

SKED12



Southbank Road, Kirkintilloch, East Dunbartonshire: Archaeological Impact Assessment

Prepared for DTA Chartered Architects Ltd

March 2012

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Summary

This report presents the results of an archaeological impact assessment undertaken in support of a planning application for a housing development at Southbank Road, Kirkintilloch. It provides baseline information and considers the potential physical and setting impacts of the proposed development upon cultural heritage assets.

The development site lies within a cutting of the scheduled Forth and Clyde Canal, on the former site of the Hay boatyard, which operated between 1866 and 1963. The development of the site therefore has some potential to remove or disturb features associated with the canal in particular remains associated with the boatyard. However, this potential is limited. The boatyard buildings were slight and their demolition is unlikely to have left substantive subsurface remains. The cutting will have removed any features predating the canal. Consequently, the impact of construction is limited to the removal of a fragment of walling and the modification of the canal embankment, which has been demonstrably modified since its cutting. Construction will also involve the removal of a utility building and late 20th century structures. A programme of recording may be appropriate to address the loss of these features.

The potential for setting impacts has been considered. It is concluded that although the construction of the development will result in visual change this will not alter the cultural significance of the canal or nearby assets and that there will therefore be no adverse impact upon setting.

1. INTRODUCTION

1.1. Project Background

Headland Archaeology (UK) Ltd was commissioned by DTA Chartered Architects Ltd to assess the impact that proposed development of land adjacent to the Forth and Clyde Canal at Southbank Road, Kirkintilloch, may have on the heritage resource both within and in proximity to the development area. The proposed scheme consists of the construction of housing fronting Southbank Road with landscaping of the towpath and embankment areas lying between this housing and the canal (Figure 1). The proposed development area, hereafter referred to as the Site, is just under 0.6ha in extent and centred on NGR 265440 673700.

This assessment has been required as the Site lies in proximity both to known features, chiefly the Scheduled Monument of the Forth and Clyde Canal, and further designated heritage assets. Cultural heritage is here taken to include:

- Designated assets, including scheduled monuments, listed buildings and conservation areas; and
- Undesignated assets that are of value because of their archaeological or historical interest.

1.2. Scheme Details

The proposed development is an integral part of ongoing mixed-use redevelopment along the Forth & Clyde Canal in Kirkintilloch. Three previous developments have recently been constructed along this stretch of the canal corridor, namely Southbank Marina, associated office and business premises and the East Dunbartonshire College Campus. The College campus was completed in early 2009 and lies immediately south of the Site.

The proposed development consists of the following components:

- Housing units and associated car parking areas fronting Southbank Road;
- Landscaping of canal embankment; and
- Retention and improvements to canal towpath.

The housing units will be constructed in four discrete sections with small areas of landscaped embankment lying in between them (Figure 1). With the exception of the northernmost section, all properties will be basemented below the ground level of Southbank Road. The architect's scheme plan is reproduced in Appendix 2.

1.3. Site Location and Description

The Site lies in Kirkintilloch town centre and is elongated and sinuous in form as it occupies a strip of land *c.* 185m in length lying between the Forth and Clyde Canal and Southbank Road (Figure 1). Whilst the site is largely free of built development, there are two areas of buildings within the Site. These consist of a 1980s boatshed and a derelict facilities block at the canal edge (Plate 1) and a collection of three structures at the northern tip of the Site. These latter structures comprise a brick built utility building, an electric sub-station enclosure and a modern automated public toilet (Plate 2).

Ground levels and, consequently, land cover within the Site are mixed. The eastern part of the Site adjacent to Southbank Road is level and at roughly the same height as the road. Its surface is a mixture of paved and grassed areas and is in use as informal car parking (Plate 3). The central section of the Site

consists of a sloping embankment down to the level of the canal towpath. The degree of this slope varies and there are some terrace-like areas within its northern end (Plate 4). The embankment is largely overgrown with both trees and shrubs. Ground level along the section of the Site adjacent to the Canal varies. Over the southern two thirds, the ground is mostly level and carries a canal towpath of varying width and surfaces. Along the northern third, the towpath slopes up toward the road at Townhead (Plate 5). A steam hammer from an iron foundry which formerly stood on the opposite side of Southbank Road was erected as a monument adjacent to the towpath in this part of the Site in 1981.

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

2. METHODOLOGY

2.1. Aims and Scope

The aim of this assessment is to establish the known and potential cultural heritage resource within the Site and its environs which may be affected by the proposed development. It has been carried out in accordance with both East Dunbartonshire's *Archaeology Planning Guidance Note* and the Institute for Archaeologists *Standard and Guidance: archaeological desk-based assessment* (IfA 2011).

This report seeks to identify the significance of the resource, assess the likely impact of the proposed development on it and provide recommendations for any appropriate mitigation strategies. The scope of this work was discussed with John Raven of Historic Scotland prior to completion of the assessment.

Effects are described in terms of the development's effect on the asset's cultural significance and the extent to which it will degrade or enhance the asset's significance.

Definitions of setting follow advice contained in the Historic Scotland document *Managing Change in the Historic Environment: Setting* (2010).

2.2. Study Areas

Recorded heritage assets within a 100m buffer from the site edge, hereafter referred to as the Study Area, were considered in order to provide context for discussion and interpretation of the on-site archaeological resource.

Setting impacts were assessed on all designated heritage assets lying within the Study Area and, following guidance from Historic Scotland, on the Forth and Clyde Canal up to a distance of 500m from the Site. Asset categories considered in this element of the study comprise; Scheduled Ancient Monuments, Listed Buildings and Conservation Areas.

2.3. Site Visit

The Site and nearby heritage assets with potential for setting impacts were visited on 20th February 2012. Conditions were overcast with light drizzle. A full digital photographic record was made of the visit and forms part of the project archive. The walkover survey noted some features not recorded on the National Monuments Record of Scotland and these are described in the **Results** section below.

2.4. Sources

The following publicly accessible sources of primary and secondary information were consulted.

Historic Environment Records

The Site lies within East Dunbartonshire which maintains no formal historic environment record for the area. The National Monuments Record of Scotland (NMRS) maintained by the Royal Commission for the Ancient and Historical Monuments of Scotland is, therefore, the primary source of historic environment information for the Site and was consulted in February 2012. The council contracts in archaeological advice for development control from Rathmell Archaeology Ltd. who maintain a temporary record of features discovered in the area and not yet recorded on the National Monuments Record for Scotland. Rathmell Archaeology Ltd. were consulted as part of this assessment but no further features were recorded on their temporary files.

