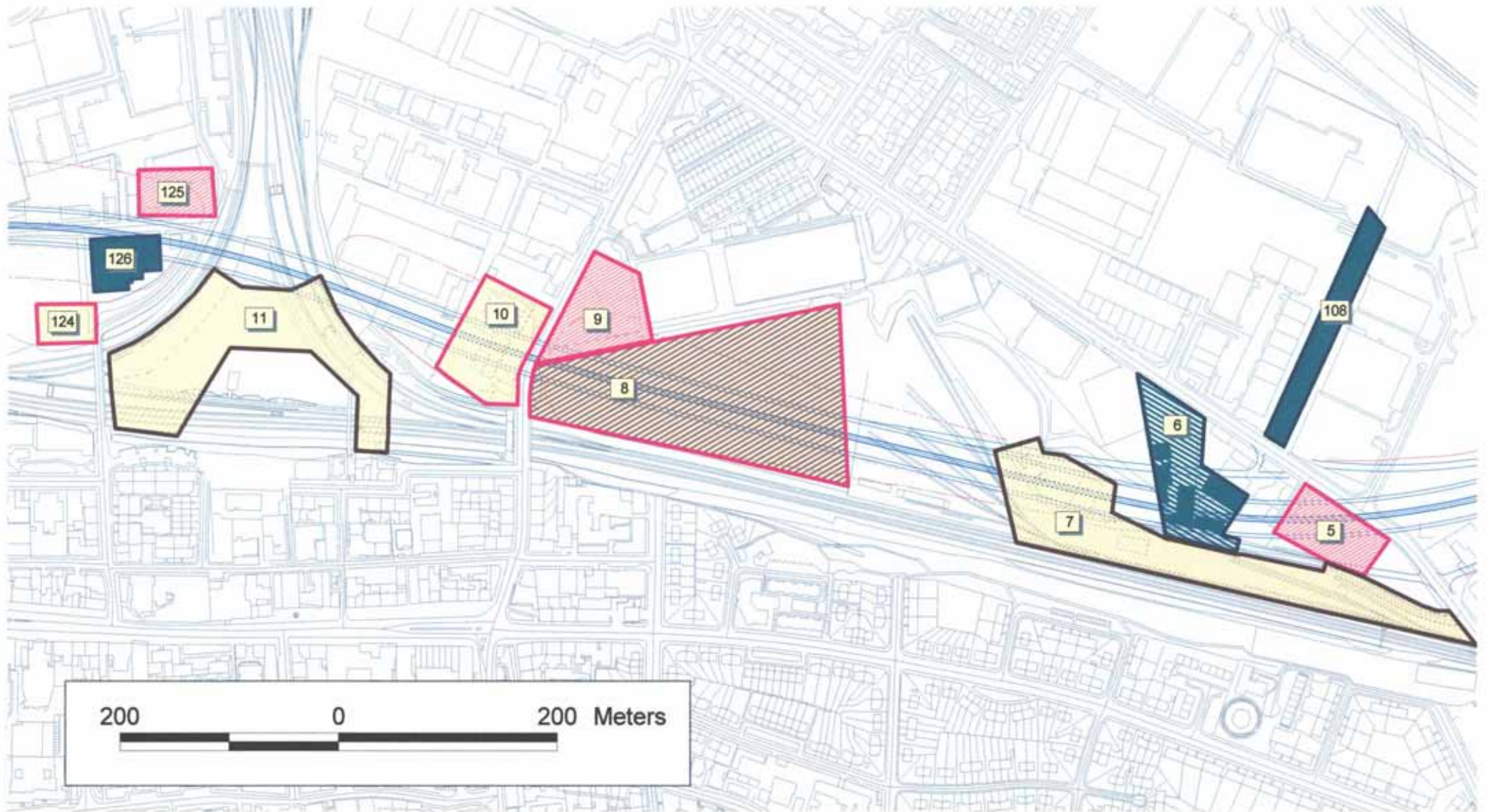
M74 Completion - Cultural Heritage Evaluation

Fullerton (West), Scale 1:5000



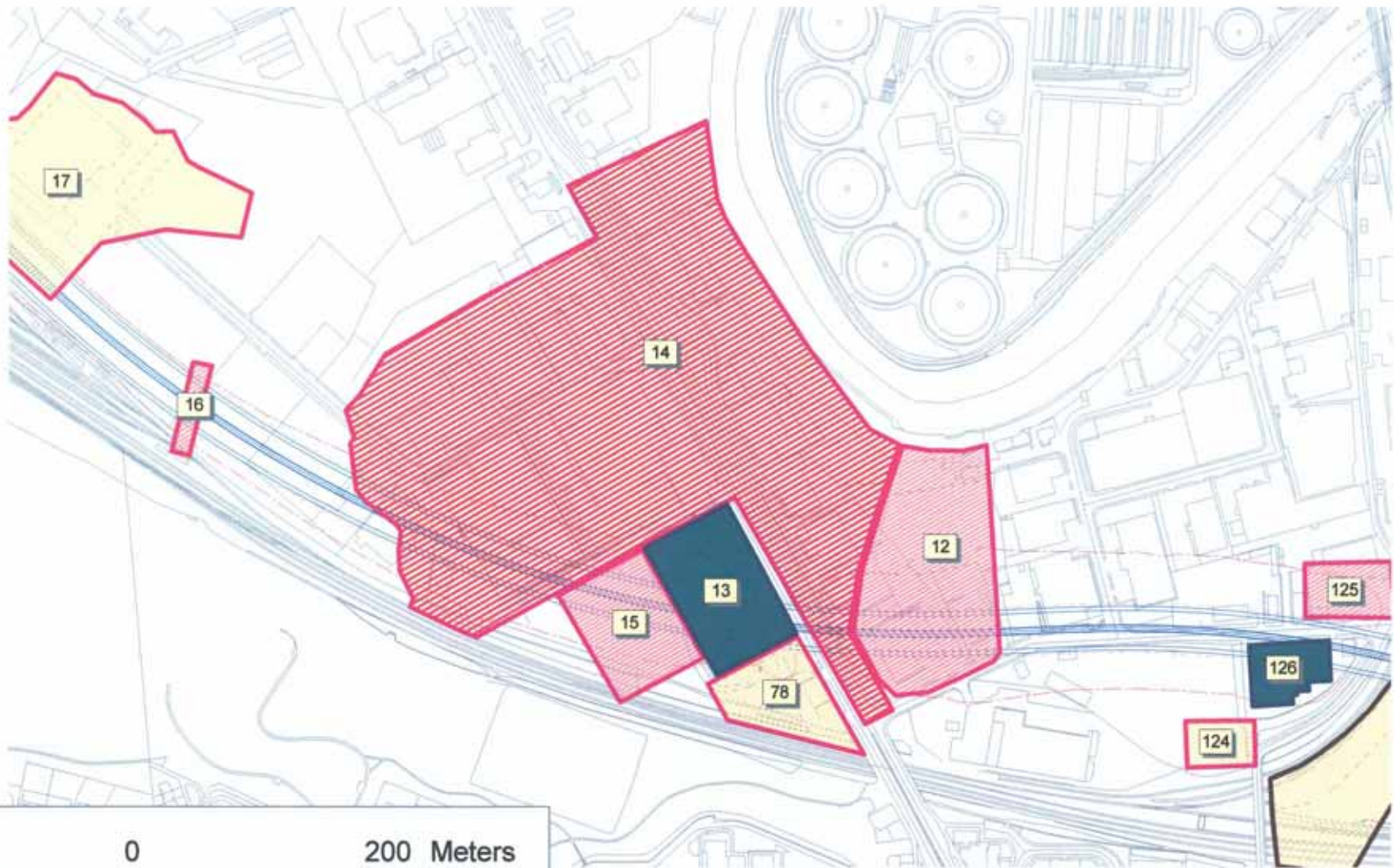
M74 Completion - Cultural Heritage Evaluation

