

North Rotunda, Glasgow

HERITAGE STATEMENT |
MARCH 2024
On behalf of Forrest Group



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Section 1

Introduction.

- 1.1 This document has been produced on behalf of Forrest Group (“the Client”) to layout the proposed approach to the townscape and heritage assessment to be carried out by Icen Projects for the proposed development at 28 Tunnel Street, the North Rotunda (henceforth ‘The Site’) to support the planning application to Glasgow City Council.
- 1.2 This Baseline Heritage Statement is to support the Proposed Development. This report will:
 - Outline the relevant planning policy, legislation and guidance in regards to heritage;
 - Outline the historical development of the Site and the surrounding area and;
 - Identify surrounding heritage assets and assess their significance.
- 1.3 Additionally, there is an appendix that outlines the references used.
- 1.4 Comments will be sought from Glasgow City Council and Historic Environment Scotland with regards to the identified heritage assets, scope of the assessment and initial design concepts. These comments will be taken on board and the finalised area of study will be used to inform the final assessment of impact on the Site, the surrounding heritage assets and townscape.
- 1.5 The relevant legislation for developments within a conservation area is the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997 (as amended 2011). The policies that will inform the methodology for the assessment of significance and impact assessment is the NPF4, the Historic Environment Policy for Scotland and the City of Glasgow Development Plan (2017).
- 1.6 The guidance document on Setting from the Managing Change Series by HES has been used.
- 1.7 The report is produced by Icen Projects. Specifically, it is authored by Aidan Ball Albessard, Senior Built Heritage & Townscape Consultant with review by Nick Walker Director of Built Heritage & Townscape Scotland.

Section 2

**Planning, Legislation, Policy &
Guidance.**

2 Planning, Legislation, Policy & Guidance

Legislation

- 2.1 Primary legislation regarding the Historic Environment is the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 and The Ancient Monuments and Archaeological Areas Act 1979, both of which are modified by the Historic Environment (Amendment) (Scotland) Act (2011).
- 2.2 Also of relevance is The Town and Country Planning (Scotland) Act 1997.

National Policy

National Planning Framework 4 (NPF4) 2023

- 2.3 Policy 7 of the NPF4 covers Historic Assets and Places. The relevant policies relating to this proposed development are:
 - a) Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change. Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records
 - c) Development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest

Historic Environment Policy for Scotland (2019)

- 2.4 HEPS is a policy statement directing proposals that affect the historic environment. Whilst non-statutory, HEPS is a material consideration for planning proposals that might affect the historic environment, and in relation to listed building consent.
- 2.5 Policy HEP1 states that ‘decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance.’

- 2.6 Policy HEP2 states that ‘decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.’
- 2.7 Policy HEP3 states that ‘plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.’
- 2.8 Policy HEP4 states that ‘changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.’
- 2.9 Policy HEP5 states that ‘decisions affecting the historic environment should contribute to the sustainable development of communities and places.’
- 2.10 Policy HEP6 states that ‘decisions affecting the historic environment should be informed by an inclusive understanding of the potential consequences for people and communities. Decision-making processes should be collaborative, open, transparent and easy to understand.
- 2.11 Cultural Significance is defined in the document as ‘aesthetic, historic, scientific or social value for past, present or future generations. Cultural significance can be embodied in a place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. (Australia ICOMOS Burra Charter 2013).’

Local Planning Policy and Guidance

- 2.12 Section 25 of the Town and Country Planning (Scotland) Act 1997 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Glasgow City Development Plan (2017)

- 2.13 Policy CDP1 ‘The Placemaking Principle’ requires development to meet the 6 principles of design outlined in SPP: distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient. A design-led approach should be adopted to ensure the highest quality of design while protecting Glasgow’s heritage. This policy sets out a series of design requirements and those most relevant to this assessment are detailed below:
 - 1. Making the City an appealing place to live, work and visit;
 - 4. Delivering sustainable buildings, areas and spaces that are attractive and enhance the quality of life for everyone;
 - 6. Demonstrating a creative and iterative process in developing proposals;
 - 8. Respecting the historic and natural environment by responding to its qualities and character and encouraging their appropriate use;
 - 9. Providing high quality amenity to existing and new residents in the City;
 - 10. Promoting connectivity, active travel and public transport use rather than private car use.
- 2.14 Policy CDP2: Sustainable Spatial Strategy requires development to, among other things, accord with national policy and meet the requirements of relevant Spatial Supplementary Guidance which in this case is Glasgow City Centre Strategic Development Framework. Other relevant requirements of this policy are:
 - 3. Protect & promote the City Centre’s diverse functions and role as the sustainable regional centre of the West of Scotland;
 - 5. Protect and reinforce town centres as the preferred locations for uses which generate significant footfall;