Data for Scheduled Monuments, Listed Buildings and Registered Parks and Gardens was obtained from Historic Scotland. Information on Conservation Areas was obtained from East Dunbartonshire Council

Cartographic Sources

Historic mapping for this assessment was obtained from the East Dunbartonshire Archives Section and using online web sources. Information from historic maps can assist in the assessment of archaeological potential by highlighting previously unrecorded features, enabling an understanding of how the land has been managed in the recent past and also identifying areas where development or land-use is likely to have removed or truncated below-ground archaeological deposits. All maps consulted are listed in the **References** section below.

Other Sources

Kirkintilloch has been covered by the Scottish Burgh Survey and the volume on the town was published in 2009 (Rorke *et al*). Other primary and secondary sources relating to the Study Area were obtained from the East Dumbartonshire Archives Section, the Headland Archaeology Library and online. The sources consulted are listed in the References section below.

Legislation and Planning Documents

The Site lies within the area covered by the Glasgow and Clyde Valley Joint Structure Plan (2006) and the East Dumbartonshire Local Plan (2011). Whilst new plans are in progress for both entities, neither is yet adopted so the policies from the present plans remain in force.

2.5. Assumptions and Limitations

Much of the information used by this study consists of secondary information compiled from a variety of sources. The assumption is made that this information is reasonably accurate.

The NMRS is a record of known archaeological and historic features. They are not an exhaustive record of all surviving historic environment features and do not preclude the existence of further features which are unknown at present.

3. PLANNING BACKGROUND

3.1. National Policy Framework

There is national legislation and guidance relating to the protection and treatment of the historic environment within the development process. These identify the historic environment as a non-renewable, fragile and finite resource and place a priority on its conservation. The key pieces of legislation are the Ancient Monuments and Archaeological Areas Act (1979) and the Listed Buildings and Conservation Areas (Scotland) Act 1997 (as amended).

The application of these laws and the over-arching national policy covering the effects of development on the historic environment is outlined in paragraphs 110-124 of Scottish Planning Policy (SPP) (February 2010), which is supported by the Scottish Historic Environment Policy (SHEP) (December 2011). Further guidance is given in the form of the Managing Change in the Historic Environment series (2010) from Historic Scotland and PAN2/2011 Planning and Archaeology (July 2011). The underlying aim of these policies and guidance documents is to manage development in such a way that the special character and values of the historic environment are preserved. The SPP provides guidance for the protection of the historic environment within the context of the planning system. It requires planning authorities to take

into account the planning policy and guidance regarding the historic environment when determining planning applications and developers to do likewise formulating development proposals. The SPP states that, in most cases, the historic environment can accommodate change that is sensitively managed without the loss of its special character, but in some instances this may not be possible. Where this is the case, planning decisions should be based on a clear understanding of the importance of the heritage asset.

The Ancient Monuments and Archaeological Areas Act 1979: Scheduled monuments are sites of national importance that the Scottish Ministers have been afforded legal protection under ‘The Ancient Monuments and Archaeological Areas Act 1979’. Historic Scotland works on behalf of the Scottish Ministers to compile, maintain and publish a schedule of these monuments. Any work directly affecting these sites can only be carried out with the consent of the Scottish Ministers, following guidance by Historic Scotland.

The Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended). The Act states that “the planning authority, in determining any application for planning permission for development that affects a listed building or its setting, is required to have special regard to the desirability of preserving the building, or its setting , or any features of special architectural or historic interest which it possesses.” (Section 59(1))

3.2. Local Policy

Local Authorities are responsible for the protection of the historic environment within the planning system and the formulation of policies to support this obligation. Treatment of the historic environment within the development process is covered by the following policies within the Glasgow and Clyde Valley Joint Structure Plan (JCVSP) and the East Dumbartonshire Local Plan (EDLP). The JCVSP identifies the Antonine Wall Scheduled Monument (designated in 2008 as part of the *Northern Frontiers of the Roman Empire* World Heritage Site since the adoption of the plan) as an International Strategic Environmental Resource and the Forth and Clyde Canal Scheduled Monument as a National Strategic Environmental Resource.

Policy	Content
JCVSP Strategic Policy 7: Strategic Environmental Resources	Sustainable Development of the Glasgow and Clyde Valley area requires that regard be had to safeguarding and managing identified International, National and Strategic Environmental Resources; there shall be a presumption against any proposals which could have a significant adverse effect upon these resources informed where necessary by an Appropriate Assessment of the proposal on the conservation interests in the area.
EDLP Policy HE 2	The layout, design, materials, scale, siting and use of any

Policy	Content
– Listed Buildings	<p>development affecting a Listed Building shall be appropriate to the character and appearance of the listed building and its setting.</p> <p>There is a presumption against demolition or other works that adversely affect the special interest of a listed building or its setting.</p>
EDLP Policy HE 3A – Conservation Areas	<p>Development and demolition within a Conservation Area or affecting its setting shall preserve or enhance its character and be consistent with any relevant Conservation Area Appraisal or management plan that may have been prepared for the area.</p> <p>The design, materials, scale and siting of any development affecting a Conservation Area shall be appropriate to the character of the Conservation Area and its setting. Trees which are considered by the planning authority to contribute to character and appearance shall be preserved. Given the importance of assessing design matters, outline planning applications will not normally be considered appropriate for developments in Conservation Areas.</p> <p>Where an existing building, listed or not, contributes positively to the character of the Conservation Area, policy HE 2 on the demolition of listed buildings shall apply. Where it does not, proposals for demolition will not be considered in the absence of a detailed planning application for a replacement development that enhances or preserves that character. Demolition will not begin until evidence is given of contracts let for the approved development.</p>
EDLP Policy HE 4 – Scheduled Monuments and Other Archaeological Sites and Monuments	<p>Scheduled monuments and other identified nationally important archaeological resources shall be preserved in situ, and within an appropriate setting. Developments which have an adverse effect on scheduled monuments or their setting shall not be permitted unless there are exceptional circumstances.</p> <p>All other archaeological resources shall be preserved in situ wherever feasible. The planning authority will weigh the significance of the archaeological resources and of any impacts upon them and their settings against other merits of the development proposals in the determination of planning applications.</p> <p>At any location where there may be sensitive archaeological resources, the developer may be requested to supply a report of an archaeological evaluation prior to determination of the planning application. Where the case for preservation does not prevail, the developer shall be required to make appropriate and satisfactory provision for archaeological excavation, recording, analysis, publication and archiving, in advance of development.</p>

4. RESULTS

4.1. Designated Heritage Assets

There are several designations within both the Site and the Study Area. The northern part of the of the Site overlaps with the Kirkintilloch Conservation Area whilst the Scheduled Monument of the Forth and Clyde Canal:

Kirkintilloch - Auchinstarry Farm section (SM 6769) occupies much of the western part of the Site (Figure 2). The Luggie Water Aqueduct, a Category A Listed Building which carries this section of the Canal over the Luggie Water lies c.280m, to the east-north-east of the Site (Figure 2: HB 36655). The Antonine Wall Northern Frontiers of the Roman Empire World Heritage Site (WHS) lies c.300m north-west of the Site and includes the Scheduled Monument of Peel Park Roman fort and medieval castle (SM 7439). These features are discussed in more detail below.