Rutherglen, Scale 1:5000

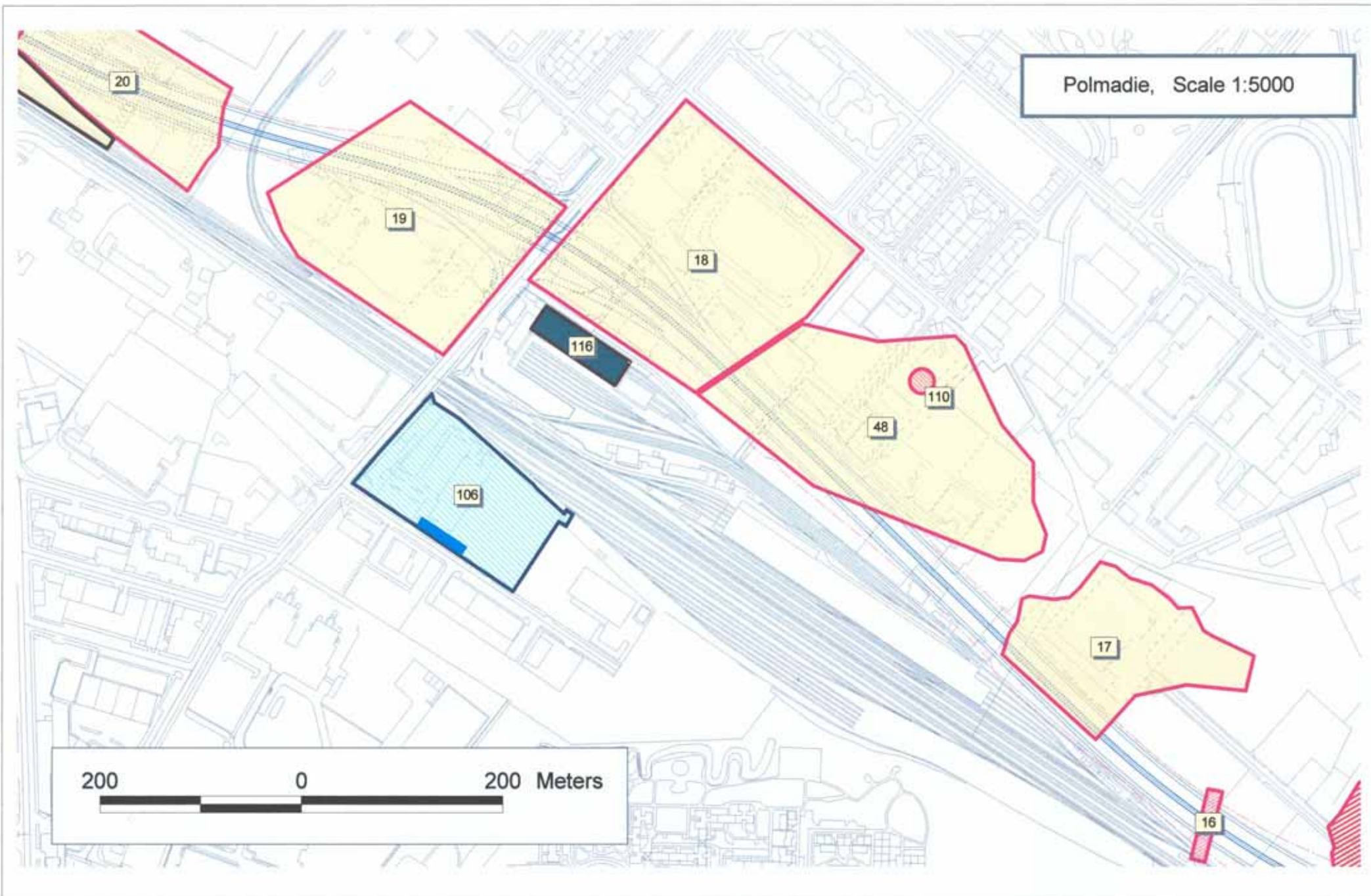


M74 Completion - Cultural Heritage Evaluation

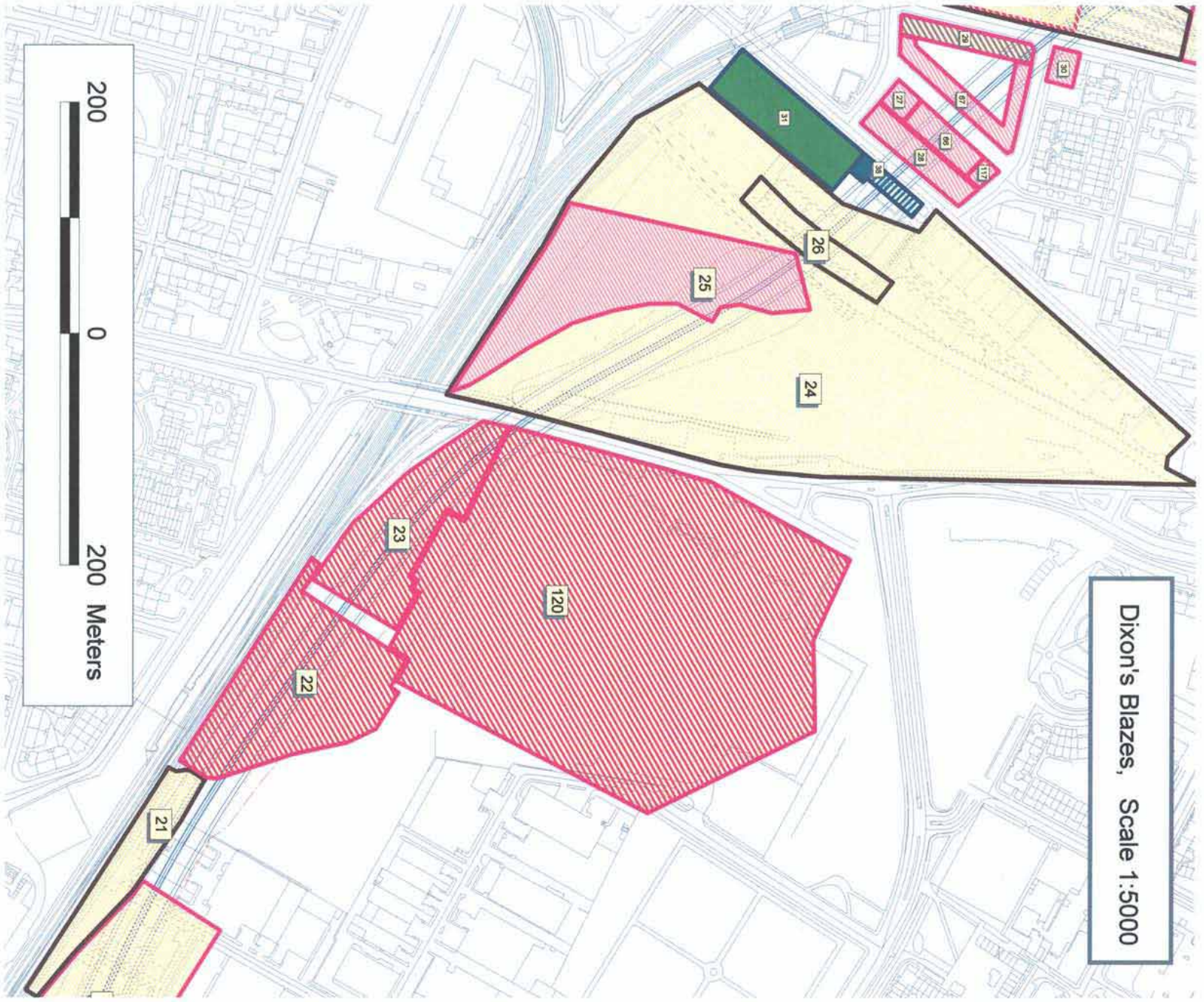
Shawfield, Scale 1:5000



200 0 200 Meters

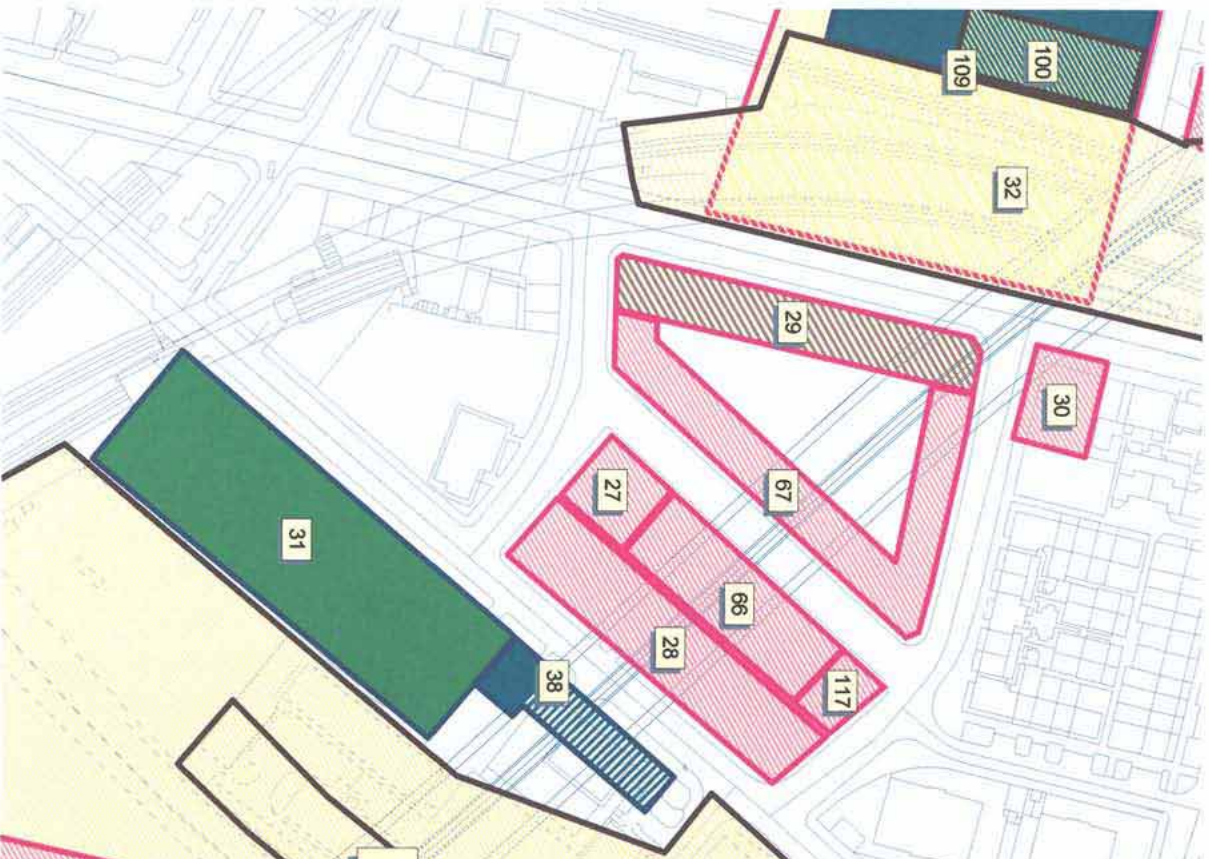


M74 Completion - Cultural Heritage Evaluation

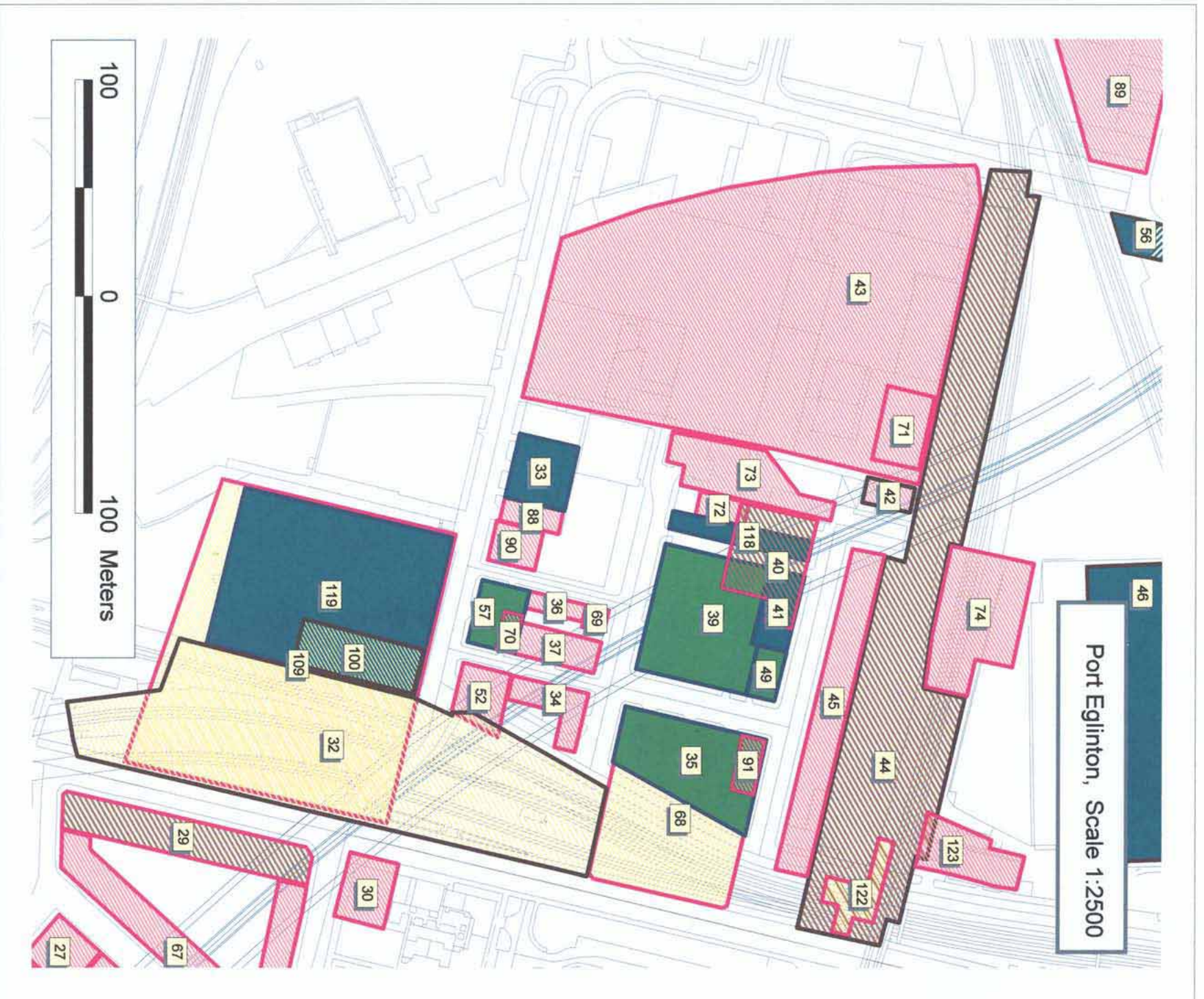


Dixon's Blazes, Scale 1:5000

South Laurieston, Scale 1:2500



M74 Completion - Cultural Heritage Evaluation

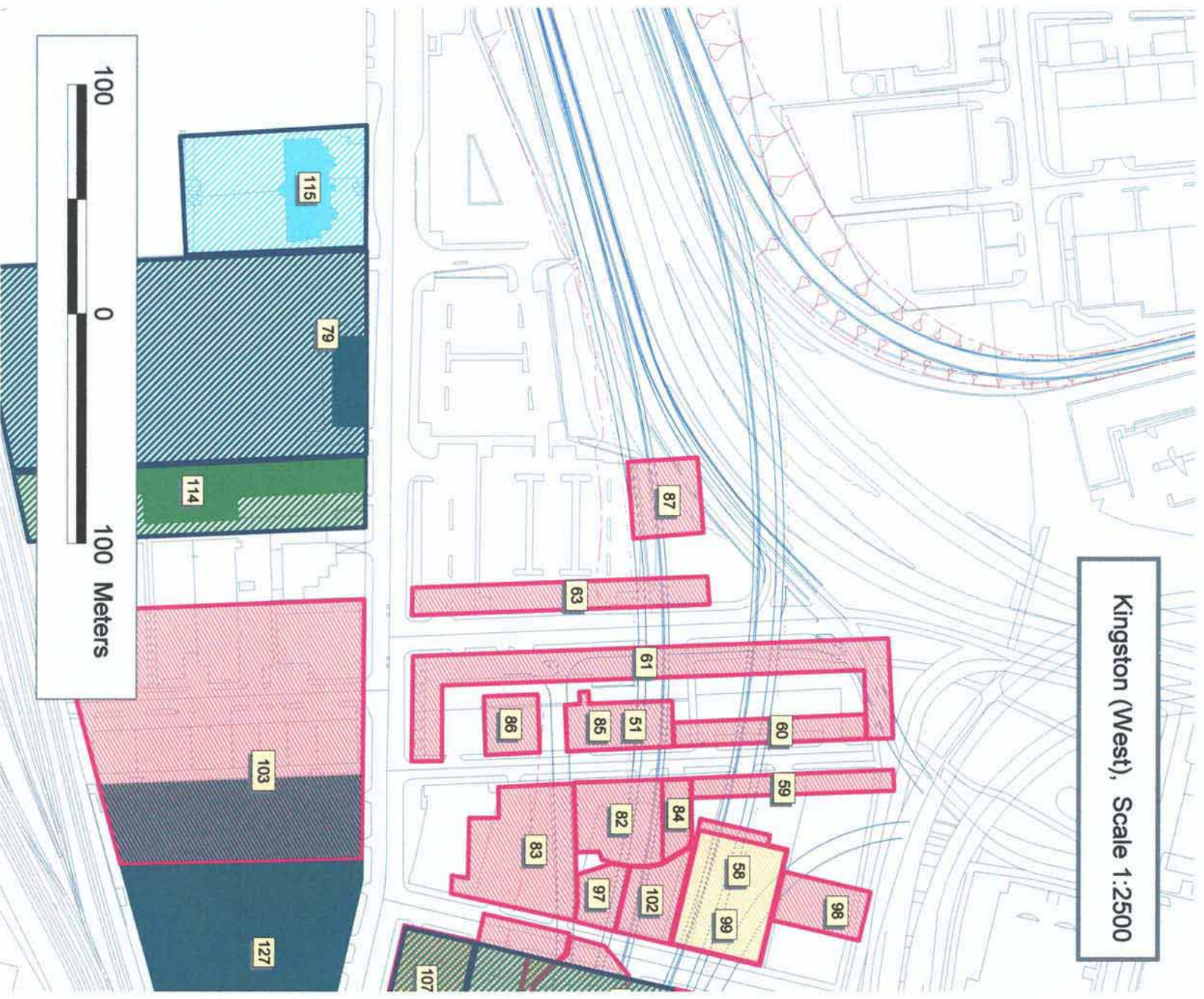


M74 Completion - Cultural Heritage Evaluation

Kingston (East), Scale 1:2500



Kingston (West), Scale 1:2500














M74 Completion - Cultural Heritage Evaluation

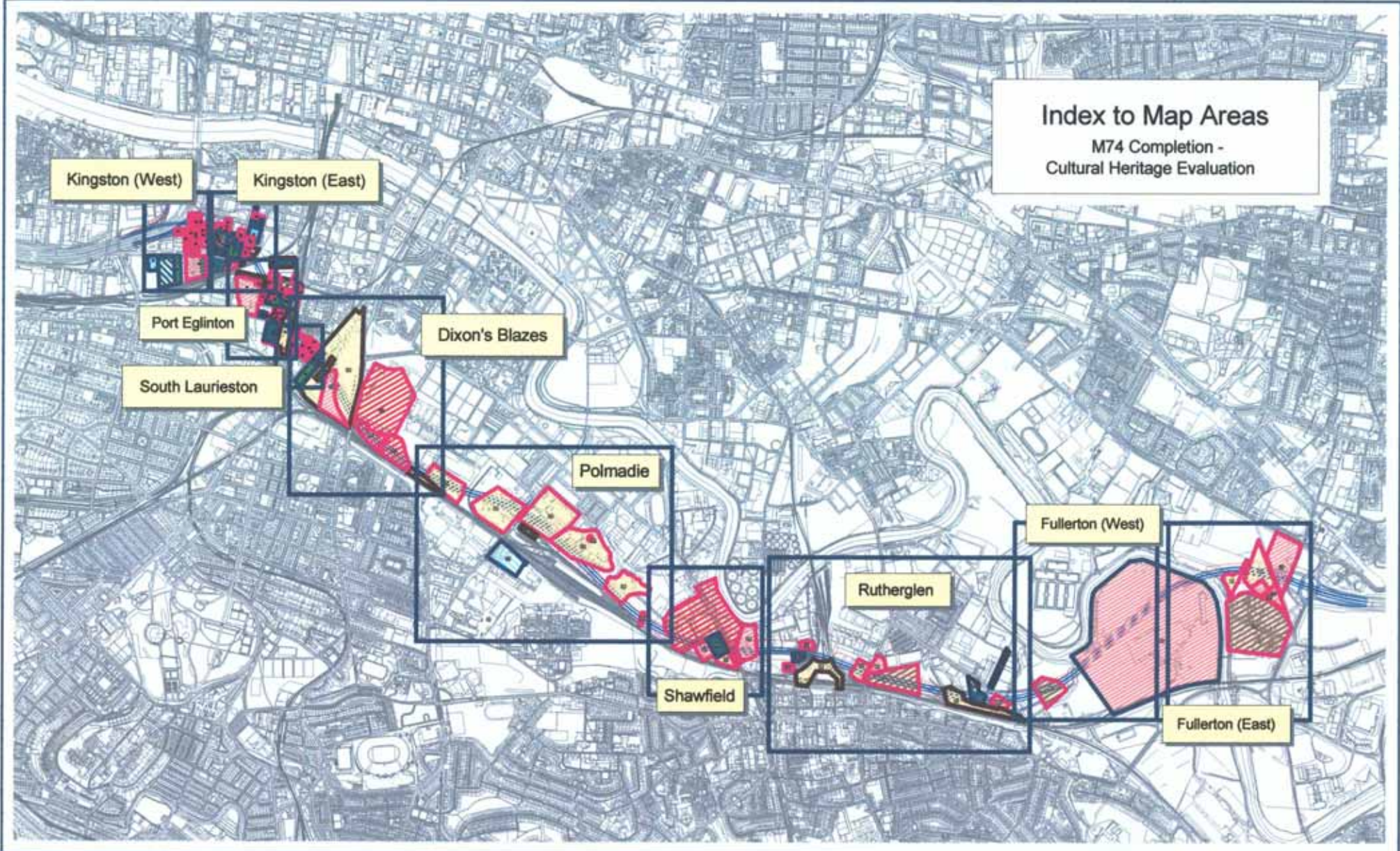
No.	Site Name
1	Fulleton Rows
2	Easthill Colliery
3	Clydebank Steel Works
4	Ballochmill
5	Eastfield Chemical Works
6	Clyde Waterpiper Chainworks
7	Callaghan Railway Goods Station
8	Callaghan Pottery
9	Gosseberry Hall
10	Building, West of Farmlethan Rd
11	Rutherglen Triangle
12	Clydeford Chemical Works
13	Southcott Football Park
14	Shawfield Chemical Works
15	Southcott Villa
16	Miners Row
17	Torylen Coal Pit
18	Caledonian Brick Works
19	Chapel St. Brick Field and Works
20	Lammer Place Brick Works
21	Gushetfauld's Approach
22	Foundry, Govan Ironworks
23	Lower English Buildings, Govan Ironworks
24	South-side Station Goods Yard
25	Gallowknoe House
26	Carriage Shed, South Side Station
27	United Presbyterian Church, McKinley St
28	Tenements, Pollokshaws Rd, west
29	Queens Park Terrace
30	Eglinton Congregational Church
31	St. Andrews Works
32	Eglinton Station and Gordon St Railway Lines
33	Warehouse, Crawford St
34	Francis St, Tenements, east
35	Leighall Motor Works
36	Port Eglinton Cabinet Works
37	Francis St, Tenements, west
38	Pollokshaws Road Tenements, east
39	Fairfield Mills
40	Fairfield Mill House
41	Weaving Sheds, Mauchline St.
42	Engine Shed, Port Eglinton
43	Eglinton Foundry
44	Glasgow, Paisley and Ardrossan Canal
45	Canal St. Warehouses and Stables
46	Glasgow Parcel Station
47	Eglinton Engine Works
48	Palmadie Brick Works
49	Fairfield Engine House
50	Smith Chemical Works
51	Kinging St Engine Works
52	Van and Lorry Works
53	Co-op Workshops, Paterson/Dundas St
54	Clyde River Works
55	West St Warehouses, Paterson/Dundas St
56	West St Underground
57	Kilbirnie St Motor Works
58	Watson, Laidlaw & Co Engineering Works
59	Kinging St, Tenements, east
60	Kinging St Tenements, west
61	Crookston St Tenements, east side
62	Townhouses, Paterson Street
63	Crookston St, Tenements, west

No.	Name
64	West St Houses
65	Fulleton House and Gardens
66	McKinley St Tenements, east
67	McKinley St Tenements, west
68	Worsted Spinning and Carpet Manufacturers
69	Stromess Public House
70	Mission Hall
71	Drying Shed and Kin, Port Eglinton
72	St. Mungo Soapworks
73	Chemical Works, Port Eglinton
74	Houses, North of Canal Basin
75	West St Industrial Premises
76	Cuthra Paint Works
77	Cabinet Works
78	Coal Pit, nr. Southcott Villa
79	James Howden Engineering Works, Site2
80	Marine Engineering Works, Howden Site 1
81	Scotland St Engine Works, McOchie Site 1
82	Kingston Line Works
83	Dundas St Foundry
84	McAra Premises
85	Kingston Biscuit Factory
86	Kingston Paint Works
87	Libbony Works
88	Caledonian Brass Works
89	Scotland St Engine Works, McOchie Site 2
90	William Sinclear Premises
91	Engine Works, (Canal St)
92	Carriage Shed, West St.
93	Paint Mills, West Street
94	Caledonia Foundry
95	Engine Works, McOchie premises
96	Dundas Cottage
97	Westfield Cottage
98	Waterloo Place, Tenements
99	Bowling Green
100	Engine Shed
101	Clyde Ironworks
102	Townhouses, Dundas Street
103	Mitrees and Tail Engineering Works
104	Fulleton Freclay Works
105	Paint Warehouses, Tradeson St and Cook St
106	Jesse St Sentral Works
107	Scotland St Copper Works
108	Eastfield Ropery
109	Cavalry Barracks, (Govan Poothouse)
110	Palmadie Hospital
111	Clydesdale Paint, Colour and Oil Works
112	Tradeson Paint Mills
113	Victoria Grain Mills
114	Subway Power Station
115	Scotland St School
116	Polmadie Engine Shed
117	Abbotsford Church, McKinley St
118	Mauchline St Works
119	Warehouse/Cabinet Works, Andrew Thomson & Sons
120	Govan Iron Works, Cairn
121	Clyde Iron Works, Cairn
122	Port Eglinton Inn
123	Canal Warehouse, Salkfield St
124	Queen St Premises
125	Dhill Hall, Rutherglen
126	Quay Road Factory
127	Tradeson Saw Mills

Colour Coding for Cultural Heritage Evaluation Maps - M74 Completion

Standing Building	Archaeological Sites	Railway Sites
 National Importance (A Listed) and Environs	 National Importance	
 Regional Importance (B Listed) and Environs	 Regional Importance	 Regional Importance Site
 Local Importance (C Listed)	 Local Importance	 Local Importance Site
 Unclassified Historic Building and Environs	 Low Importance	 Unclassified Building / Low Importance Site