- 2.15 Policy CDP 9: Historic Environment, states:
- 2.16 The Council will protect, preserve and, where appropriate, conserve and/or enhance the historic environment, in line with Scottish Planning Policy, Historic Environment Scotland Policy Statement, and this policy together with associated supplementary guidance (SG), for the benefit of our own and future generations. For clarity, historic environment encompasses, in this context, world heritage sites, listed buildings, conservation areas, scheduled monuments, archaeological sites, Inventory and non-Inventory gardens and designed landscapes and Inventory battlefields. The Council will assess the impact of proposed developments that affect historic environment features and/or their settings according to the principles set out in relevant SG. The Council will not support development that would have an adverse impact on the historic environment unless SG criteria are fully satisfied.

2 Planning, Legislation, Policy & Guidance

Guidance Documents

Glasgow City Development Plan Supplementary Guidance SG9 Historic Environment (2017)

2.17 This guidance supports and provides further detailed guidance in relation to Policy CDP 9 including principles that will be applied in assessing the impact of proposed developments upon the historic environment.

In regards to developments that effect the setting of listed buildings the guidance states:

In the Glasgow context, where a large number of Listed Buildings are located in urban situations, the setting of one building may be considered to encompass a number of other properties. The setting of an individual Listed Building may often owe its character and distinctiveness to the harmony produced by a particular grouping of buildings (where the merit of each building is enhanced by association with others in the group), not necessarily all of great individual merit and to the quality of the spaces created between them.

Where a Listed Building forms an important visual element in a street, any development within that street should be considered as being in the setting of the building. The desirability of preserving and enhancing the setting of existing Listed Buildings and the character of the Conservation Area will always be primary considerations when considering new development. This includes how new development may affect townscape and streetscape

HES, Managing Change in the Historic Environment Guidance Notes: Setting (2016)

2.18 This note sets out the principles that apply to developments affecting the setting of historic assets or places, including scheduled monuments, listed buildings, Inventory historic gardens and designed landscapes, World Heritage Sites, conservation areas, historic battlefields, Historic Marine Protected Areas and undesignated sites

2.19 It states that where development is proposed it is important to, assess this impact in a three stage approach:

- Identify the historic assets that might be affected by establishing how the surroundings contribute to the ways in which the historic asset or place is understood, appreciated and experiences, and
- define the setting of each historic asset by establishing how the surroundings contribute to the ways in which the historic asset or place is understood, appreciated and experienced; and,
- evaluate the potential impact of the proposed changes on the setting, and the extent to which any negative impacts can be mitigated

2.20 It further states that:

‘If proposed development is likely to affect the setting of a key historic asset, an objective written assessment should be prepared by the applicant to inform the decision-making process. The conclusions should take into account the significance of the asset and its setting and attempt to quantify the extent of any impact. The methodology and level of information should be tailored to the circumstances of each case’

Where the assessment indicates that there will be an adverse impact on the setting of a historic asset or place, even if this is perceived to be temporary or reversible, alterations to the siting or design of the new development should be considered to remove or reduce this impact.

The most effective way to prevent impacts on setting is during site selection and early design. Any mitigation and enhancement proposals should be discussed as part of the pre-application process.

Section 3

Historic Development of the Site and Surroundings.