Five further Listed Buildings lie within the Study Area:

- Two K6 Telephone Kiosks, Alexandra Street. Category B (HB 36667)
- St. Mary's Parish Church Category B (HB 36662)
- 126 Cowgate (Eagle Inn) Category B (HB 49196)
- St David's Memorial Park Parish Church (Church of Scotland), Alexandra Street. Category C(S) (HB 51023)
- Townhead and Luggiebank Road, Police Station Category C(S) (HB 44624)

The former Eagle Inn (HB 49196) is of early 19th century date and developed to service passengers and trade along the Forth and Clyde canal. The remaining structures are all of earlier 20th century date. The presence of these structures relates to serving the urban population of Kirkintilloch from the 19th century onwards. As such their setting revolves around their position within the urban landscape. Whilst the Site lies within this landscape context views towards it are not considered as significant in the settings of these buildings.

4.2. Archaeological and Historical Background

The intensity of post-medieval and later development within the town militates against the development of a clear picture of how this area was used prior to development. The NMRS records 14 features within the area, all of which relate to the post-medieval and modern development of the town. Only those records of relevance to the Site are discussed in the following text, all are listed in the gazetteer in **Appendix 1**.

Prehistoric

Human activity prior to the Roman period is generally poorly attested in the Kirkintilloch area and no features of this date are recorded within the Study Area. There is evidence for Bronze Age activity from the outskirts of the town comprising a group of ritual and funerary features, including a probable henge, near Meiklehill and settlement remains from Inchbelle Farm (Rorke et al 2009, 8). This suggests that the landscape, including the Study Area, was exploited from at least this date but it is not clear how intense this activity was

or whether it would have translated into the presence of associated archaeological features or deposits within the Study Area.

Roman

The line of the Antonine Wall, constructed during the mid-2nd century, passes c. 300m to the north of the Study Area (Rorke et al 2009, 8-9). Kirkintilloch was the site of one of the wall's integral forts, this lies at Peel Park and is a Scheduled Monument (Figure 2, SM 7439). The nature of activity on this stretch of the wall is not that well understood as only limited fieldwork has been undertaken in this area. It has been suggested that the fort had annexes to the south and east, close to the Study Area, but it is not known whether it possessed a *vicus*, which is likely to have been in the vicinity of the Study Area if present. Due to finds of first century coinage within the town, it has been suggested that there may have been a precursor to this fort, dating from the Agricola campaigns of the 80s AD (Rorke et al 2009, 8-9). As with other elements of the wall, the fort was abandoned during the 160s AD and it is not known whether activity continued at the site. Taken together, these factors suggest some intensity of Roman activity during the 1st and 2nd century AD which may have extended into the Site.

Medieval to present

Very little is known about the Kirkintilloch area in the post-Roman and early medieval period. The name of the town was first recorded in the 10th century and it seems likely that a settlement existed in the area from at least this date (Rorke et al 2009, 13). The location of this settlement is unclear but thought to be focussed on the Peel Brae area, close to the Roman fort site which was re-used in the 12th century as the site of a castle (Rorke et al 2009, 13). A settlement of some note existed by the early 13th century and Kirkintilloch was granted Burgh of Barony status in 1211 (Rorke et al 2009, 13). The core of the medieval settlement appears to have stretched westwards from the castle along West High Street and High Street (Rorke et al 2009, 13). Throughout the medieval period the Study Area seems to have lain beyond the built-up area of the town and amongst its agricultural hinterland.

This situation appears to have persisted into the mid-18th century as the Site is shown on Roy's map (not illustrated) as lying roughly on the junction of arable and pasture land associated with town. At this date it lay between the settlement foci of the main part of the town, on High Street, and the smaller group of buildings at Townhead. The Site lay adjacent to the road linking these two foci, the present Cowgate/Townhead road. The town had started to spread southwards along Cowgate by this date but development had not yet reached as far as the Site. Up to the later 18th century, the economy of

Kirkintilloch appears to have revolved around servicing local needs (Rorke et al 2009, 28).

The economic development of Kirkintilloch took off with the construction of the Forth and Clyde Canal. Construction of the canal began in 1768 at Grangemouth and was designed to provide a link from the Forth to the Clyde for sea-going craft. Owing to financing problems the canal only initially got as far as Kirkintilloch and this section was opened in 1773 (Rorke et al 2009, 34-35). As the town was close to Glasgow, a temporary port was developed here, opening at Hillhead in 1773, and goods carted onwards to the city and also for further transport along the Clyde (Rorke et al 2009, 34-35). As a result, Kirkintilloch became a significant port and focus for canal-related industries, such as boat building. The boost in connections to other producing and manufacturing centres that the canal brought also led the town to become a significant centre for weaving and iron founding. This role persisted despite the opening of the remaining stretch of the canal to the Clyde at Bowling in 1790 (Rorke et al 2009, 34). The coming of the canal also spurred the development of businesses and properties along Cowgate and Townhead as the focus of the towns activity shifted from the High Street to align itself of the new communication corridor. This appeared to be well underway within a few years of the canal's opening, as Ross's Map of the shire of Dumbarton shows buildings along both sides of this route over its length (1777 – not illustrated).

The construction of the canal in the immediate environs of the Site required the cutting of a deep trench through the ridge along which Cowgate and Townhead run. This results in the deeply embanked nature of the canal as it runs past the Site and the readily appreciable drop in levels from Southbank Road to the canal towpath of c. 10m. The Townhead roadway was carried over the canal at this point by a bascule bridge. Whilst the land to the immediate south of the Study Area, the present Southbank Marina area, became developed by the 1820s, the Site itself appears to have remained largely free of development into the later 1860s. The Southbank Marina area became the terminus of the rail line from the Monklands coalfield in 1826, where coal was loaded onto the canal and transported to the east coast, and had developed into a substantial area of basin and wharfage by the 1840s. The availability of coal and iron via the canal basin also led to the establishment of the Star Foundry to the immediate south of the Site on the south side of Southbank Road.