Site Number: 56



Index to Map Areas

M74 Completion -
Cultural Heritage Evaluation

Kingston (West)

Kingston (East)

Port Eglinton

South Laurieston

Dixon's Blazes

Polmadie

Shawfield

Rutherglen

Fullerton (West)

Fullerton (East)

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moderate adverse, the Caledonian Pottery (in Rutherglen) where the impact will be severe adverse and Ballochmill (in Fullarton) where the impact will be major adverse.

Fifty five sites of local importance will be affected by construction. Impacts will be moderate adverse at 39 sites, minor adverse at 10 sites and non-significant at six. Eleven sites of low significance will be affected. The impact at one will be minor adverse at the others it will be not significant.

The mitigation strategy has been evolved taking account of the value of the resource and the scale of the predicted impact. This is based on current knowledge from the desk research and from limited field investigations. Further work in some areas (such as at Shawfield) is not possible because of contamination. The strategy will be further developed from more detailed documentary research (which may suggest that some sites are not worthy of the proposed level of mitigation response) and the findings of the geotechnical survey (which may indicate further sites which cannot be investigated because of contamination).

A two phase mitigation strategy will be implemented. Phase 1 can be implemented before construction starts. Phase 2 is dependent on the construction works.

Mitigation responses include recording of buildings (exterior and interior standing building surveys and exterior photographic surveys); large and small excavations and watching briefs.

There will be no significant impacts to any Conservation Areas or Designed Landscapes.

Some 127 sites of archaeological and cultural interest have been identified within proximity to the road. These sites are predominantly industrial sites dating from the 19th Century or later and of interest to industrial archaeology.

There will be moderate adverse impacts to the setting of the A listed Eglinton Engine Works (a site of national importance).

Four listed buildings of regional importance will be demolished (major adverse impacts). These are:

- Scotland Street Engine Works (2- 4 Scotland Street) which is B listed;
- Falfield Mill which is B listed;
- Falfield Engine House which is B listed.
- 185-191 Pollockshaws Road which are B listed.

Five non-listed buildings considered to be of some importance to archaeology or social history will be demolished. These are:

- Clyde Waterproof Clothworks;
- Southcroft Football Park;
- Weaving Sheds at Mauchline Street;
- Mauchline Street Works; and
- Quay Road Factory.

The Clyde Waterproof Cloth Works is a site of regional importance and the impact will be major adverse. There will also be major adverse impacts to part of the Glasgow, Paisley and Ardrrossan Canal, another site of regional importance. There will be moderate adverse impacts on the setting of Leyland Motor Works, the Kilbirnie Street Motor Works and St Andrews Works all of which are sites of regional importance. Part of the Marine Engineering Works, Howden Site will have moderate adverse impacts but the standing listed building will not be affected. Impacts to another site of regional importance, the Scotland Street Copper Works, will not be significant.

Four sites of national archaeological importance will be directly affected by the works. There are three sites at Govan Iron Works in Dixon's Blazes. Impacts at two of these sites will be severe adverse. Impacts to the third site are considered to be not significant. There will be major adverse impacts to the site at Shawfield Chemical Works in Shawfield. No further survey is possible at this site because of risks from contamination.

Four sites of regional archaeological importance will be directly affected by the works, at Falfield Mill House (in Eglinton) where the impact will be major adverse, Queen's Park Terrace (in South Laurieston) where the impacts will be

- Large Excavations: 6 or 7 sites (depending on contamination at Ballochmill);
 - Watching Briefs: 17 sites;
 - Contaminated Sites: 7 or 8 sites (if Ballochmill proves to be contaminated). These sites cannot be investigated further because of health and safety issues associated with contamination. No further mitigation possible.
- Some 86 sites will be directly impacted by the works or indirectly through impacts to their settings. These include:
- 5 sites of national importance;
 - 15 sites of regional importance;
 - 55 sites of local importance;
 - 11 sites of low significance.