3 Historic Development of the Site and Surroundings

Historic Development of the Wider Area

- 3.1 The lands to the west of the historical centre of Glasgow originally belonged to the bishopric of Glasgow. These lands were rented to the local gentry. The land upon which the Site sits was originally part of the estates of the Andersons throughout the medieval period and the beginning of the early modern period.
- 3.2 The Andersons had a house at Stobcross. In the 1720s the head of the family James Anderson made the decision to feu part of his land to form a weavers' village Anderson's-toun, later to become Anderston. However, it was only in 1735 that the last of the Andersons sold the lands of Stobcross and the entire estate, to John Orr, a merchant and slaver¹. Then in 1768, John Orr's brother, Matthew Orr, developed a further 20 acres of the Stobcross estate to form another weavers' village which was named after the family tutor - Rev. John Finnie,, which became Finniestoun and later Finnieston.
- 3.3 At the end of the 18th century the land to the south of Stobcross Street (today the location of the Clydeside Express Way) was divided into long strips with a river front which was idea for bleachers. One of these strips was bought by a bleacher called Mcilwham who built a mansion called Hydepark².
- 3.4 In 1818, John Barclay started a shipbuilding yard at Stobcross, building wooden ships. Known as the Stobcross Shipbuilding Yard, it would later become Barclay Curle & Co., a shipbuilding giant that still exists (elsewhere) to this day. The Stobcross Shipbuilding yard was built on the river front at Stobcross Wharf and had two slip docks.
- 3.5 In 1821, David Napier, the famous engineer, opened up a second workshop on one of the strips south of Stobcross Street which was called Lancefield. Napier also built his house there which was called Lancefield House. A small tidal basin was constructed at Lancefield and after David left for London in 1835, his cousin Robert Napier continued the business until 1901. Robert trained up all of the biggest names in shipbuilding, earning him the title of Father of Clyde Shipbuilding.



Figure 3.1 Thomas Richardson Map 1795 (CC-BY NLS)