The earliest detailed maps of the Site are the first edition Ordnance Survey town plan and 25" dating from 1859 and 1862 respectively. Both show the Site as comprising a single steep embankment cut down from the edge of Southbank Road (unnamed at this date) down to a wide but undeveloped

area lying between the embankment case and the canal edge (25" reproduced in Figure 3). This shows that the canal embankment extended all the way to the lip of Southbank Road and outside of the presently Scheduled area (Figure 2). The second edition Ordnance Survey 25" coverage of 1898 shows that the Site had been redeveloped by this date; two conjoined linear sheds are shown lying within a sub-rectangular enclosure on the level area adjacent to the canal (Figure 3). The embankments to the north and south of this enclosure had been remodelled, the north apparently to allow access into the enclosed area from Townhead. Two buildings had also been constructed at the south of the Site fronting Southbank Road by this date. Whilst the nature of the two southern buildings is unclear, their form indicates that they probably derive from a small-scale industrial concern. The buildings adjacent to the canal in the central part of the Site were those of the J & J Hay boatyard (NMRS 168536). The yard was established by Samuel Crawford in 1866 but taken over by the Hay brothers in 1867 (Rorke et al 2009, 37). The Hay yard became the main boat builders in Kirkintilloch with a significant place in the town's canalside industries. It maintained the firm's own boats and those of other firms and also built boats for the Hay fleet (Rorke et al 2009, 37). As part of the growth of the firm, the yard was extended to the south, outside of the Site, in the 1880s with the addition of a slip dock and associated buildings (Rorke et al 2009, 37). The yard operated into the 1960s, closing shortly after the canal itself was closed at the start of 1963 having been out-competed by first rail transport and then the road network (Rorke et al 2009, 46). Photographs in the East Dunbartonshire Archives show the yard in operation at what appears to be the turn of the century (References P2894 & P2283), they depict the sheds shown on the second edition mapping lying within a fenced compound with an access track leading down from Townhead and a track leading out of the compound up the embankment at the southern end of the yard. The former access track is roughly identical to the present towpath in this part of the Site. The latter track presumably allowed access from the yard's slip dock at the canal basin. A c.15m long stretch of walling, probably associated with retaining the canal embankment to the immediate rear of the boatyard complex, was noted within the lower levels of the embankment during the walkover survey (Plate 6).

Little change is apparent within the Site up to the mid-20th century. Some further small buildings are shown adjacent to Southbank Road at the northern end of the site on the 1938 Ordnance Survey 25" coverage (not illustrated). The largest of these appears to correspond with the brick built structure that presently stands in this part of the Site. The function of this building is unclear, it is recorded on the NMRS as a sub-station (NMRS 167658) but photographs of Southbank Road in the 1980s held by the East Dunbartonshire

Archives show that at least the upper levels were public toilets at this date. It is probable that the terracing observed on site adjacent to this building is related to construction of this structure as both the early Ordnance Survey mapping and the photographs of the boatyard show the embankment as having a smooth profile in this area. The terracing probably represents soil displaced from construction of the lower levels of this building down into the canal embankment. The 1938 Ordnance Survey coverage also shows that a hall had been built fronting Southbank Road in the centre of the Site.

The sheds of the Hay boatyard that had lain within the Site are no longer shown on the 1958 Ordnance Survey 25" coverage (not illustrated). The Hay slip dock and sheds at the canal basin to the south of the Study Area are depicted. This indicates that the focus of the yard's activities had shifted to this area with the original yard probably abandoned by this date. The structures lying within the Site adjacent to Southbank Road remain shown on Ordnance Survey mapping into the late 1960s and it is not clear when the structures apart from the utility building were removed.

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

5. DISCUSSION

5.1. Previous Impacts

As discussed above, the construction of the canal itself has resulted in reduction of levels from natural ground level across the Site. This will have removed any archaeological deposits which pre-date the canal's construction.

There appear to have been several phases of landscaping and alteration to sections of the towpath and embankment since the 1930s. It is also probable that there was some landscaping of the Site as part of the process of removing the Hay boatyard sheds in the mid-20th century. These works have collectively changed the nature of the canal edge over much of the Site's length, from the sloping grassed edge of the cut visible on the early Ordnance Survey mapping and the photographs of the boatyard to a hard-edged mix of pontoon and piling. The original sloping cut edge is only now apparent in the extreme north of the Site.

5.2. Potential development impacts

Negative impacts on heritage assets arise when changes are made to them, or to their setting, which lead to a reduction in their significance. Such changes can lead to a reduction in the quality of the historic environment as a whole as well as to its component heritage assets.

Groundworks for the construction of housing and associated services are the main source of direct impacts from the proposed development. Such works can cause direct impacts through the removal or truncation of any below-ground archaeological deposits that may exist in those sections of the Site affected by groundworks.

Impacts can also arise when development causes an alteration to the setting of a heritage asset. Whilst the concept of setting includes an element of the inter-visibility between the asset and any proposed development, it is not entirely limited to this visual impact. Setting also includes the inter-relationship of the asset with contemporary and/or neighbouring assets and landscape elements.

5.3. On-site Remains

Owing to the disturbance of ground levels entailed by construction of the canal, on-site archaeological remains relate almost exclusively to the canal itself and related industrial development. Archaeological deposits related to any pre-canal land use are thought very unlikely to occur. The canal is a nationally significant feature, recognised by its designation as a Scheduled Monument, and the Scheduled area includes the towpath which occupies the western part of the Site. As demonstrated above, the Scheduled area does not take in the embankment in the area of the Site, but the full extent of the canal as a monument should be regarded as extending to the top of the embankment at Southbank Road. The proposed development, therefore, directly overlies the physical remains of the canal and will have a direct impact on it. This includes a c. 400 m² section of the southern tip of the housing units which overlaps with the presently Scheduled area. As discussed above this embankment and towpath area have been modified by 20th century activity and do not reflect the original layout of this area upon construction of the canal or during its chief period of operation. The development would result in the loss of sections of this modified embankment where housing units are proposed.

The Site also contains the site of the Hay boatyard, a significant concern intrinsically linked to the history of the canal. Remains associated with the yard could be of regional to national significance, due to its associations with the nationally significant feature of the canal, if they were to be coherent and extensive. The only above-ground features related to the Hay yard which appear to survive on site are the approach path down the towpath from

Townhead and the section of walling discovered during the walkover survey. The walling lies within the footprint of the housing units. Significant below-ground remains of the boatyard are not anticipated. This is based on photographs that indicate it operated from timber sheds and involved little modification to the ground or canal edge and also as this area has been partially redeveloped with the construction of the facilities building. As they are not extensive and appear to be generally poorly preserved, the remains which are present on site are not likely to add significant extra information to that which is already known from map and documentary sources about the Hay boatyard and how it functioned.