A summary of the impacts to these sites as a result of construction is provided in *Table H6.2*.

Table 6.2 *Summary of Impacts to the Cultural Heritage*

	National	Regional	Local	Low
Severe adverse	2	1		
Major adverse	1	6		
Moderate adverse	1	7	39	
Minor adverse			10	1
Not significant	1	1	6	10

Site Number	Site Name	Area
52	Van & Lorry Works	Eglington
69	Stromness Public House	Eglington
16	Miners Row	Polmadie
5	Eastfield Chemical Works	Rutherglen
9	Gooseberry Hall	Rutherglen
65	Fullarton House and Gardens	Fullarton
Large Excavation		
39	Falfield Mills	Eglington
40	Falfield Mill House	Eglington
44	Glasgow, Paisley and Ardrossan Canal	Eglington
22	Foundry, Govan Iron Works	Dixon's Blazes
23	Lower English Buildings, Govan Iron Works	Dixon's Blazes
8	Caledonian Pottery	Rutherglen
4	Ballochmill ⁽¹⁾	Fullarton
Watching Brief		
61	Crookstone Street Tenements, East Side	Kingston
63	Crookstone Street Tenements, West Side	Kingston
82	Kingston Lime Works	Kingston
98	Waterloo Place, Tenements	Kingston
34	Frances Street Tenements, East	Eglington
37	Frances Street Tenements, West	Eglington
42	Engine Shed, Port Eglington	Eglington
43	Eglington Foundry	Eglington
71	Drying Shed & Kiln, Port Eglington	Eglington
28	Pollokshaws Road Tenements, West	South Laireston
29	Queens Park Terrace	South Laireston
38	Pollokshaws Road Tenements, East	South Laireston
66	McKinley Street Tenements, East	South Laireston
67	McKinley Street Tenements, West	South Laireston
25	Gallowknowe House	Dixon's Blazes
125	Drill Hall, Rutherglen	Rutherglen
1	Fullarton Rows	Fullarton
Contaminated Sites		
50	Smith Chemical Works	Kingston
59	Kinning Street Tenements, East	Kingston
60	Kinning Street Tenements, West	Kingston
12	Clydeford Chemical Works	Shawfield
14	Shawfield Chemical Works	Shawfield
15	Southcroft Villa	Shawfield
9	Gooseberry Hall	Rutherglen
(4)	Ballochmill	Fullarton

Some sites appear more than once in the table, where they are subject to different types of mitigation (eg Site 39 which requires a standing building survey and a large excavation).

Interpretation of the table indicates the following numbers of sites are proposed for mitigation:

- Photographic Survey: 12 sites;
- Standing Building Survey: 8 sites;
- Small Excavations: 24 sites;

⁽¹⁾ Site may be contaminated.

In view of the extent and particular characteristics of the full road corridor, the mitigation response is necessarily a process of filtration and refinement from an initial proposal. The site-by-site mitigation responses which are proposed on the basis of current information and evaluation are presented in the tables in *Appendix H2*. In this section, the mitigation proposed has been summarised and grouped according to the area of the scheme concerned (Kingston, Polmadie *etc*) and the type of mitigation.

Table H6.1

Summary of Mitigation

Site Number	Site Name	Area
Photographic Survey		
47	Eglington Engine Works	Kingston
80	Marine Engineering Works, Howden Site 1	Kingston
107	Scotland Street Copper Works	Kingston
35	Leyland Motor Works	Eglington
46	Glasgow Parcel Station	Eglington
57	Kilbirnie Street Motor Works	Eglington
119	Warehouse/Cabinet Works, Andrew Thompson & Sons	Eglington
31	St Andrews Works	South Laurieston
24	South Side Station Goods Yard (Gushetafalds)	Dixon's Blazes
7	Gallowflat Railway Goods Station	Rutherglen
108	Eastfield Ropery	Rutherglen
126	Quay Road Factory	Rutherglen
Standing Building Survey		
81	Scotland Street Engine Works, McOnie Site 1	Kingston
39	Falfield Mills	Eglington
41	Weaving Sheds, Mauchline Street	Eglington
49	Falfield Engine House	Eglington
118	Mauchline Street Works	Eglington
38	Pollokshaws Road Tenements, East	South Laurieston
13	Southcroft Football Park	Shawfield
6	Clyde Waterproof Cloth Works	Fullarton
Small Excavation		
51	Kinning Street Engine Works	Kingston
52	Van and Lorry Works	Kingston
53	Co-op Workshops, Paterson/Dundas Street	Kingston
54	Clyde Rivet Works	Kingston
55	Co-op Warehouses, Paterson/Dundas Street	Kingston
58	Watson, Laidlaw & Co Engineering Works	Kingston
62	Townhouses, Paterson Street	Kingston
75	West Street Industrial Premises	Kingston
77	Cabinet Works	Kingston
83	Dundas Street Foundry	Kingston
84	McAra Premises	Kingston
85	Kingston Biscuit Factory	Kingston
87	Lifebuoy Works	Kingston
92	Carriage Shed, West Street	Kingston
94	Caledonia Foundry	Kingston
96	Dundas Cottage	Kingston
97	Westfield Cottage	Kingston
102	Townhouses, Dundas Street	Kingston

Box H6.1

Proposed Mitigation Phasing

Phase 1 Core Programme: this work can be undertaken prior to commencement of the construction programme (and following scheme approval) and includes:

- *Phase 1a: Building recording:* standing building surveys and exterior photographic surveys subject to the agreement of the occupants of buildings for the more detailed surveys;
- *Phase 1b: Excavations:* large and small excavations which can be progressed in advance of the works because the land is in public ownership.

Phase 2 Supplementary Mitigation Programme: this work cannot be undertaken until the land is acquired for the road scheme and also includes a number of sites where demolition and site clearance is required to access potential archaeological deposits. Thus this phase includes:

- *Phase 2a: Sites covered by buildings to be demolished* including some large and some small excavations;
 - *Phase 2b: Cleared sites not in public ownership.* Access to these sites may be possible by voluntary agreement. No demolitions are required to access the archaeological resource;
 - *Phase 2c: Watching Briefs:* this work will be linked to the demolition and clearance work and by definition would be of short duration.
-

This programme recognises the need to avoid long delays to the scheme programme once the construction works begin on site and therefore seeks to progress as much work as is feasible prior to the start of construction on site. The time available for archaeological investigations prior to construction could be maximised by seeking to bring forward purchase of properties where surveys are required in (or under) such buildings, for example through early voluntary purchase.

H6.2

PREDICTED IMPACTS ON CULTURAL HERITAGE

The potential impacts from the M74 Completion scheme on the resources of each area have been assessed and proposed mitigation responses have been defined taking into account the value of the resources and the level of impact (based on the criteria described in *Appendix H1*). The impacts have been assessed on a site by site basis and presented in a tabular format in *Appendix H2*. These tables provide a comprehensive record of the sites identified in the scheme corridor as well as those which are currently proposed in the mitigation strategy. The tables also indicate those sites where known levels of contamination would prevent further archaeological investigation. A summary of mitigation responses is provided in *Section H6.3*. The sites in the scheme corridor are shown on the figures at the end of this annex.

- the importance of sites in each study area;
- the importance of individual sites.

This strategy has identified sites which exemplify the key characteristics of the overall road corridor but take account of the individual characteristics of each of the areas affected. The themes of housing, transportation and industrialisation are all reflected by suitable exemplars. Any intrinsic importance of individual sites is acknowledged in terms of national or regional significance. The Caledonian Pottery, for example, is a site of regional importance as well as of clear local importance and this has helped define the particular strategy of mitigation at that site.

The mitigation measures which will be implemented for archaeological sites include:

- *large excavation*: this strategy will only be used for the most important sites. The size of the large excavation will vary from site to site and will be defined after some further initial sampling to confirm that such a study will be worthwhile;
- *small investigation*: this type of investigation will be used for small sites or for those sites where it is considered that the key information can be recovered through a targeted excavation. An example of the type of site this technique may be used for is the heritage of domestic building sites along the corridor which could be affected;
- *watching brief*: this strategy will be used at sites which are not considered to be very significant or well preserved but where there is a reasonable expectation of some isolated pockets of archaeological evidence surviving. This technique may be important for sites at the west of the scheme where work to date has had to be limited because of access issues.

Strategies which will be implemented for historic buildings include:

- *standing building survey*: this method will be used for all important buildings which are to be demolished. The level of detail of survey will depend on the heritage value of the building.
- *external photographic record*: photographs will be taken of buildings which are not to be demolished but where the setting of the building may be compromised by the new road.

H6.1.2

Implementation of the Mitigation Strategy

A two phase programme of mitigation will be implemented. This is presented in Box H6.1.

H6.1

INTRODUCTION

A mitigation strategy based on current information on cultural heritage resources in the scheme corridor is set out in this section. The strategy sets out the framework which has been used to identify the necessary response for all sites which at present are considered to be of some cultural heritage value and which will be directly or may be indirectly impacted by construction of the scheme. It is intended that this strategy will be updated as more information becomes available, for example in the light of the full analysis of contaminated land from the ground investigation (see *Technical Annex C: Geology, Soils and Contaminated Land*).

Some further investigations are required to develop robust mitigation strategies for all sites. At present the strategy is likely to be bigger than that which will eventually be implemented when more information about the archaeological survival or about levels of contamination is known for each site. In addition individual sites may be more or less impacted by the detailed design of the scheme than has currently been assessed (based on the specimen design used for the EIA) and this information too will inform the final strategy.

Discussions are ongoing with Historic Scotland and other experts to agree the level of information that may be provided by archaeological investigations at any site and the value of that knowledge to archaeology. Costs are high for extensive field investigations and it will be important that resources are targeted at those sites which all consider to be of most importance.

The preferred mitigation strategy is to preserve archaeological and architectural resources *in situ*. This approach has been adopted in the evolution of the specimen design and all reasonable opportunities have been taken to avoid listed buildings. The industrial archaeological sites by definition lie along the corridor of industrial land which has been chosen for the new route and the avoidance of the archaeological sites in these areas has not been a major driver for the scheme. It is thus important to evaluate this resource and to evolve an effective mitigation strategy.

H6.1.1

Mitigation Options

In evolving the mitigation strategy it has been recognised that construction of the M74 Completion offers a unique opportunity to examine the most significant period of Glasgow's recent history through a series of key sites which include buried and upstanding archaeological sites. The approach has taken account of three broad frames of reference:

- the overall sweep of the industrial landscape south of the Clyde;

in several metres of industrial waste and slag, which supports scrub vegetation. The depth of overburden has prevented access, but the route of the motorway does not pass close to the historic core of the steel plant. To the east of the steel plant, the area around Ballochmill (4) has had a different post-industrial history. The site has been covered in up to 2m of paper waste from the nearby paper works, which had settling tanks in the vicinity. This paper waste supports small trees, but is otherwise unstable because of its softness. Field investigation was greatly constrained by the extremely soft ground conditions. High levels of contamination are suspected here.

H5.4

SUMMARY OF CULTURAL RESOURCES

The archaeological and architectural resources which are threatened by the proposed motorway are the product of the rapid industrial growth of nineteenth-century Glasgow. They include a representative selection of the dwellings used by the various social groups in the city and their archaeological investigation would make a major contribution to understanding the development of the communities which constituted industrial Glasgow.

The industrial sites also include a good range of trades and manufacturers, although shipbuilding is not particularly well-represented. The examination of the industrial archaeology (above and below ground) would also make a major contribution to our understanding of nineteenth-century Glasgow. In particular there has been relatively little work conducted on demolished industrial sites in Glasgow and such work is likely to bring to light significant information about the industrial processes and the people who did the work.

quantities of evidence were preserved at the site. Elsewhere new industrial premises continue to be built into the early decades of the twentieth century.

H5.3.8

Fullerton

- 1 Fullerton Rows
- 2 Easterhill Colliery
- 3 Clydebridge Steel Works
- 4 Ballochmill
- 6 Clyde Factory
- 65 Fullerton House and Gardens
- 101 Clyde Iron Works
- 104 Fullerton Fireclay Works
- 121 Clyde Iron Works, Cairn

The area around the village and country house of Fullerton across the Clyde to the Cambuslang Road stood near the end of the existing motorway. The house itself no longer survives, but out-buildings and servants' accommodation may exist under a modern building and car park, much of the garden area is spare ground.

Already on the 1st Edition Ordnance Survey map (1864) the polite landscape of riverside villas had been infiltrated by heavy industry. Eventually this area came to be dominated by iron works on both sides of the Clyde, particularly to the east of the river where a complex of iron, coal and brick manufacturers grew up adjacent to Fullerton House. Several long terraces of were built to accommodate the work force. The juxtaposition of the country house with the workers housing has the potential to be significant.