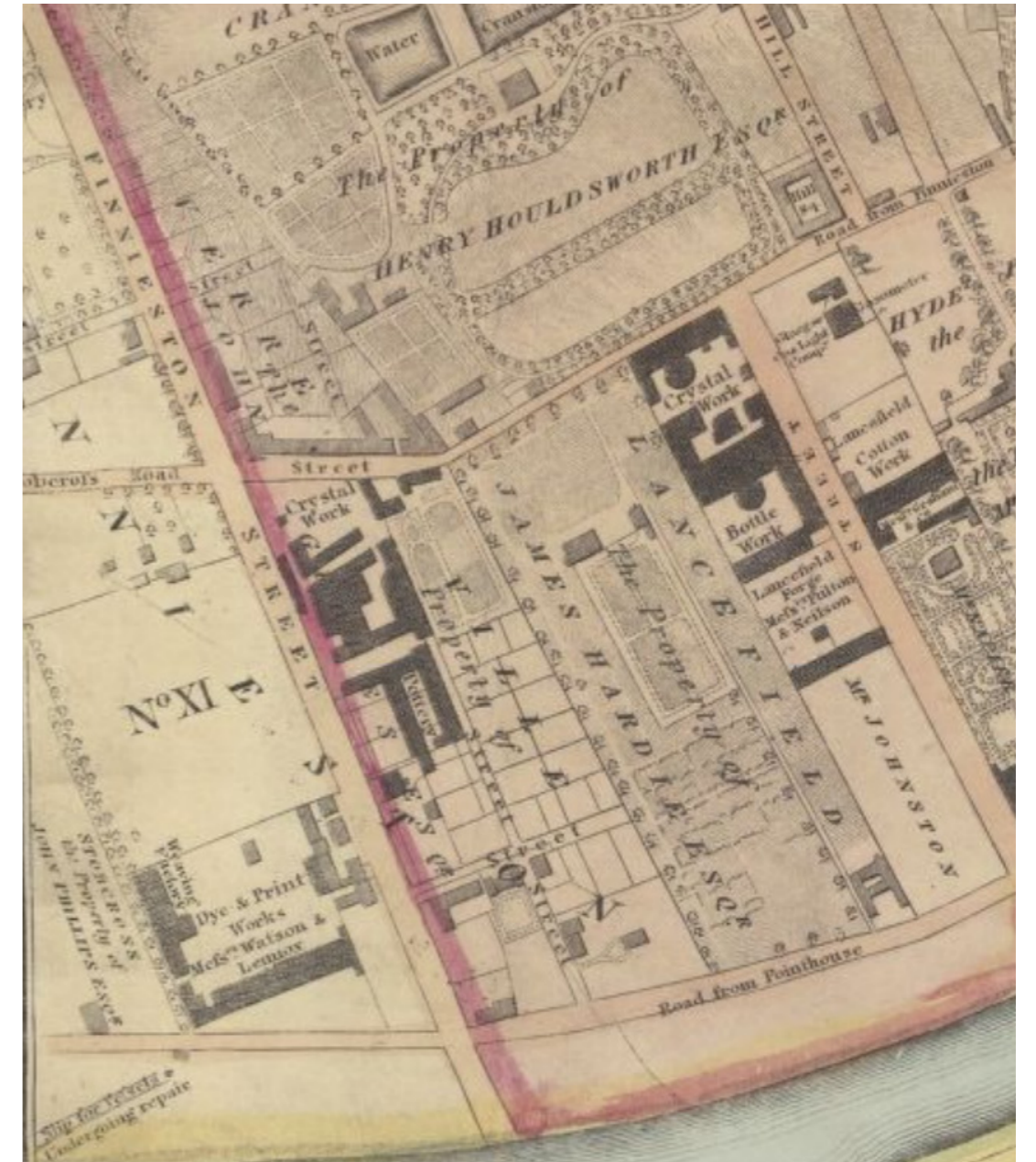


Figure 3.2 David Smith Map 1828 (CC-BY NLS)

1 Smart, A., *The Villages of Glasgow* (2002), p. 3
 2 *ibid*, p.9.

3 Historic Development of the Site and Surroundings

- 3.6 In 1824, Anderston became a borough. In 1846 Anderston was absorbed into the City of Glasgow along with Finnieston and the area was developed as an industrial centre. Quays were constructed at Hydepark in 1840, Lancefield in 1844 and Finnieston in 1848.
- 3.7 In the 1850s Burclay Curle & Co started building iron ships and in 1870 they moved down river to Whiteinch to make way for the Stobcross Dock, later to be known as Queens Dock. In 1867 the Kingston Dock opened as the first dock in Glasgow. In 1870 an Act of Parliament authorised the construction of Stobcross Dock and also the construction of a quay between Finnieston and the entrance to Queens Dock.
- 3.8 After the arrival of Queens Dock, the industrial buildings along the river front all became associated with shipbuilding. The printworks and weavers' factory were replaced with engine works.
- 3.9 At the end of the 19th century transportation was improved with the construction of Stobcross Station in 1894 and the arrival of the London and North Eastern Railway, as well as the construction of the harbour tunnel.
- 3.10 In the first half of the 20th century, Glasgow Harbour was at its peak. However, following the second world war the shipbuilding industry went into steady decline and consequentially so did this area on the north bank of the Clyde. When John Hume was photographing the industrial buildings in 1968-1970 most of the buildings appeared to still be standing although empty and some derelict (figures 3.7 and 3.8). At this point all of the streets were still cobbled and retained tram tracks.
- 3.11 The Clydeside Expressway was constructed from 1971-3. In 1977 Queens Dock was filled in using rubble from the demolition of the St Enoch Station Hotel. In the 1980s the redevelopment of Queens Dock was begun by clearing most of the auxiliary buildings. The Scottish Exhibition and Conference Centre was completed in 1985, the Armadillo was completed in 1997 and the Hydro was completed in 2013. In 2006 the Clyde Arc Bridge was opened.
- 3.12 In the early 2000s, the Hydro Apartments on the eastern side of Finnieston Street were completed, as was the Hilton Garden Inn on Finnieston Quay. The Campanile Hotel was built in 2003, followed by the Radisson Red Hotel in 2018. The hotels abutting the Hydro carpark were completed by 2021.



Figure 3.3 OS Glasgow - Sheet VI.10.12. Surveyed: 1857, Published: 1859 (CC-BY NLS).