The brick-built utility building which stands at the northern end of the Site lies within the Conservation Area. It may be of some local interest in understanding mid-20th century service provision to the town as it has seen much redevelopment since the 1960s and many such features have already been demolished and replaced. The building is not thought to contribute to the character of the Conservation Area positively.

5.4. Impacts on Setting

As discussed above, the proposed development will have no significant affect on the settings on the majority of designated features within or close to the Study Area. The Listed Buildings close to the Site, with the exception of the Luggie Water aqueduct, have no functional relationship with the site and will experience no extensive visual impact as a result of the proposed development as it is in keeping both with the scale of historic buildings along Townhead and recent building south of the Site along the canal. Whilst the site lies close to the remains of a Roman fort and sections of the Antonine Wall (Scheduled Monument and World Heritage Site), it is not intervisible with these features and will not markedly change the balance of land use in the Kirkintilloch townscape. Hence no setting impacts on these designated heritage assets is envisaged as a result of development.

Potential impacts on setting chiefly revolve around the impact that the proposed development could have on the setting of the Scheduled and unscheduled components of the nationally significant Forth and Clyde Canal.

The Luggie Water Aqueduct is a Category A Listed Building and a component of the canal which lies *c.*280m to the east-north-east of the Site. No impacts on the setting of this structure are envisaged as a result of the proposed development. The aqueduct is well separated from the Site and development in this area will not prevent the understanding of the role of the structure within the overall scheme of the canal, nor its aesthetic qualities.

The proposed development will change the character of the *c.* 185m long stretch of the canal side within the Site. This is presently a mix of wooded

area, towpath and a disparate group of 20th century structures. This stretch of the canal side was developed between the 1860s and the mid-20th century when the main part of the Hay boatyard was sited in this location. The present land cover in this area is, therefore, a relatively recent phenomenon. The proposed housing will front onto Southbank Road and is designed to be sympathetic to the character of the canal through both retention of towpath elements and also sections of the canal embankment. The present towpath will be retained and form the rear edge of the housing units and includes the sloping section down from Townhead, which is a feature inherited from the Hay boatyard access. The sloping section of the towpath also includes the steam-hammer from the nearby Star Foundry which will also be retained. The design of the scheme sees housing units constructed in four discrete sections, separated by areas of the canal embankment. Whilst there will be some amenity planting on these embankment sections, views from Southbank Road to the canal will be maintained meaning it will be possible to view the canal from the road and appreciate the deeply cut nature of the canal in this area. The proposed development is similar in scale and form to the recent college development to the immediate south of the Site. This development also overlapped with the Scheduled area of the canal and was granted Scheduled Monument Consent for its construction (Raven, J. *pers. comm.*).

Whilst the character of the canal side will change as a result of development it is not felt that it would create a harmful impact or frustrate the understanding of the wider monument of the canal. Views along the canal will be retained from both the Townhead and Southbank Marina bridges and from the towpaths along the canal. Access along the feature will also be maintained though the retention of the towpath through the Site. The retention of sections of embankment within the scheme enables the physical survival of this feature. The gaps between the sections of housing will also enable appreciation of the canal cutting and associated change in levels as views will be retained through them from Southbank Road to the towpath on both sides of the canal and vice versa (see Appendix 2). This stretch will remain appreciable in its inherent form as a section of the wider canal despite the proposed development.

6. CONCLUSIONS

The preceding assessment has demonstrated that the impacts of the proposed development relate mainly to the Forth and Clyde canal and the associated 19th century industrial development of the J & J Hay boatyard. The Forth and Clyde Canal is of national significance and is largely designated as a Scheduled Monument. Analysis of historic mapping and photographs held by the East Dunbartonshire Archives has shown that the present Scheduled Area

in the vicinity of the Site does not adequately cover the full extent of the canal monument. This analysis has also shown that the form of the canalside embankment and towpath has been modified over the course of the 20th century and that the present form is not that originally established by the construction or workings of the canal and boatyard. Extensive remains of the boatyard are not thought to survive within the Site. Some above-ground features related to the boatyard, namely its northerly access track and a section of retaining wall, presently exist on site. The remaining features are not thought likely to greatly add to the understanding of how the yard operated already gained from documentary sources.

The development avoids direct impacts on the towpath, including the boatyard access section, but would remove sections of the embankment, including a small part of the Scheduled area, and the retaining wall to create basements for the proposed housing units. It is felt that this direct loss could be justified as the demonstrated levels of 20th century modification within the embankment mean that these elements are not as established during the construction or life of the canal. The loss of embankment and retaining wall could be mitigated through a programme of recording in advance of or during groundworks for development.

Whilst the proposed development will change the character of this stretch of the canalside, this is not felt to be a harmful effect on the setting of the canal. It will remain appreciable as an artificial linear waterway and as an element of the larger monument of the Fourth and Clyde canal even after development due to the retention of access along its towpath and also views both down the canal and also between Southbank Road and the towpaths.

There is also a 20th century utility building in the northern part of the Site which may be of some local significance. Whilst it lies within the Conservation Area, the structure does not contribute positively to the character of the area and its demolition would not adversely affect the character or appearance of the Conservation Area. The structure's potential local interest may mean that some building recording is required prior to its demolition.

7. REFERENCES

7.1. Bibliography

Cross, C, Dewar, T, McMeekin, R, Pitcairn, M and Stewart, N 2002
Placenames of Kirkintilloch and District Kirkintilloch and District Society of Antiquaries

Historic Scotland 2010 *Managing Change in the Historic Environment: Setting*

IfA 2011 *Standard and Guidance: archaeological desk-based assessment* Institute for Archaeologists, Reading

Johnson Poole and Bloomer Consultants 2012 *Southbank Road, Kirkintilloch: Ground Investigation Report* Ref. LG738-09/MKB/HB

Rorke, M, Dennison EP, Stronach, S and Coleman R 2009 *Historic Kirkintilloch: Archaeology and Development* The Scottish Burgh Survey: Council for British Archaeology and Historic Scotland

7.2. Cartographic and Documentary Sources

Ordnance Survey Maps

First Edition 1:500 town plan Kirkintilloch XXIV.8.25 (1859)

First Edition 1:2,500 Dumbarton Sheet XXIV.8 (1862)

Second Edition 1:2,500 Dumbartonshire Sheets XXXIII.02 and XXXIII.06 (1898)

Third Edition 1:2,500 Dumbartonshire Sheet XXXIII.05 (1918)

Fourth Edition 1:2,500 Dumbartonshire Sheet XXXIII.05 (1938)

National Grid Series 1: 2,500 (1958)

National Grid Series 1: 1,250 (1968).