To the west end of this area, separated from the heavy industry by the Scion Burn is the site of Ballochmill, which is presumed to be a corn mill. Of all the sites identified in this study, this mill is the most likely to produce evidence from the medieval or early modern period and therefore it has a high archaeological potential.

Following the closure of the Clyde Iron Works (101) and neighbouring industries the core of these sites was transformed into a modern industrial park (of the same name) with premises of different scales and designs occupying the former industrial core. The demolition and earth moving involved in creating the new industrial park have made a significant impact on the site and appear to have removed most of the archaeological evidence. In the area most closely associated with the coal mine the ground disturbance has been extensive which has created significant problems for the evaluation of the archaeological deposits. On the north side of the Clyde the only site likely to contain archaeological evidence is Fullerton House, but the condition of the archaeological deposits is still to be evaluated.

To the south of the river the Clydebridge steel plant (3) still operates from its original site, but on a much reduced scale. The majority of the site is covered

- 8 Caledonian Pottery
- 9 Gooseberry Hall
- 10 Building, West of Farmeloaan Rd
- 11 Rutherglen Triangle
- 108 Eastfield Ropery
- 124 Queen St Premises
- 125 Drill Hall, Rutherglen
- 126 Quay Road Factory

Rutherglen is used here to describe the area north of the railway line from Cambuslang Road to the Rutherglen Triangle railway junction. This area falls outside the medieval burgh to the north-east. Here a range of industries were established in the middle of the nineteenth century including, beyond the limits of the study area, two coal pits, two dye works and a paper works, which grew up around the elements of the older rural landscape. All of the sites examined here were located close to the railway and some made direct use of it.

The eastern stretch of the Cambuslang Road is almost entirely occupied by businesses. About one third of these occupy buildings built in the nineteenth or early twentieth centuries. In general the trend is for functional designs no more than two or three stories in height, but some of the buildings feature decorative detail characteristic of the later nineteenth century. There are extensive stretches of industrial properties surviving in various states of repair, especially towards the Cambuslang end of the road. The piecemeal nature of the industrial renewal and the relatively small size of the premises has allowed for the survival of a high proportion of the industrial buildings on a scale comparable to Kingston and Port Eglinton.

Three sites survive that faced onto the Cambuslang Road, including two that are still standing: the Clyde Factory (6) and the Eastfield Ropery (108). Of these the Clyde Waterproof Clothworks is a rare survival of a 'brattice' cloth plant (used in coal mining), which merits close recording prior to demolition. There are two industrial sites which have been demolished, but they preserve evidence below ground. On the Cambuslang Road buried structures probably survive at the site of a small chemical works (5), which was not excavated for health and safety reasons.

The industrial development of the area along Farmeloaan Road was somewhat different. Industrial growth to the north of Rutherglen did not take place until after the railway was in position. For instance, the Caledonian Pottery (8) was relocated from Port Dundas to take advantage of the rail network. The pottery appears to undergo a major remodelling in the later nineteenth century because a deposit of over 2m of pottery waste and ash cover most of the site. This spread of pottery waste is already visible on the 2nd Edition Ordnance Survey, only 30 years after the construction of the factory. The depth of overburden made evaluation difficult, but did confirm that vast

During the nineteenth century the land closest to this stretch of the railway line was almost entirely given over to extractive industries: coal pits and brick works. The new road will pass through an area that has had a significant proportion of its original surface removed by the digging of clay to make bricks (18, 19, 20, and 48). The excavation of coal on a large scale also contributed to the disfiguration of the land.

The coal pit (17) here was accompanied by a small miners row (16), which if it survives and is not too contaminated, would be worthy of investigation. Otherwise there is little of historical interest. The great clay pits have been filled in and large areas have been developed for light industry, although substantial areas of waste ground remain as well. There are very few elements from the industrial age, all of which are found along Polmadie Road, none of which are threatened by the proposed scheme.

H5.3.6

Shawfield

- 12 Clydeford Chemical Works
- 13 Southcroft Football Park
- 14 Shawfield Chemical Works
- 15 Southcroft Villa
- 78 Coal Pit, nr Southcroft Villa

Shawfield is used here to describe the area north of the railway line from the Rutherglen Triangle to the West Burn. The name refers to a country house that was at the heart of a major centre of the Scottish chemical industry. Shawfield was just one of five villas found adjacent to the Glasgow Road where it comes near to a large bend in the Clyde. One of these villas, Southcroft (15), falls directly on the route of the road and may lie protected under over 1m of made ground. Unfortunately this is highly contaminated, so it was not evaluated by excavation.

Initially two chemical plants were built here to chromium products and soda, but Clydeford (White's) (12) was eventually acquired by Shawfield (14). At its peak early in the twentieth century almost the entire area was covered by the sprawling plant with its extensive yards and areas of siding. Most of the area taken up by the chemical works has been redeveloped for light industry in the late twentieth century. New roads lead to modern factories and offices. The most conspicuous relic of the chemical industry is the survival of the football ground (13) near Southcroft.

The main legacy of the chemical industry here is an extremely high level of contamination, which clearly makes archaeological work difficult.

H5.3.7

Rutherglen

- 5 Eastfield Chemical Works
 - 7 Gallowflat Railway Goods Station
-

There are few traces of the great iron works to be seen, because it was been thoroughly cleared to create a commercial park, although the ground is currently vacant. To the south of the iron works proper demolition was followed by complete abandonment which has generated areas of dense scrub wood and open grassland. Here the process of clearance was less destructive and archaeological survival was good. To the east a foundry (22) was located adjacent to the railway during the nineteenth century. This part of the plant was abandoned at the end of the nineteenth century and subsequently not developed. To the west stood two rows of workers housing, named the Lower English Buildings (23). The name probably reflects the origins of the workers who helped to establish the plant in the early nineteenth century. The form of the house is typical of the English industrial housing tradition and appears to have remained in use until the plant closed. These sites are both of great archaeological potential, although it is uncertain how much of the foundry site survives.

To the west of the Cathcart Road the entire Southside station yard stands empty. All of the major buildings and platforms have been removed, although vast areas of concrete and runs of rails make its original function plain. Apart from the rails a few of the old cattle sheds/stables survive near the road. Potentially the most interesting aspect of this piece of ground was the presence of a villa, Gallowknowe (25) which predates the railway and stood amidst the rails for many decades until the end of the nineteenth century. The remains of railway made a full evaluation difficult, but no trace of the house could be located.

Little of the industrial townscape survives here. The Govan Iron Works has been completely eradicated and although substantial traces of the railway yard remain, none of the historic structures remain.

H5.3.5

Polmadie

- 16 Miners Row
- 17 Toryglen Coal Pit
- 18 Caledonian Brick Works
- 19 Chapel St Brick Field and Works
- 20 Lawmoor Place Brick Works
- 48 Polmadie Brick Works
- 106 Jessie St Sentinel Works
- 116 Polmadie Engine Shed

Polmadie is used here to describe the area north of the railway line from the West Burn (a tributary of the Polmadie Burn) to the eastern extent of the Govan Iron Works. The area takes its name from the burn. The name is first recorded in association with a medieval leper hospital (110) built well beyond the boundaries of Glasgow. The site is not recorded on a modern map and its precise location is unknown. In light of the later industrial history of this area it is highly likely that it has been completely destroyed.

indications of the district's prosperity and character can be glimpsed in the few surviving architecture monuments (three churches, a school, the Citizen's Theatre, two cinemas and several banks).

This stretch of Pollokshaws Road is dominated by the massive St Andrews Works (31), built as an electricity generating plant. It is particularly noticeable because now there is nothing between this great expanse of brickwork and Eglinton Road. The rows of tenements and three churches which formerly stood here have been demolished and the sites remain vacant. The St Andrews Works consists of a brick-built great hall, which originally housed the generating machinery, and an office block on the north end with a decorated sandstone facade. Its architectural importance is reflected in its status as a grade B listed building. The road line as designed will pass close to the northern end of the Works and this may involve some minor alterations. As a consequence the setting the St Andrews Works will be significantly altered, so the exterior of the building will require to be recorded photographically prior to any alterations to the building or its setting.

To the west of the St Andrews Works the route passes through an area that was solidly residential. Parts of five different rows of tenement lie on the route of the road, including the earliest tenements in this area (27) and Alexander 'Greek' Thompson's architecturally significant Queen's Park Terrace (29). Remarkably the last surviving tenement block (38) in this area is also directly in the line of the road. A detailed architectural survey of these tenements would greatly enhance the value of any excavation work undertaken on the demolished tenements.

Elements of the historic townscape, public buildings to the north and towering tenements to the south, bracket the two side of the proposed route. The St Andrews Works is the last piece of the urban fabric to link these two areas. Although the route will finally separate the two areas, they have been effectively separated since the bulk of the housing was lost.

H5.3.4

Dixon's Blazes

- 21 Gushetfaulds Approach
- 22 Foundry, Govan Ironworks
- 23 Lower English Buildings, Govan Ironworks
- 24 Southside Station Goods Yard (also known as Gushetfaulds)
- 25 Gallowknowe House
- 26 Carriage Shed, South Side Station
- 120 Govan Iron Works

Dixon's Blazes is the colloquial term for the Govan Iron Works and is used here to describe an area from the Gushetfaulds Approach railway siding to the west side of the Southside Station goods yard (also known as Gushetfaulds) (24). Cathcart Road, one of Glasgow's ancient north-south routes splits this area. To the east of the road is the Govan Iron Works (120) and to the west the station.

important building and will seriously compromise the setting of the other two. So, a detailed survey of the building to be demolished and a photographic record of the settings of all the historic buildings would be required. The road as designed will pass through two distinct domestic areas. Around Frances Street there were some small blocks of small tenements (34, 37), while west of Falfield Mill a substantial villa stood in its own garden (40), presumably the dwelling of the owner. Each has a strong archaeological potential, which is greatly enhanced by the presence of the Mill. It has not been possible to assess the survival of any of the buried deposits in the area for this study, because it most of the sites are under functioning buildings and were unavailable at the time of the study.

The canal (44) itself was replaced by the railway, but parts of it may are not be under existing rails. If the canal and its quayside do survive, they are potential extremely important. The material used to fill the canal would be of interest and the deposits might be waterlogged, which would improve the preservation. Equally the in-fill could be contaminated. Some architecturally interesting masonry and paving may also be revealed.

In addition to the Listed Buildings mentioned above there are two other substantial historic industrial buildings still in use: a furniture factory (119) and a warehouse (33) thought to have been designed by Charles Rennie Maclintosh. In places it is possible to experience the industrial townscape, but elsewhere the majority of the structures are later twentieth-century buildings of minimal architectural interest. The density of historic buildings is here is high with respect to other areas of Tradeston/Kingston. The road will have a serious impact on the setting, but the townscape is not so complete or well-preserved as to merit conservation.

H5.3.3

South Laurieston

- 27 United Presbyterian Church, McKinley St
- 28 Tenements, Pollokshaws Rd, west
- 29 Queens Park Terrace
- 30 Eglinton Congregational Church
- 31 St Andrews Works
- 38 Pollokshaws Road Tenements, east
- 66 McKinley St Tenements, east
- 67 McKinley St tenements, west
- 117 Abbotsford Church, McKinley St

South Laurieston is used here to describe a triangular area from the west side of the Southside Railway Yard to Eglinton Road. Laurieston extended from the angle where Eglinton Road and Pollokshaws Road met, latterly known as Eglinton Toll St Andrews Cross, all the way to the Clyde. It was developed as a residential district for the expanding middle classes and at its height, early in the twentieth century, it consisted almost entirely of tenements, many of them architecturally distinguished. The only remaining examples of tenements are found around Eglinton Toll, some 80m from the proposed road. Other

- 71 Drying Shed and Kiln, Port Eglinton
- 72 St Mungo Soapworks
- 73 Chemical Works, Port Eglinton
- 74 Houses, North of Canal Basin
- 88 Caledonian Brass Works
- 90 William Sinclair Premises
- 91 Engine Works, (Canal St)
- 100 Engine Shed
- 109 Cavalry Barracks, (Govan Poorhouse)
- 118 Mauchline St Works
- 119 Warehouse/Cabinet Works, Andrew Thomson & Sons
- 122 Port Eglinton Inn
- 123 Canal Warehouse, Salkeld

Port Eglinton is used here to describe the district bounded by Eglinton Road, West Street, the Glasgow-Paisley railway line and Crawford Street. The name refers to the canal terminus (44) around which a number of industries were located. This area falls within Tradeston and was one of the first to develop away from the river front because of the canal. Although Tradeston was developed as an industrial suburb, it included a substantial residential component, which altered over time.

Adjacent to the canal it was solidly industrial, but there was a residential area to the south-east. Port Eglinton has a long history of development going back to the start of the nineteenth century and consequently there is a greater degree of replacement and reuse than has been seen in the other areas, apart from Kingston which has seen a similar degree of reoccupation. Its industrial character was mixed including factories for textiles, soap, bricks, chemicals, iron, furniture and automobiles.