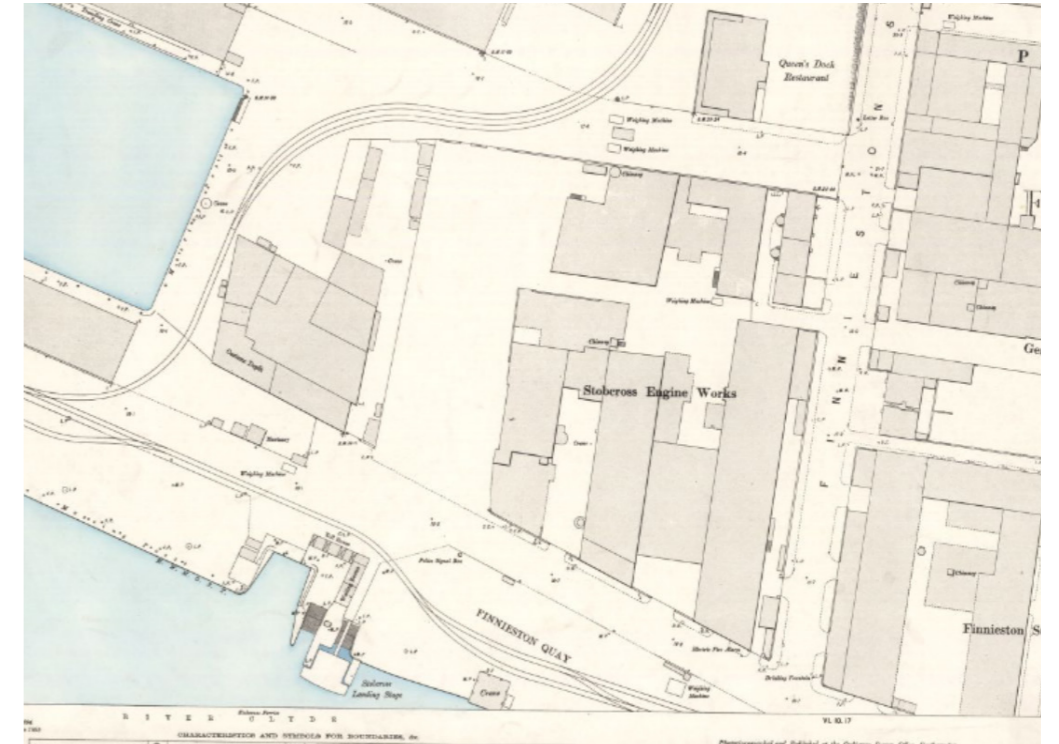


Figure 3.4 OS Glasgow - Sheet VI.10.12. Surveyed: 1894, Published: 1895. (CC-BY NLS)

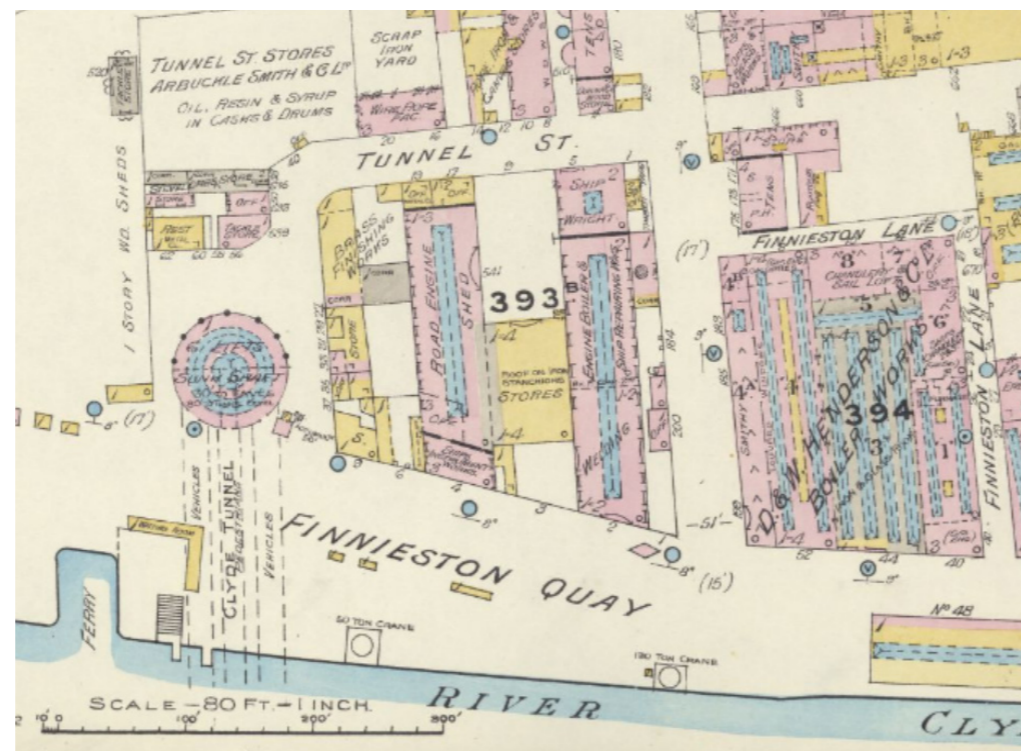


Figure 3.5 Goad Insurance Plan of Glasgow - Vol. III, Sheet 356 Published: 1922 (CC-BY NLS)