7.3. Online resources

<http://www.old-maps.co.uk>

APPENDIX 1: GAZETTEER

Listed Buildings within the Study Area

HBNUM	ADDRESS	Category	Description
36655	Luggie Water Aqueduct and Bridge	A	John Smeaton, engineer, part of Dunbartonshire eastern section of Forth-clyde canal built 1768-75. Aqueduct, single wide segmental arch carrying canal over roadway, latter in turn carried by tunnelled low 2-arched bridge over Luggie Water. All built of grey ashlar.
36667	Alexandra Street 2 K6 Telephone Kiosks	B	2 standard K6 telephone kiosks designed by Sir Giles Gilbert Scott, 1935.
36662	St. Mary's Parish Church	B	Erected 1912-14 to the designs of Messrs. Clark and Bell, Architects, Glasgow. A striking design in pink sandstone; has a tall square tower with corner buttressing, pinnacles and "perpendicular" gothic features.
49196	126 Cowgate (Eagle Inn)	B	Early 19th century. 2-storey, 3-bay rectangular-plan former inn (servicing Forth & Clyde canal passenger transport trade); mid-20th century single-storey extension to rear on site of former tables.
51023	Alexandra Street, St David's Memorial Park Parish Church (Church of Scotland), including boundary wall and gatepiers	C(S)	J Jeffrey Waddell, 1924-6, to plans by P Macgregor Chalmers, 1921. Cruciform-plan aisled Scots-Gothic church with tall, 3-stage square-plan tower with octagonal stone spire to NW corner and polygonal apse to E. Adjoining later (1910-11) single-storey gabled hall to E with 2007 extension. Squared and coursed stugged sandstone with ashlar margins. Angle buttresses, hoodmoulding, string courses to tower. 3-light geometric-tracery windows, some round-arched, with quatrefoils, set in deep chamfered openings.
44624	Townhead and Luggiebank Road, Police Station		Earlier 20th century. 2-storey, irregular-plan Arts and Crafts police station, on corner site. Harled with polished sandstone dressings. Deep base course to Townhead; eaves course.

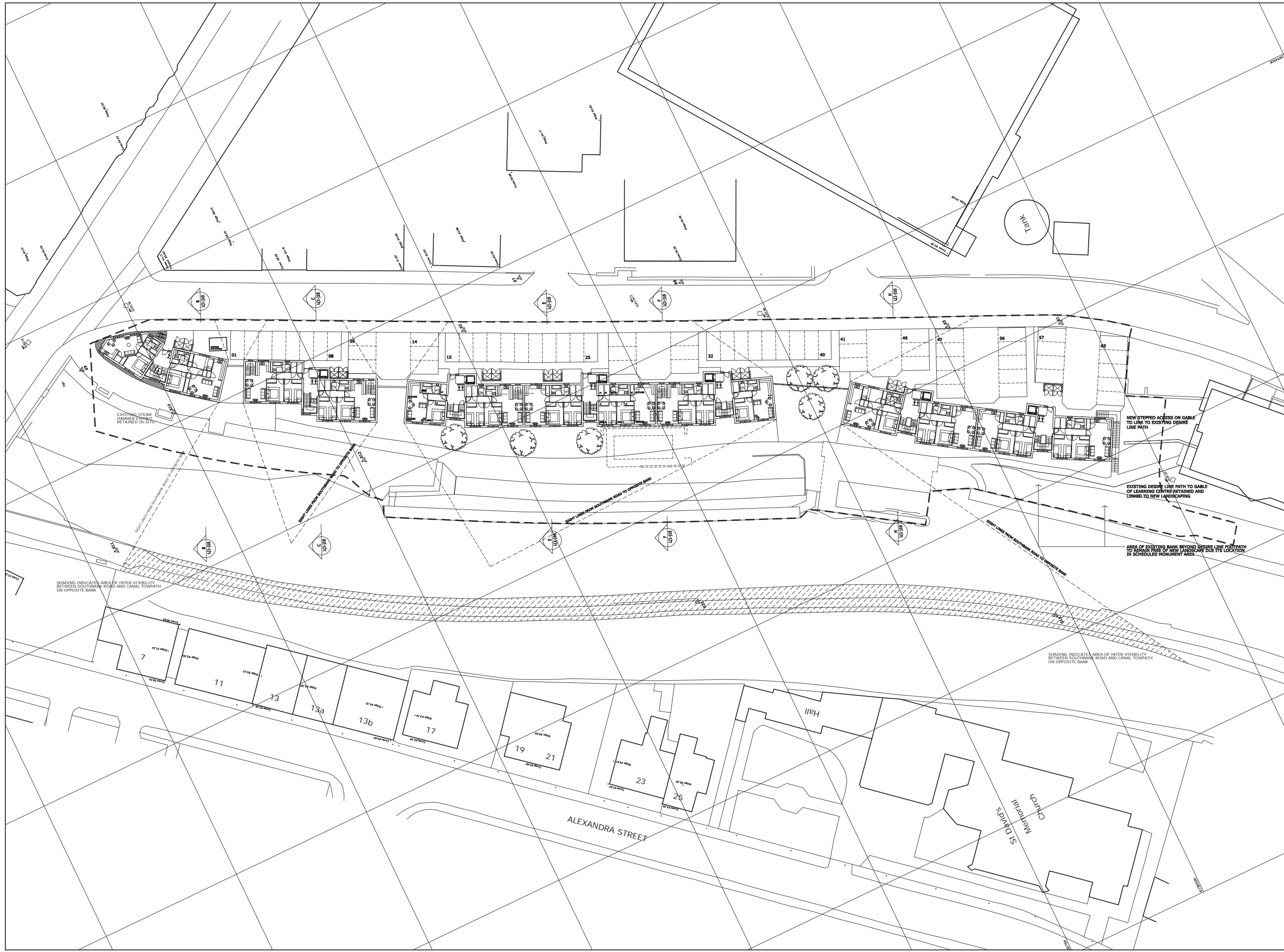
Scheduled Monuments within the Study Area

INDEXNO	NAME
6769	Forth and Clyde Canal: Kirkintilloch - Auchinstarry Farm
6770	Forth and Clyde Canal: Bishopbriggs - Kirkintilloch