The road will pass through a dense concentration of historic buildings, including the earliest surviving buildings in the area, Falfield Mill (39, 41, 49), which was built in 1821 shortly after the canal opened in 1811. This is a complex building, which has at least six distinct phases of construction. Most, but not all of the mill, is a Grade B Listing Building. There are standing industrial buildings on either side of Falfield Mill, both of which were involved in the automobile trade. To the south stands an early twentieth-century concrete motor body works (57) and to the north an Art Deco style works (33), these are also B listed.

The sites of several minor industrial premises which fall on the route of the road: an automobile works (57), a brick kiln (71) and an engine shed (42) as well as one upstanding building of uncertain function (118), which has been built over the site of a villa (40) of particular interest (see below).

Ideally the route would be adjusted to avoid Falfield Mill the most historically significant of the standing buildings here. However any alteration in the route to avoid the mill would lead to the destruction of a different regionally

recording prior to demolition. The road will also completely destroy a chemical works (50) which is over 100 years old, but only a few traces of older buildings and structures survive on the site. Given the nature of the works, it seems likely that health and safety considerations may prevent excavations on the site. A detailed photographic record of the works will be made.

This area has one of the more intact industrial streetscapes to have been examined for this study, but this historic fabric is confined to West and Scotland Streets. Elsewhere the older buildings have been swept away. Given the presence of the existing Motorway the visual impact of the proposed road on the most important of the historic buildings is not severe. There will be virtually no change for the Scotland Street School (115), although the scheme will come within 40m of the Eglinton Engine Works (47). The greatest impact will be on the three buildings near the corner of West and Scotland Streets, but the most important aspect of these historic buildings relates to Scotland Street and will not be disturbed. Nevertheless, a comprehensive photographic record of the historic buildings should be made prior to the construction of the motorway.

Overall this is an area of great archaeological potential. The domestic sites include a wide social range and the extensive tenement areas are particularly significant for their potential to contribute to understanding the social context of one of Glasgow's most valued buildings, the Scotland Street School. The industrial sites in the line of the route include not only a series of engineering works, characteristic of this district, as well as some slightly unusual factories such as a biscuit works (85) and a lifebuoy works (87).

H5.3.2

Port Eglinton

- | | |
|----|--|
| 32 | Gordon St Railway Lines and Eglinton Station |
| 33 | Warehouse, Crawford St |
| 34 | Frances St Tenements, east |
| 35 | Leyland Motor Works |
| 36 | Port Eglinton Cabinet Works |
| 37 | Frances St Tenements, west |
| 39 | Falfield Mills |
| 40 | Falfield Mill House |
| 41 | Weaving Sheds, Mauchline St |
| 42 | Engine Shed, Port Eglinton |
| 43 | Eglinton Foundry |
| 44 | Glasgow, Paisley and Ardrossan Canal |
| 45 | Canal St Warehouses and Stables |
| 46 | Glasgow Parcel Station |
| 49 | Falfield Engine House |
| 52 | Van and Lorry Works |
| 57 | Kilbirnie St Motor Works |
| 68 | Worsted Spinning and Carpet Manufacturers |
| 69 | Stromness Public House |
| 70 | Mission Hall |
-

- 102 Townhouses, Dundas Street
- 103 Mirrlees and Tait Engineering Works
- 105 Paint Warehouses, Tradeston St and Cook St
- 107 Scotland St Copper Works
- 111 Clydesdale Paint, Colour and Oil Works
- 112 Tradeston Paint Mills
- 113 Victoria Grain Mills
- 114 Subway Power Station
- 115 Scotland St School
- 127 Tradeston Saw Mills

Kingston is used here to describe the district bounded by West St, Scotland St, Pollok St and Gloucester. Later Cook St. The name refers to a larger district to the west of Tradeston, which stretched down to the waterfront. Although adjacent to Port Eglinton they were separated first by the canal and then by the railway and have different characters. Kingston was the first major centre of engineering works to develop in Glasgow. During the course of the nineteenth century the area developed into an engineering precinct, which specialised in the manufacturing of sugar processing machinery. At one point this area accounted for 80% of the world production of sugar machinery.

At the time of the 1st Edition the Kinning Burn wound through the district forming a pastoral feature at the bottom of suburban gardens and there were a number of undeveloped feus. Prior to the development of the dock there were a substantial number of suburban villas (55, 62, 64, 76, 77, 97, and 102) to the north of the burn while the dwellings (59, 60, 61, and 63) of the artisan or labouring classes were located on the other side of the burn. A mixture of small to medium sized works was found on both sides. Following the opening of the Kingston Dock in 1867 the area saw a burst of industrial expansion and the villa sites were acquired for industrial use, but the other housing remained. The building sequence in the heart of the area is complex and the plots interweave and were expanded upon and transferred over time.

This complexity is reflected in the evaluation maps. Eventually the area between West Street and Kinning Street was entirely given over to industry, while west of Kinning Street it remained predominantly residential, although some works were mixed in among the tenements. It is not yet clear whether archaeological remains survive for any of these dwellings or businesses, because field assessment could not be undertaken for this study. However the prospect for survival is good given that most of the modern industrial units which now occupy the area do not have cellars.

The survival of historic buildings is mostly confined to the east side of West Street and the south side of Scotland Street, but portions of three engineering works (80, 81, and 107) stand on the corner of Scotland and West Street. The proposed design avoids all but one of the historic buildings (81) which will require partial demolition to accommodate the road. This building has a complex history of modification and alteration, which will require careful

H5.3

ARCHAEOLOGICAL RESOURCES BY AREA

In assessing the archaeological potential of the cultural heritage it has proved valuable to consider the wider context of the individual sites by examining their immediate setting and adjacent sites. To that end the route has been divided into eight distinct areas. This allows the setting of standing buildings to be better appreciated, and allows the value of the archaeological sites to be better understood. In addition to the eight geographically discrete areas the various portions of the railway have been treated as a group.

H5.3.1

Kingston

47	Eglinton Engine Works
50	Smith Chemical Works
51	Kinning St Engine Works
53	Co-op Workshops, Paterson/Dundas St
54	Clyde Rivet Works
55	Co-op Warehouses, Paterson/Dundas St
56	West St Underground
58	Watson, Laidlaw & Co Engineering Works
59	Kinning St Tenements, east
60	Kinning St Tenements, west
61	Crookston St Tenements, east side
62	Townhouses, Paterson Street
63	Crookston St Tenements, west
64	West St Houses
75	West St Industrial Premises
76	Clutha Paint Works
77	Cabinet Works
79	James Howden Engineering Works (Site2)
80	Marine Engineering Works, (Howden Site 1)
81	Scotland St Engine Works (McOnie Site 1)
82	Kingston Lime Works
83	Dundas St Foundry
84	McAra Premises
85	Kingston Biscuit Factory
86	Kingston Paint Works
87	Lifebuoy Works
89	Scotland St Engine Works (McOnie Site 2)
92	Carriage Shed, West St
93	Paint Mills, West Street
94	Caledonia Foundry
95	Engine Works (McOnie premises)
96	Dundas Cottage
97	Westfield Cottage
98	Waterloo Place, Tenements
99	Bowling Green

more serious obstacle to getting at the levels where the industrial archaeological remains.

From a cultural heritage perspective the value of an industrial site tends to focus on the surviving buildings rather than buried deposits. Buildings frequently preserve vital evidence about the development and modification of industries over time. In some cases it is recognised that important evidence may be recovered from the manufacturing waste and debris, as is the case with the Caledonian pottery (8). At other sites buried archaeological deposits may not be so revealing, and in extreme cases the archaeological deposits are to be avoided for health and safety reasons.

H5.2.3

Transportation

There are three main transport systems which have had a direct impact on the form and development of the industries and dwellings in the study area: roads, the canal and the railway. Conceptually and logistically the roads are crucial to any understanding of the area, but they do not retain much of their original fabric or furniture and are difficult to examine archaeologically because they remain in use. The Glasgow, Paisley, Ardrossan Canal (44) had a significant impact on the location and organisation of industries in the first half of the nineteenth century. Factories and mills were preferentially located near to the terminus at Port Eglinton. The canal was filled in 1880s and replaced by a railway line to Elderslie. The coming of the railway had a profound influence on the location and organisation of industry. Initially horse-drawn carts used railways to move bulky commodities, such as coal, relatively short distances, *eg* from the Govan coal pit to Port Eglinton. The development of steam power encouraged the construction of more complex and more extensive networks of rails for the movement of goods. With the opening of long-distance routes (The West Coast Main Line opened 1848) access to the railway became commercially important. Those industries requiring large volumes of raw materials and engaged in the shipment of heavy goods were located adjacent to the railway. All the major manufacturing plants in the study area had branch lines and sidings for their own use. Although considerable areas once occupied by railway branches and sidings can be identified, very little in the way of old structures and fittings survives, particularly where the line is active. The Southside Station Yard (24) is the only substantial area of the system which is not in active use today. The scale of the site is impressive but little of significance remains apart from the station elements built into the viaducts at the extreme north end of the site.

The only site of real interest in communication terms that of the canal (44) where elements of the early nineteenth-century quayside (may) survive and an engine shed (42) which may originally have been part of the Pollok-Govan railway. The canal is potentially important because the silts in the canal are likely to contain objects lost or deliberately dumped in the canal and waterlogged conditions may have led to their preservation. The engine shed is of interest because it may be very early.

and reclaimed, while slag heaps and bings have been removed. On the whole, there is much less visual continuity with the mature industrial landscape within the part of the study area to the east of Pollokshaws Road. The great factories and plants have been replaced by large tracts of empty ground. The post-war urban renewal programmes included the demolition of extensive areas of nineteenth-century tenements. In some cases, such as along Scotland Street, this was not replaced, while elsewhere as in the Gorbals and Oatlands, new flats of both high-rise and low-rise design were built. These modern buildings were not included in the scope of this study.

At only one area of modern housing is there likely to be a direct impact by the proposed road: a small scheme of three storey post-war tenements along the Glasgow Road. These buildings are not of sufficient interest or antiquity to justify documenting them in detail, but a basic photographic record of the site should be made.

H5.2

ARCHAEOLOGICAL RESOURCES BY TYPE

H5.2.1

Domestic Sites

In a rural context this includes the outbuildings, yard and gardens associated with the main dwelling. In an urban context this includes the outbuildings and structures found in tenement back courts, which could include light industrial premises. It also includes shop premises and other non-industrial buildings such as churches which formed part of the domestic urban fabric. Apart from the single tenement block, none of these sites survive as upstanding remains, but the locations of a wide range of dwelling from different eras and belonging to different social groups have been identified. The main archaeological potential of these sites lies in the small-scale debris and refuse from the occupation period rather than from the building remains *per se*.

H5.2.2

Industrial Sites

In a number of cases these survive as standing buildings and in a few instances are relatively complete. More commonly these sites retain few visible traces of industrial buildings above ground and these usually are confined to walls and gates. Even the most complete of the sites have undergone significant modifications during the course of their existence. Small outbuildings have generally been swept away. Most have been modified to allow for the replacement of horses by cars. The sites of the largest of the heavy industries have been thoroughly cleared. In some places this has involved burying part of the site under deposits of industrial waste, building rubble and soil, which may be several metres deep. While such levelling deposits may have preserved the buried remains from further deterioration, they also make it difficult to get at these layers and to adequately evaluate the survival of archaeological levels. In places the material used to level the sites was contaminated and this presents an even

Industrial expansion continued into the twentieth century, but these developments are less visible because it largely involved reworking existing industrial premises, particularly in the Kingston and Port Eglinton areas. Within the study area there are considerable contrasts in the character of industrial development, relating to distance from the Glasgow waterfront. At the west end of the route in Kingston and Tradeston, the land was feued on a grid plan and manufacturing and commercial businesses were encouraged. To the east of Pollokshaws Road were found industries which require larger areas either to accommodate large plants or because they involved the extraction of coal or clay (to make bricks).

From the late eighteenth century the coal resources of Lanarkshire were exploited on a significant scale and the first cultural casualties of industrial revolution were the country villas. In the first half of the nineteenth century many of the sites were transformed into pit-heads and brick-works. Later they were sold on to serve as factory sites. In some cases the name of the estate lived on and was retained for the factory, such as in the case of Shawfield, the name of the White's chemical works (14).

The major contrast between the two sides of Pollokshaws Road concerns the density of domestic occupation. At the start of the nineteenth century the relatively few people living near to the south side of the river occupied suburban villas if they did not inhabit Gorbals Cross. During the rest of the century Glasgow's work force expanded rapidly and extensive areas of new housing (tenements and terraces) were built to accommodate the labourers, tradesmen and managers. To the west of Pollokshaws Road, large areas of tenements were built as the Laurieston District developed primarily as a residential area, but extensive blocks of tenements were also built adjacent to the factories and warehouses of Port Eglinton and Kingston. On the other hand to the east there was much less housing and it was either built for workers of a particular company (eg Lower English Buildings, site 23) or was a relic of the previous rural landscape.