Figure 3.6 OS NS5765SW - A Surveyed: 1950, Published: 1950 (CC-BY NLS)

3 Historic Development of the Site and Surroundings

History of the Site

- 3.13 The first buildings built on the location of the Site were constructed as early as the 1820s. They were the first buildings that were built to the east of Finnieston Street and are indicated on the David Smith map to be a weaving factory and dye & print works owned by Watson and Lennox (figure 3.2).
- 3.14 By the time of the first OS map in the 1850s, the weaving factory is marked as a power loom factory and the dye and print works is marked as the Clydebank Printworks (figure 3.3). Both appear to be in the same layout, however, by this time there are far more auxiliary buildings and to the rear oil works are recorded, as well as a location labelled as Dixon's Square. To the west of these buildings, workshops were constructed to serve the slip docks on Finnieston Quay.
- 3.15 By the time of the next OS map of the 1890s, the entire area is dominated by the newly constructed Queens Dock (figure 3.4). Consequentially, all of the industrial buildings including the printworks and loom factory were rebuilt for the shipbuilding industry. This area was the location of the Stobcross Engine Works.
- 3.16 When the surveyors of the Goad Insurance Plan of Glasgow reached this area in the 1920s, the Harbour Tunnel had been constructed and the north rotunda can be seen with its two vehicle tunnels, pedestrian tunnel and accumulator tower (figure 3.5). The tunnel was constructed for the Glasgow Harbour Tunnel Company between 1890 and 1895.
- 3.17 The tunnel was designed by engineers Simpson and Wilson in 1888 and was constructed by Alex Finley & Co as the engineering contractor. The tunnel had three shafts, one for pedestrians and the other two for horse-drawn vehicles travelling each way.
- 3.18 Access into the tunnels were provided by hydraulic lifts that were designed and built in the 1850s by the Otis Elevator Company of New York, the company that invented elevators. The lifts were powered by two polychrome-brick hydraulic accumulator towers at either end of the tunnel.
- 3.19 Marking the entrance of each end of the tunnels were brick rotundas of 16 bays containing arches divided by brick pilasters that carry a stone cornice and brick parapet. The vehicle entrance of each rotunda had 5 cast iron Corinthian columns that carried steel girders.

3.20 The tunnel failed financially and fell into disuse in the early 20th century. During the Second World War, the metal from the lifts was removed and reused as part of the the war effort. Thereafter the tunnels were only used by pedestrians until 1980. Both of the vehicle tunnels were in-filled in 1986. The steel ribs, timber, slates and glass of the roofs were repaired.³ In 1995 the north rotunda was altered internally to become a casino, and the dome was repaired. The north rotunda was converted again in the 2000s to become a restaurant. In 2014 the south rotunda was converted internally into office space.

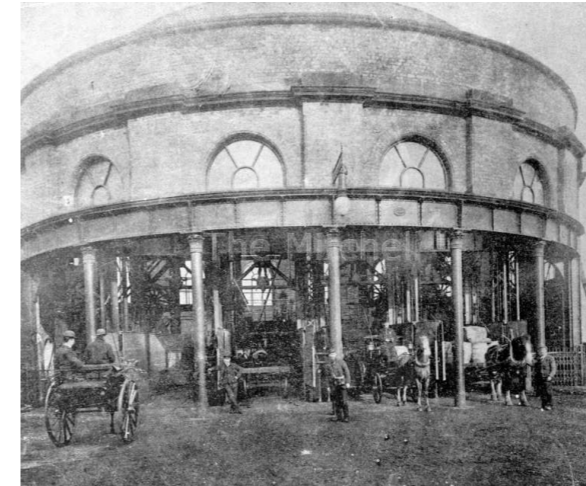


Figure 3.7 North Rotunda with horse drawn traffic 1896
CC Mitchell Library



Figure 3.8 Horse and carts near the entrance for the Stobcross ferry (with the North Rotunda in the background) in 1911.
CC The Clyde Navigation Trust collection.



Figure 3.10 View of patent vehicular elevating ferry steamer with North Rotunda in the background 1914
CC Mitchell Library



Figure 3.11 View of patent vehicular elevating ferry steamer with North Rotunda in the background 1914
CC Mitchell Library

³ Williamson, Riches & Higgs, Buildings of Scotland: Glasgow, p.621.