NMRS records within the Primary Study Area

NUMLINK	NMRSNAME	CLASSSUB
167659	KIRKINTILLOCH, 2-6 TOWNHEAD, TENEMENT AND SHOP	TENEMENT
168536	FORTH AND CLYDE CANAL, KIRKINTILLOCH WEST/TOWNHEAD BRIDGE SHIPYARD	CANAL DOCKYARD
205935	KIRKINTILLOCH, TOWNHEAD, ST ANDREW'S U.F. CHURCH	CHURCH
293147	KIRKINTILLOCH, 37 - 95 OXFORD STREET	FLAT(S) (20TH CENTURY)
91729	KIRKINTILLOCH, TOWNHEAD, FORTH AND CLYDE CANAL, BRIDGES	BRIDGE(S)
167293	KIRKINTILLOCH, CLYDESDALE BANK	BANK (FINANCIAL)
205693	KIRKINTILLOCH, ALEXANDRA STREET, TELEPHONE CALL BOXES	TELEPHONE BOX
205670	KIRKINTILLOCH, 13, 15 ALEXANDRA STREET, ROMAN FORT MASONIC LODGE	MASONIC HALL
205682	KIRKINTILLOCH, 1 - 19 SOUTHBANK ROAD	TERM PENDING
267561	KIRKINTILLOCH, 126 COWGATE, EAGLE INN	INN, OFFICE, POST OFFICE
167658	KIRKINTILLOCH, ELECTRICITY SUBSTATION	ELECTRICITY SUB STATION
205665	KIRKINTILLOCH, 11 - 43 TOWNHEAD	TERM PENDING
205666	KIRKINTILLOCH, TOWNHEAD, POLICE STATION	POLICE STATION
205672	KIRKINTILLOCH, ALEXANDRA STREET, ST DAVID'S MEMORIAL CHURCH	CHURCH

APPENDIX 2: ARCHITECT'S PLAN



NOTES

1. Do NOT scale from this drawing.
2. All dimensions to be confirmed by the Contractor by site measure prior to work commencing, or fabrication or ordering of any components.
3. In the case of any discrepancy, always refer to the Architect.

The purpose of this drawing is solely for the purposes of obtaining building warrant approval. The drawing may be suitable for construction purposes but it may be necessary to amend / and or amend this information for this purpose. No liability will be accepted for any omission on this drawing should the drawing be used for construction purposes.

This is a true copy of the Building Warrant / Planning Application.
 Dated: _____
 Signed: _____
 DTA Chartered Architects

E	01.02.12	JCD
C	19.12.11	JCD
B	14.12.11	JCD
A	09.12.11	JCD

Client
 Trust Housing Assoc. and Stewart Milne Const.

Project
 Residential Development Southbank Road Kirkintilloch

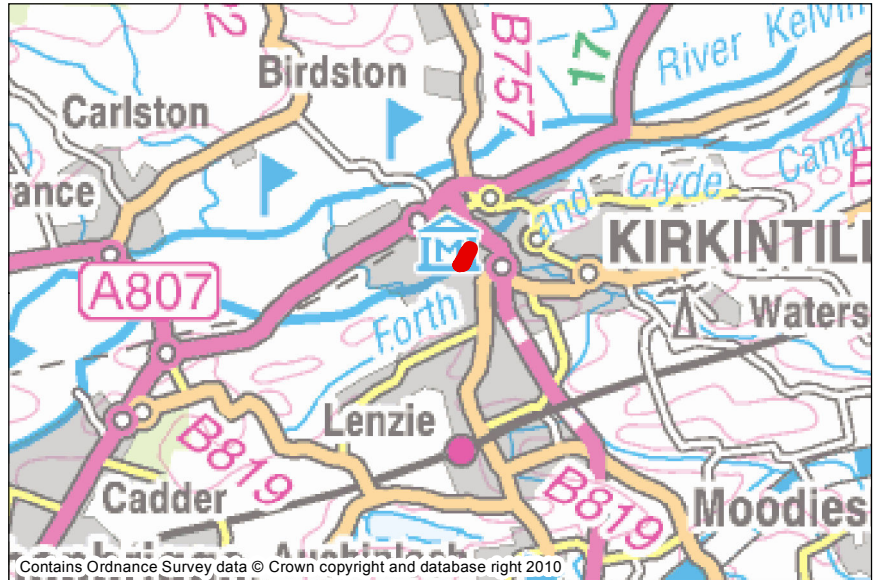
Title
 Proposed Site Plan

Job no	S96.01
dig no	L(0)-01
date	Dec 2011
rev	E
scale	1:200

DTA
 CHARTERED ARCHITECTS
 9 Montgomery Street
 The Village
 East Kilbride
 Glasgow G74 4JH
 Tel: 01355 280000
 Fax: 01355 280006