H5.1.5 Post-industrial (1930 - present)

In general terms the post-industrial history of the two zones (east and west of Pollokshaws Road) has also been different although there were many links. To the west, where the urban fabric was built upon the grid, there has been greater survival of historic buildings and the landscape has not been altered as markedly as in the areas formerly occupied by the heavy industries producing iron, coal, brick and chemicals. To the east in the zone of heavy industry the sites were larger and more sprawling; here the transformation has been much more radical. The largest industries have been demolished and their sites comprehensively cleared (apart from the Clydebridge Steel Works (3), which is still functioning). In the east only a few of the smaller industrial premises survive and remain in use (the Clyde Waterproof Clothworks (6) and the Eastfield Ropery (108)). In many of the areas occupied by heavy industries new streets have been laid out to accommodate industrial units with little regard for the previous layout. Elsewhere open clay pits have been filled in

bank of the Clyde belonged to about a dozen properties, mostly consisting of country villas, but also including a few 'improved' farms. The villas can be recognised on the 1st Edition Ordnance Survey maps by the parkland and gardens which separate the country houses from the surrounding fields.

Detailed map evidence for the suburban hinterland of Glasgow only appears in the late eighteenth with the maps of Charles Ross (1773) and Thomas Richardson (1795). Although there are earlier maps, they are not sufficiently detailed for the precise location of sites.

These maps reveal the end of a radical reorganisation of the landscape, which saw the removal of small tenant farmers and their replacement by larger improved farms. The changes involved changing the form and layout of the fields as well as the rural settlements. Prior to the economic developments of the eighteenth century there were more small holdings, fewer substantial farms and the fields were 'open' (*ie* they were not 'enclosed' within the later, rectilinear shapes that persist to this day).

Balllochmill (4) is the site most likely to have been in use prior to the post-medieval reorganisation of the landscape, but being a mill it is an important site. The country villas are the most important element from this period which can be identified. The site of four of these country houses will be disturbed by the proposed route: Fullerton House (1), Gooseberry Hall (9), Southcroft (15) and Gallowknowe (25).

HS.1.4 Industrial (1800 - 1930)

From the beginning of the nineteenth century the pace of industrial development increased rapidly. Small coal pits were expanded and industries which could use the fuel, iron and brick works, expanded in size and number. This large-scale heavy industry was confined to the east of Cathcart Road, while to the west the industrial development was focused on smaller manufacturing operations. Changes in the local transportation systems (the Clyde waterfront, the Glasgow, Paisley and Ardrossan Canal, and the railway) exerted powerful influences on the location and development of industries. The influence of the canal, opened in 1811, can be seen in the early concentration of industries around the terminus of the canal. This includes Falfield Mill (39, 40, 41, 49), the oldest industrial building to survive within the study area. By the 1770s, waggonways had been constructed to transport coal from pit-heads to the quayside. Some of these such as the Pollok and Govan (built by William Dixon) used iron rails. The arrival of the national railway in the 1840s was a great benefit to the heavier industries that immediately became linked into the rail system. Later on, other smaller industries moved close to the railway to take advantage of the system. The completion of the Kingston Dock in 1867 provided a boost to the industries in the Kingston Area, which by the end of the nineteenth century was completely developed.

All of these water courses are now largely confined to culverts. They have been disturbed and degraded by the growth of industrial Glasgow; all are contaminated to a degree.

Overall the chances of discovering some prehistoric traces during the course of construction are considered to be extremely low. No mitigation measures have been recommended.

H5.1.2 *Medieval (500-1600 AD)*

During the Middle Ages, Glasgow developed around important churches in two separate areas: Govan and Glasgow proper. Govan appears to have started earlier and some very early Christian burials (fifth-sixth century AD) have been excavated there. Moreover it seems to have become the pre-eminent church on the Clyde by the tenth century to judge from the remarkably large body of early medieval sculpture from there. The western half of the route falls within the medieval parish of Govan, but this area was not densely settled in medieval times. The only population centre apart from Govan itself was at the Gorbals, where a small castle and chapel once dominated the cross.

Another medieval population centre was found at Rutherglen which was granted burgh status in 1126, long before Glasgow had achieved it. Although eclipsed by Glasgow as the regional centre during the course of the twelfth century, Rutherglen retained its position as an important local market town. This market function has left its mark in the wide High Street, but its castle has long since disappeared.

Outside of these three settlements there were no great concentrations of population, just groups around castles or estate centres and the medieval hospital at Polmadie (1110), the site of which is now lost. Elsewhere the most likely location for medieval settlement is under the major farms and farm steadings. The clearest example of this is the estate centred on the castle at Farme (north of Rutherglen but beyond the study area). Such continuity should really be expected at other settlements in the study area, with Ballochmill (4) being the site with the greatest chance of preserving medieval evidence because of the potential survival of timber structures due to the damp ground conditions adjacent to the Scion Burn. While it is likely that the study area was well-inhabited in the Middle Ages, it is unlikely that much evidence of that settlement survives.

Overall the chances of discovering artefacts or building remains from the medieval period *in situ* during the course of construction must be considered to be low.

H5.1.3 *Post-medieval (1600 - 1800)*

By the end of the eighteenth century it is clear that outside of Glasgow and Rutherglen the countryside was intensely rural with the lands along the south

The development of Glasgow south of the Clyde was a phenomenon of the Industrial Revolution as can be seen by comparing pre-Ordnance Survey maps with the maps produced early in the nineteenth century when Glasgow was expanding rapidly.

Major factors determining the location of industrial premises were the links provided first by wagon-ways, tramways and the Glasgow-Paisley-Ardrossan Canal (44), which were superseded by the railway in the later nineteenth century. Larger, heavier industries were situated closer to these transport networks. Although a great many of these industrial sites survived into the 1970s as standing buildings, they continue to be demolished and the majority of the industrial sites identified within the study only contain buried remains.

H5.1

ARCHAEOLOGICAL RESOURCES BY PERIOD

H5.1.1

Prehistory (to c AD 500)

The stretch of the Clyde occupied by Glasgow was attractive to settlers from early prehistoric times. The Clyde has yielded artefacts during dredging work, including canoes shaped from massive timbers. There have been two finds of Roman coins made in the Tradeston area, which are most likely to be losses by modern collectors. Generally in central Scotland prehistoric remains and Roman remains only survive well in land which has not been subject to intensive agriculture or industrial use.

The poverty of the prehistoric record is apparent from the SMR data from the study area. Only one of the locations in the SMR has produced prehistoric evidence within the zone where the road is likely to have an impact. This poor level of survival does not suggest that the chances of the survival of prehistoric remains are very high. From earliest times the Clyde provided a focus for settlement and a corridor for travel, but away from the river bank it is hard to predict where prehistoric activity settlement might have taken place.

Prehistoric peoples probably settled around the burns which flow into the Clyde, although there is no evidence from the study area to substantiate this. The most substantial burns formed long-lived boundaries and were a source of power prior to the development of the steam engine. The Scion Burn powered Balloch Mill (4), while the Polmadie Burn formed the western march of Govan parish and the Kinning Burn formed part of the south-eastern boundary of Kingston. The shallow valleys formed by these burns and their associated bogs could have developed wet pockets capable of preserving ancient organic material including artefacts and botanical evidence.

There are five Conservation Areas near enough to the proposed motorway to give consideration to. Two Conservation Areas, Farne Cross and Rutherglen, are found within 300m of the proposed scheme and the boundaries of two further Conservation Areas, East Pollokshields and Crosshill, are found approximately 600m from the solum of the proposed scheme. The boundary of the Central Conservation Area runs along Broomielaw on the north side of the river, to within 100m of the Kingston Bridge. In none of these cases will the proposed scheme have a significant negative impact on the cultural heritage resources of these areas.

The scheme landscape design (see *Appendix D of the Main Statement*) will ensure that the setting of these areas is not compromised. The effect of the scheme on the setting of these areas has been considered in more detail in *Technical Annex F: Landscape Resources*.

Post Office Annual Directory and Other Maps

The first Post Office Directories began to appear with maps by 1840 and are useful in determining changes in ownership of premises and for charting development between the major Ordnance Survey Editions.

Another source of detailed mapping are the small location plans often included on building control plans, which can contain important information about properties adjacent to the one being remodelled.

Rutherghlen, Langside, Cathcart and Cambuslang which have remained more or less fixed ever since.

Forrest's map 'The County of Lanark from actual survey', 1816 is of a small scale, but it is the most informative of the pre-Ordnance Survey maps. It covers the route in sufficient detail to recognise the early stages of industrialisation. Forrest shows that a grid of roads has been introduced to the Southside and that urban settlement had begun. The canal terminus at Port Eglington was present, but undeveloped, while scattered around the rural landscape were various coal pits, and the Clyde Iron Works (101) was established. Along the Rutherghlen Road there were thirteen country houses between the Gorbals and Rutherghlen, with a concentration around Shawfield. Forrest also shows the parish boundaries which reveal that Cathcart parish enjoyed access to the Clyde via a narrow strip of land which extended between the Gorbals and Rutherghlen along the Polmadie Burn.

David Smith's 'Map of Ten parishes within the Royalty and the Parishes of Gorbals and Barony of Glasgow', 1822, extends east only as far as Shawfield, but shows the rapid development of the Southside. The street grid has been extended to Port Eglington and beyond. The canal terminus was linked by a horse-powered railway to the coal pit which eventually developed into the Govan Iron Works. The map also shows that the expansion of the domestic district of Laurieston was keeping pace with industrial expansion in Tradeston.

Ordnance Survey: 1st Edition

The survey work for the 6'' (1:10,560) was undertaken in 1857, by which time Tradeston and Kingston were becoming occupied by factories and dwellings. So great was the pressure of development that in town this level of coverage was replaced by 1860 with the highly detailed Town Plan (1:500), also known as the '10-foot map'. This provides precise information about the location and disposition of buildings and identifies the functions of the structures within factories. This large scale coverage extended only to the Cathcart Road, although by the 2nd Edition Rutherghlen is covered.

The 1:10,560 coverage provided evidence for about half of the sites examined here and gives the first detailed coverage of the whole study area since Roy. The 1:500 Town Plan provides a high level of detail which has been used for some of the individual site maps.

Ordnance Survey: Later Editions

Each of the next editions of the Ordnance Survey contains valuable information about the development of industry and residential Glasgow. The 2nd Edition appeared in 1898, the 3rd in 1914 and the 4th in 1938. These maps reveal the infilling of gap sites as well as modifications and extensions to industrial premises. Growth and development were still a feature of Glasgow's industry into the early twentieth century.

the first maps varied. Despite limitations of scale, these early maps clearly show the progressive development on the south side of the Clyde in the first decades of the nineteenth century. The Ordnance Survey coverage is comprehensive for the entire area, although not all areas were mapped at the largest scale (1:500). For the majority of the archaeological sites, the maps provide the best evidence as to the function and extent of the hundreds of buildings which stood within the study area.

Pre-Ordnance Survey

The oldest known map of the area is the late sixteenth-century map drawn by Timothy Pont (c 1596) but was not published until the seventeenth century (Cunningham, 2001). In the study area Pont marks the following: Bridgend (modern Gorbals), Little Govan, and Polmadie, Maulds Myre, Ruglen (Rutherglen) and Farm. Pont illustrates the Pollmadie Burn, because it was an important boundary location. The burgh of Rutherglen is sketched as densely built up along the High Street. A towerhouse marks the position of Farme, the seat of the estate closely linked to Rutherglen.

The next important map is General Roy's survey of Scotland undertaken in 1747-55. This is a more precise map, which illustrates land usage (fields, hill and bog) as well as the locations of settlements. Roy shows that Gorbals was a built-up area confined to the cross-roads at the foot of the bridge. The parkland around Shawfield and Polmadie are marked out from the surrounding fields and Southcroft may also be intended. Rutherglen is shown as a collection of small rectangular plots facing onto a wide market street, which are neatly situated on a ridge of higher ground. The railway was located to the north of the burgh where the ground fell steeply away. Outside the park at Farm Castle, Roy shows a small village of less than ten houses. Further to the east is Ballochs Mill (4). Across the Clyde at Fullerton the Clyde Iron Works (101) has not yet been built. Roy shows a mature rural landscape, in which the settlements are linked to their agricultural hinterland. This is the final view of the pre-industrial landscape.

Between Roy and the Ordnance Survey there are numerous maps of varying reliability showing different levels of detail (Moore 2001), several of which are of special value for this study. In addition to those discussed below, there are other noteworthy maps: Peter Flenning's of 1808, which was updated by David Smith in 1821 and George Martin's of 1842 (Moore 2001, 55-6, 61-2, 98-9). These maps were published at relatively large scales which allowed them to show considerable detail. John MacArthur's 'Plan of the City of Glasgow: Gorbells and Calton from an actual survey', 1778 is mainly concerned with the city north of the river, but there was considerable contemporary interest in developing the area south of the Clyde, so a large rural area to the south, beyond Cathcart and east as far as Polmadie is included. This shows that the process of feuing out the Southside had not yet begun and that urban settlement was still confined to Gorbals Cross and Rutherglen. The dominant features ruling through the rural landscape were the roads from Glasgow to

were given consideration are either Industrial Monuments, which were already included in the study or they have been dismissed as being insignificant for this study.

H3.2.2 *Glasgow University Library and Archive Service*

The historic map collections maintained by Glasgow University Library were consulted for this study.