Figure 3.12 Aerial Photo looking west towards Queens Dock with Rotunda visible in the foreground.
CC Glasgow City Council Planning Department 1966



Figure 3.13 Aerial Photo looking south east with Rotunda visible centre left to the left of the Finnieston CC Glasgow
City Council Planning Department 1966



Figure 3.18 North Rotunda, 1967
CC John Hume



Figure 3.14 North Rotunda, 1970
CC John Hume



Figure 3.15 North Rotunda, 1970
CC John Hume



Figure 3.16 North Rotunda, 1979
CC John Hume

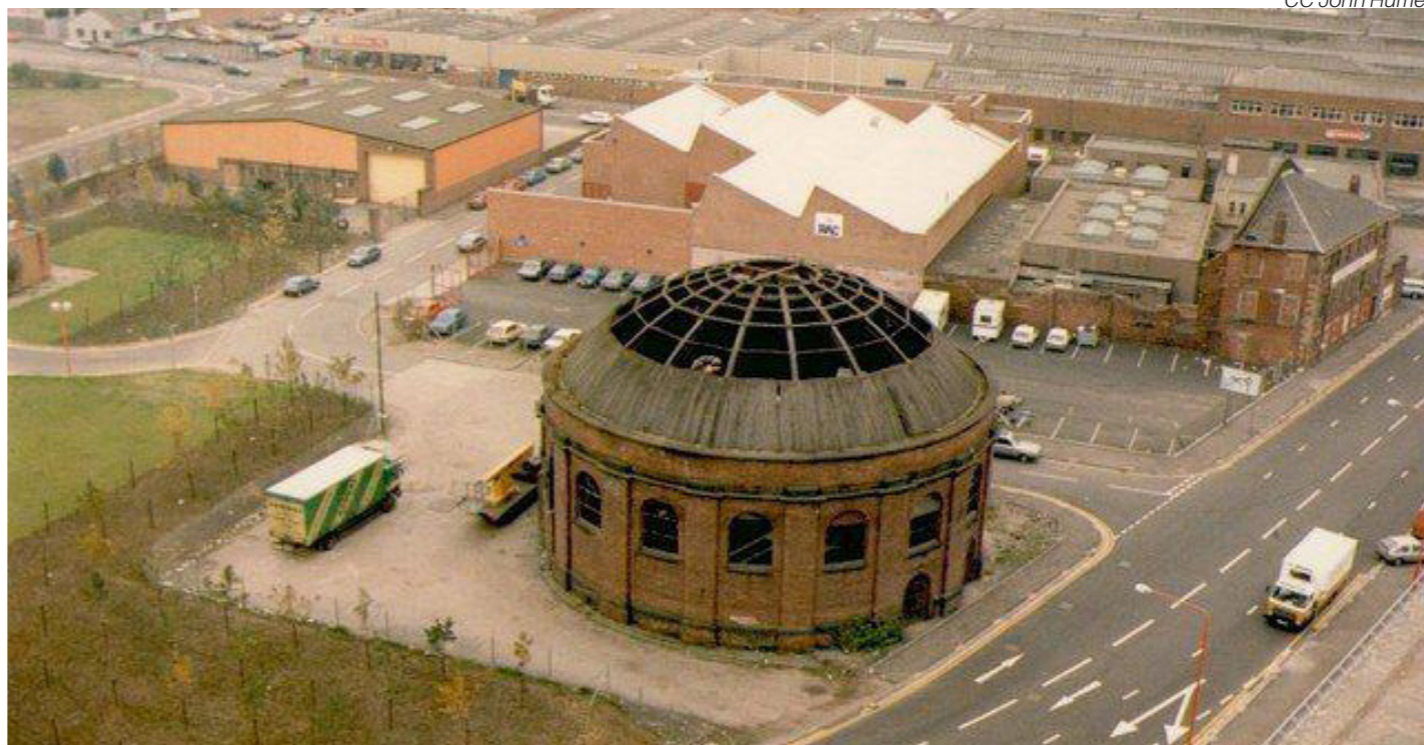


Figure 3.17, North Rotunda, 1979
CC John Hume

Section 4

Identification of Heritage Assets.