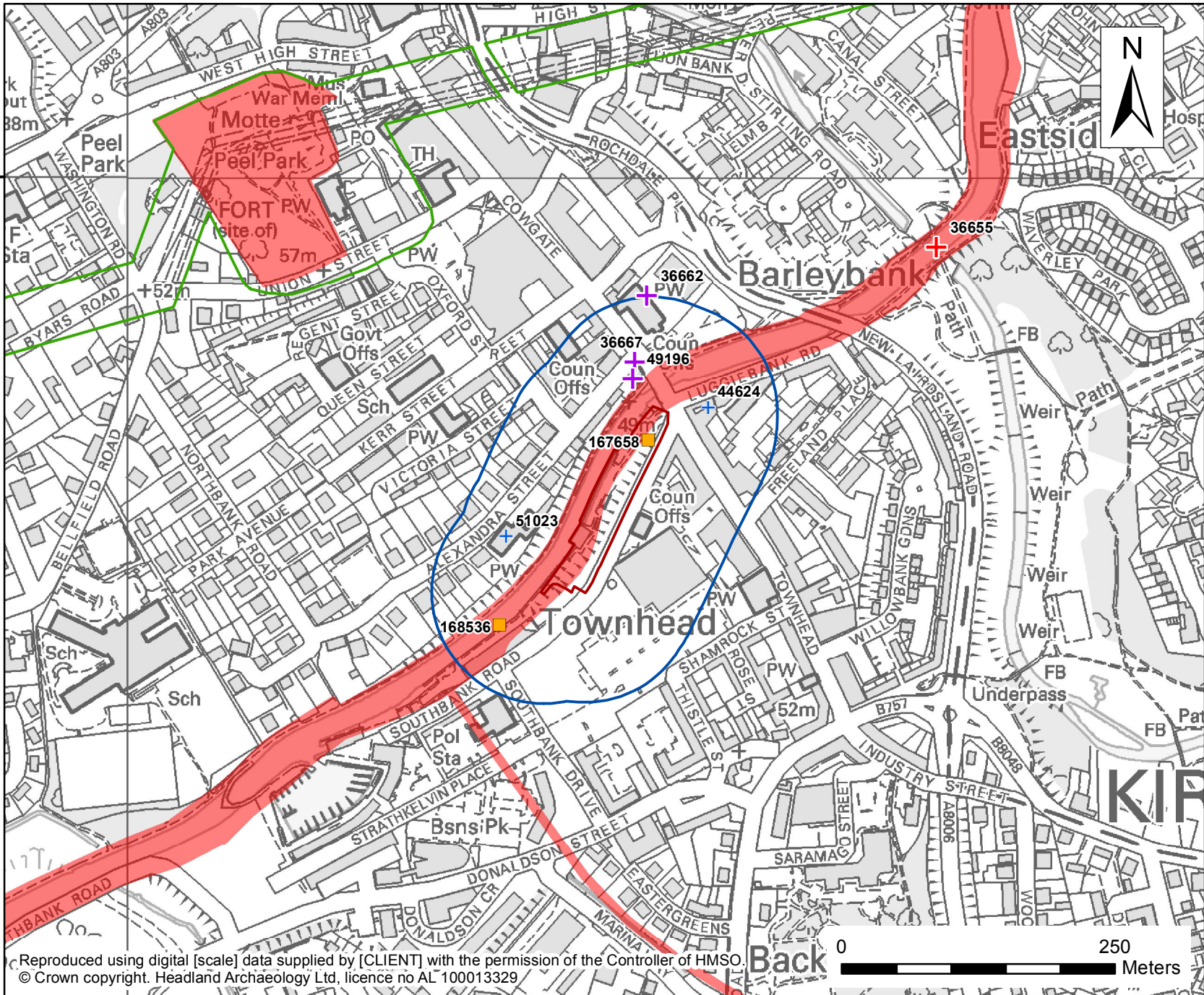


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Figure 1 - Site Location showing proposed development footprints



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- Key**
- Site
 - Study Area
 - Conservation Area
 - World Heritage Site
 - Scheduled Monument
- Listed Buildings**
- + A
 - + B
 - + C(S)
 - NMRS entries

National Monuments Record Scotland information derived from RCHAMS data dated 16/02/12
 © Crown Copyright (RCAHMS)

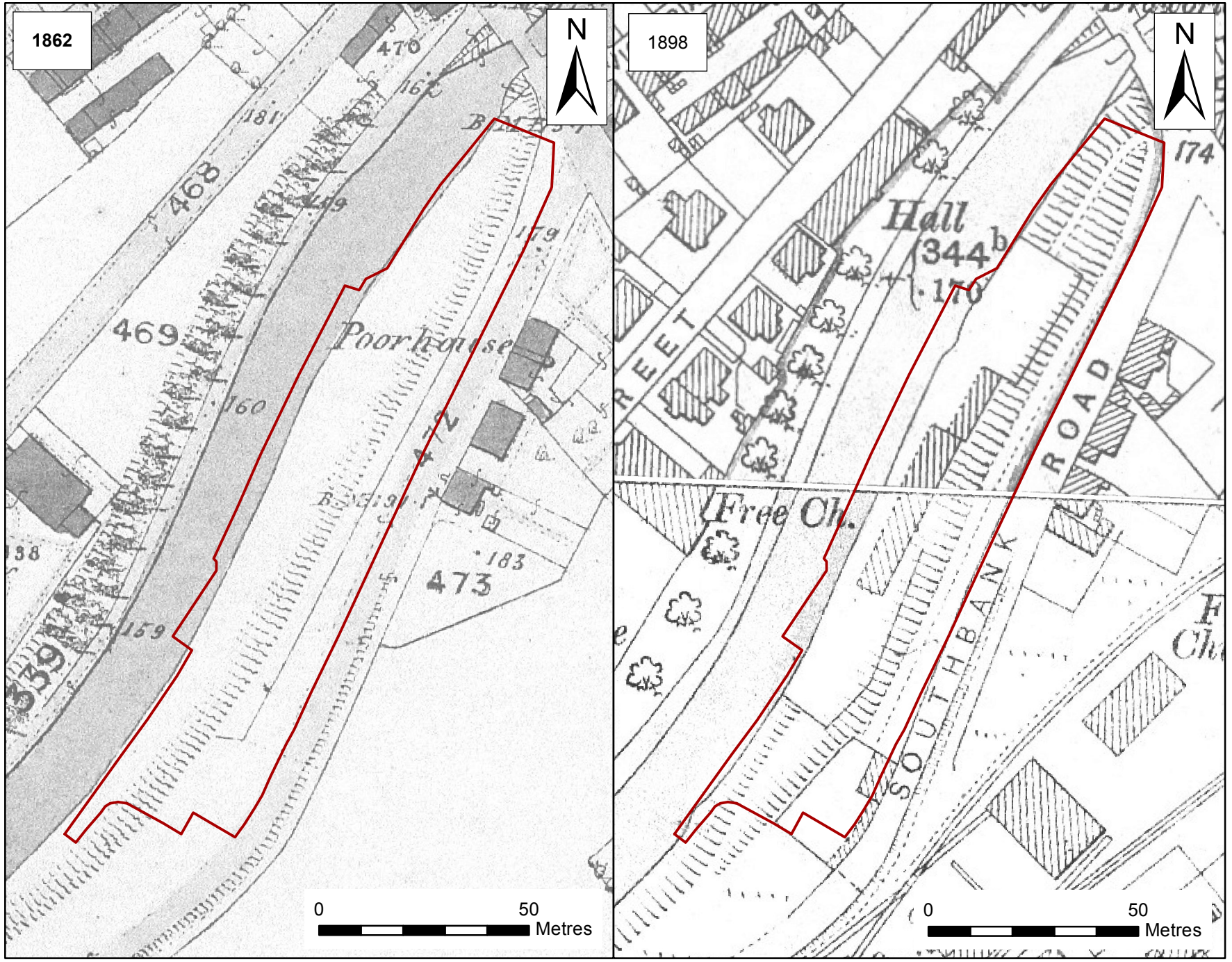
Scheduled monument area information derived from Historic Scotland data dated 2011 © Crown Copyright (Historic Scotland)

Listed Building data provided by Historic Scotland dated 2011
 © Crown Copyright (Historic Scotland)

Drawing Status: Final

SKED12

Figure 2:
Designations and selected heritage assets



Key
 Site

Drawing Status: Final

SKED12

Figure 3:
 First (1862) & second
 (1898) edition
 Ordnance Survey



Plate 1: 1980s boatshed and a derelict facilities block, looking south.



Plate 2: Utility building and electric sub-station enclosure, looking south-west.

Southbank Road, Kirkintilloch

Plates 1 & 2



Plate 3: Informal car parking adjacent to Southbank Road, looking north-east.



Plate 4: Terrace-like areas within northern part of embankment, looking north-east.

Southbank Road, Kirkintilloch

Plates 3 & 4



Plate 5: Towpath sloping up toward Townhead, looking north.



Plate 6: retaining wall in lower level of embankment, looking north-east.

Southbank Road, Kirkintilloch

Plates 5 & 6