Glasgow University Archive Service (GUAS) holds a considerable business archive relating to firms operating in the Glasgow area and beyond, dating back to the eighteenth century. These resources mainly comprise administrative, financial, staff and production records, (business ledgers, legal documentation, etc).

H3.2.3 *Mitchell Library Archives*

The Building Control Plans and Warrants, A (1885-1903) and B (1904-1930) database catalogues provided useful information. Sizeable archives exist for the Shawfield Chemical Works, the Glasgow, Paisley and Ardrossan Canal, the Govan Iron Works and its owner William Dixon. The Mitchell Library also holds archives from the Royal burgh of Rutherglen, Building Control Plans 1870-1975. These archives will be examined further to inform the detailed mitigation strategy.

The Glasgow Room also holds an extensive collection of maps, photographs, etchings, paintings and sketches. The most important of which have been examined.

H3.2.4 *Rutherglen Library*

Rutherglen Library (Mr Barr) provided a range of historical materials and detailed knowledge of the burgh's history as well as copies of out-of-print books and pamphlets such as the *Rutherglen Town & Trades Exhibition (1948)*.

H3.2.5 *Digital Resources*

In addition to the sites and monuments records of the NMRS (via CANMORE) and WoSAS, two digital collections of images have proved particularly useful. Scottish Cultural Resource Access Network (SCRAN), the web-resource developed by the National Museums of Scotland includes numerous photographs. Similarly, the Virtual Mitchell web-site contains a number of relevant photographs and illustrations.

H3.2.6 *Historic Maps*

There is an abundance of cartographic coverage for the study area beginning early in the nineteenth century. Prior to the publication of the 1st Edition of the Ordnance Survey maps (1859-60) the accuracy and level of detail found on

H3 ARCHIVAL RESOURCES

H3.1 PREVIOUS RESEARCH

The first major survey of Scotland's Industrial Archaeology was John Butt's *Industrial Archaeology in Scotland* (1967), which described major categories of monuments on the basis of industrial processes and included a gazetteer of sites. Within the motorway study area only the Eglinton Engineering Works in Kingston and the Glasgow, Paisley and Ardsrossan Canal are mentioned.

John Hume's *The Industrial Archaeology of Glasgow* (1974) filled the need for a comprehensive survey of Glasgow, while his *The Industrial Archaeology of Scotland*, 2 vols (1976) covered the rest of the country. These studies provide an excellent baseline record which includes all the major sites and many minor ones. The focus in these studies was on the standing buildings and subsequently a number of important buildings were given statutory protection through Listed Buildings designations.

The general assessment of Glasgow's archaeological resources contained in the Scottish Burgh Survey (Stevenson and Torrie 1990) provides a valuable overview of the area's archaeology, but the survey is confined to the medieval burgh and does not extend south of the river. The *Rutherglen Burgh Survey* (Gourlay and Turner 1978) also confines itself to the medieval burgh, just outside the motorway study area.

Over the past twenty years Industrial Archaeology has become more popular (cf Hay and Stell's *Monuments of Industry* (1986)) and information more widely available through digital resources. Because the field of Industrial Archaeology is still developing in Scotland there is no simple consensus about the significance of many types of industrial sites.

H3.2 HISTORICAL RESOURCES CONSULTED

H3.2.1 Sites and Monuments Records (SMR)

The National Monument Record for Scotland (NMRS) is maintained by the Royal Commission on the Ancient and Historical Monuments of Scotland and is partly available online via the CANMORE database. The West of Scotland Archaeology Service (WoSAS) also maintains a Sites and Monuments Record, which contains much of the same data as the NMRS. The baseline data used to construct the project the GIS system was provided by WoSAS. A summary of the SMR data is contained in the appendix to Vol II of the GUARD report.

When the dataset has been focused down to the motorway study area 74 sites were listed from the NMRS and WoSAS. Very few SMR points fell close enough to the route to merit close consideration. The remaining sites which

The pits were regularly spaced along the route (approximately at 40-50m intervals) and a large number are located in places of archaeological interest. These pits were mechanically excavated to the maximum depth of the excavators (usually in excess of 4m).

In all, 126 test pits were identified for excavation in or near archaeological sites. Some 25 of these were examined in the field.

Reports on all the relevant test pits will be obtained when the laboratory analysis is complete (see *Annex C: Geology, Soils and Contaminated Land*). This will provide valuable information about ground conditions and overburden depths for those sites which were not examined archaeologically.

relating either the initial construction or to later modifications. The map information was analysed to eliminate those sites which are unlikely to be disturbed by the motorway and to identify those sites most at risk, so that the study could focus on these.

H2.3.2

Field Investigations

Field investigations were used to determine the quality of the surviving physical remains of identified sites. The three main elements to the field investigations were the inspection of standing buildings, archaeological trenching and geotechnical investigation pits.

H2.3.3

Inspection of Standing Buildings

The objectives of the inspection of standing buildings were:

- the identification of the degree of impact on each building;
- the assessment of the significance of non-listed buildings;
- the assessment of the appropriate level of recording required in the event of demolition.

Archaeological Trial Trenching

An analysis of the site locations was undertaken to design a programme of trial excavations. Mechanical excavators were used to dig thirty trial trenches at nine different sites (1, 4, 8, 22, 23, 25, 28, 66, and 67). Typically they measured approximately 15 x 2 m, but the precise shape was dictated by the sites. Three trenches in the Shawfield were abandoned because of health and safety concerns. Ground conditions varied considerably over the route.

Where the overburden was shallow enough and archaeological features were present, these were cleaned by hand and recorded using photographs, pro forma sheets and measured drawings. A number of the sites examined were covered by over 2m of made-ground, often industrial waste. In these cases, the archaeological deposits had to be examined from the surface.

The detailed results of the excavations are summarised for the individual sites in Section 8: Gazetteer of the GUARD report and the locations of the trial trenches are indicated on the accompanying detailed site plans.

Monitoring Geotechnical Investigation Test Pits.

The ground investigation programme was already underway at the time of the start of this study, but it was possible to examine most of the relevant test pits first hand for the remaining sites. Records of relevant test pits were consulted for the remaining sites. Although these test pits were mechanically excavated they provide a good insight into the depth of overburden and were helpful in deciding where to locate archaeological trial trenches.

H2.2 DATA MANAGEMENT

H2.2.1 *Location Maps and Colour Coding*

Each site has been located on a map against current Ordnance Survey Landline data and the proposed motorway route (see figures at the end of this technical annex). The polygons used to define the sites have been colour coded to provide a rapid visual indication of the impact of the motorway and to provide a frame of reference for the detailed site plans in the Gazetteer of Sites of the GUARD report.

H2.2.2 *The Project Database*

A database has been established containing all study data, including fieldwork, photographs and research and is presented in *Section 8.0: Gazetteer of Sites* in the GUARD report.

H2.2.3 *The Project Geographical Information System (GIS)*

A Geographical Information System (GIS) was employed to manage and manipulate all map and related information. A data set for the development area was provided by WoSAS, consisting of 1st Edition Ordnance Survey maps scanned and geo-referenced by WoSAS, and Ordnance Survey Landline data. In addition, WoSAS provided extracts from their own Sites and Monuments Record and locational data from the NMRS, where a particular entry was not held in the SMR.

A digital version of the proposed motorway design was supplied by Glasgow City Council in Computer Aided Design (CAD) .dwg file format. These files contained positions for ground investigations, (test pits, boreholes) and also the plans of the motorway and attendant earthworks and on and off ramps. Once these files had been integrated into the GIS this allowed superimposition of the route of the motorway over the geo-referenced historic maps with a high degree of accuracy. (The potential margin of error between the 1st Edition Ordnance Survey and the modern map is nominally 4m, however in practice it is possible to be more precise because the street layout has broadly remained fixed since 1860 and there are ample reference points - later large scale Ordnance Survey maps have been geo-referenced to within 1m).

H2.3 SITE IDENTIFICATION AND ASSESSMENT

H2.3.1 *Desk-top Study*

The initial phase of work generated a list of sites based upon the archival evidence (see *Section H3*). The identification of archaeological sites was fundamentally driven by the map resource, which is the main documentation for the majority of these. 108 of 127 sites described in this report have left little or no visible trace. Architectural drawings survive for a number of sites,

H2

APPROACH AND METHODOLOGY

H2.1

DEFINITION OF THE STUDY AREA

The road scheme has a long history and the current proposal has already been redesigned to avoid the listed buildings identified in the previous heritage evaluation for the 1995 Environmental Statement.

H2.1.1

Initial Study Corridor

Initially, a broad corridor (over 200m wide) was used to gather the Sites and Monuments Record data. The initial study corridor did not include the area to the south of the railway between Rutherglen and Dixon's Blazes, since it is understood that construction work will not have any impact in this area. When determining the study corridor for the inclusion of listed buildings, impact on the setting and visual amenity were considered, and a wider corridor was adopted (up to 300 m), which also helped to provide a context against which to assess the buildings close to the proposed road. Generally the post-1930 buildings have been excluded from consideration, because there has been little new industrial building since 1930: most of the modern industrial premises are low-rise office blocks often combined with a warehouse and none are of any particular architectural or historical merit.

H2.1.2

Secondary Study Corridor

Once the baseline Sites and Monuments data had been collected and assessed, a more detailed area of study approximately 100m on either side of the proposed motorway was used. However in those areas where the proposed route runs adjacent to the railway (*ie* Rutherglen to Dixon's Blazes) again the area south of the railway was ignored.

H2.1.3

Final Study Corridor

A judgement was made to focus the detailed evaluation work tightly to the road construction corridor. This was influenced by discussions with the road design team, which indicated that substantial physical constraints (*eg* railway lines) allow little leeway for any further adjustments to the current design, as does the desire to minimise impact on functioning commercial premises. These factors limiting the design options have allowed a focus on the sites most at risk from the proposal. Only those sites where the Degree of Disturbance was considered to be Direct or Possible (see *Section H2.3.6*) were considered in detail.

H1.2

IMPACT ASSESSMENT

H1.2.1

Significance Value

Principles drawn from Ancient Monuments and Listing Building legislation were used to assign a significance value to the sites identified during the evaluation. There are no established guidelines for assessing industrial archaeology, so considerable attention was focused developing a system of evaluation for the sites, many of which were more important collectively than individually. The values are:

- Site of National Importance
- Site of Regional Importance
- Site of Local Importance
- Site of Low Archaeological Importance

H1.2.2

Degree of Disturbance

The assessment has defined the likely degree of disturbance by the proposed scheme to the cultural resources, whether buried or upstanding. The values are:

- Complete Destruction
- Partial Destruction
- Minor Contact
- Possible Contact
- No Contact

H1.2.3

Level of Impact

By combining significance value with degree of disturbance, the level of impact could be assessed. Five levels of impact were used. These levels are:

- Severe Adverse
- Major Adverse
- Moderate Adverse
- Minor Adverse
- Not Significant

Further details are provided in *Appendix H1*.

H1.1

INTRODUCTION

The proposed route of the M74 Extension from Fullarton to Kingston will pass through part of Glasgow's industrial heartland. A report evaluating the cultural heritage impacted by the scheme was commissioned from GUARD⁽¹⁾ by the M74 Project Partners⁽²⁾ and this technical annex is based on that work⁽³⁾.

The cultural heritage is predominantly of an industrial character and the study followed an inclusive approach to the industrial heritage. The term industrial archaeology is used to include standing buildings, in various states of repair, as well as former industrial sites. The domestic sites occupied by the workers, artisans, managers, and owners form an integral part of the industrial landscape which has been evolved.

The proposed road corridor has been divided into eight study areas, which have been chosen for their geographical and historical coherence. Most could be considered to have been neighbourhoods at one time, although few people inhabit these areas today. Breaking the route down into these areas allows the context of particular sites to be considered at an appropriate scale and it provides a context for considering the archaeological potential of particular sites.

The study areas are as follows and are shown in the figures from the GUARD report which have been copied at the end of this annex.

- Fullerton - iron works and associated industries on both sides of the Clyde, a country house and corn mill, up to the Glasgow road.
- Rutherglen - mixed industry to the north of the railway.
- Shawfield - major centre of chemical industry.
- Polmadie - extractive industries - brick and coal works.
- Dixon's Blazes - the Govan Iron Works, Govan Colliery and associated dwellings.
- South Laurieston - residential district and electricity generating plant.
- Port Eglinton - mixed industrial district around terminus of canal with residential component.
- Kingston - densely developed industrial district with substantial residential component.
- Transportation - the railway and canal features are considered as a group.

(1) GUARD (2003) *M74 Completion Cultural Heritage and Evaluation*, Glasgow City Council.

(2) The Project Partners are the Scottish Executive, Glasgow City Council, South Lanarkshire Council and Renfrewshire Council.

(3) The report by GUARD is available as a separate document including a gazetteer of each site of cultural heritage significance identified along the route of the M74 Completion.

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Technical Annex H

Cultural Heritage

The M74 Completion Environmental Statement

Volume Two

Technical Annexes

December 2003

REV 1



SCOTTISH EXECUTIVE