4 Identification of Heritage Assets

Methodology

- 4.1 The image opposite shows a Zone of Theoretical Visibility (ZTV) of the existing north rotunda using the 3D modelling software VuCity. The maximum radius of 2000m has been generated and clearly shows that the rotunda is most visible in the immediate vicinity of the building, as well as in north and south views up and down the River Clyde.
- 4.2 Surrounding listed buildings that fall within the ZTV have also been plotted on the map. The Kingston Bridge and Govan Graving Docks are far enough away from the Site to have no real impact on the setting or significance of the Site, therefore they have been scoped out of the assessment. The former Prince's Dock Hydraulic Power Station is currently visible in the context of the Site, however, the consented scheme at Plantation Quay will shield the view of the former station from the Site and therefore has also been scoped out of the assessment.
- 4.3 The remaining listed building that will be assessed are:
- The North Rotunda (the Site), Category B;
 - The South Rotunda, Category B and;
 - The Finnieston Crane (Stobcross Crane), Category A.



Figure 4.1 VuCity Map showing Zone of Theoretical Visibility and Listed Buildings

North Rotunda (the Site)

Description

- 4.4 The north rotunda is a Category B listed building. It marked the northern end of a pedestrian and vehicle tunnel that went under the River Clyde. The north rotunda is constructed of brick in 16 bays divided by brick pilasters that carry a stone cornice and brick parapet. The vehicle entrance of each rotunda had 5 cast iron Corinthian columns that carried steel girders.
- 4.5 The entire dome was restored in the 1990s with a ribbon skylight on the southern portion of the dome.

Significance

- 4.6 The tunnel was designed by engineers Simpson and Wilson in 1888 and was constructed by Alex Finley & Co as the engineering contractor. The tunnel had three shafts, one for pedestrians and the other two for horse-drawn vehicles travelling each way.
- 4.7 Access into the tunnels were provided by hydraulic lifts that were created by the Otis Elevator Company of New York. The lifts were powered by two polychrome-brick hydraulic accumulator towers at either end of the tunnel.
- 4.8 The tower next to this rotunda has since been demolished and the vehicle tunnels were in-filled in the 1980s.

Setting

- 4.9 The primary element that contributes to the setting and understanding of this building's function is the south rotunda on the other side of the river. Thereafter, the Finnieston Crane has been a part of the context of the rotunda for almost a century and is reminiscent of the type of activity that was happening in the area when the tunnel was in use.

South Rotunda

Description

- 4.17 The south rotunda is a Category B listed building. It marked the southern end of a pedestrian and vehicle tunnel that went under the Clyde. It is constructed of brick in 16 bays divided by brick pilasters that carry a stone cornice and brick parapet. The vehicle entrance of each rotunda had 5 cast iron Corinthian columns that carried steel girders.
- 4.18 The dome was restored and a ribbon light was added to the entire circumference of the dome as well as 16 skylights.

Significance

- 4.19 The tunnel was designed by engineers Simpson and Wilson in 1888 and was constructed by Alex Finley & Co as the engineering contractor. The tunnel had three shafts, one for pedestrians and the other two for horse-drawn vehicles travelling each way.
- 4.20 Access into the tunnels were provided by hydraulic lifts that were created by the Otis Elevator Company of New York, the company that invented elevators in the 1850s. The lifts were powered by two polychrome-brick hydraulic accumulator towers at either end of the tunnel.
- 4.21 The tower next to this rotunda has since been demolished and the vehicle tunnels were in-filled in the 1980s.

Setting

- 4.22 The primary element that contributes to the setting and understanding of this buildings function is the north rotunda on the other side of the river. Thereafter, the rotunda is isolated amongst modern developments o this side of the river.



Figure 4.2 South Rotunda to the southern bank of the River Clyde, Category B

Finnieston Crane (or Stobcross Crane)

Description

- 4.10 The crane is a 175 ft crane which had a lifting capacity of 175 tonnes. The tower is built from latticed steel girders and contains a personnel lift. The tower supports a roller track on which rotated the asymmetrical cantilever truss gib with a motor room and counter weight at the short end.

Significance

- 4.11 The crane was designed in 1926 and completed in 1931. It is the largest of the last four remaining cantilever cranes on the Clyde. It was completed by Cowans Sheldon and Co Ltd under the supervision of Daniel Fife Mechanical Engineer of the Clyde Navigation Trust. Its purpose was to load locomotives onto ships.
- 4.12 It is the only example of a British crane ever with a fitted personnel lift as well as the only ever fitted with a horizontal rail for the Jigger hoist handling light loads.

Setting

- 4.13 Due to the location of the crane, it symbolises more than any of the other of the remaining cranes on the Clyde, Glasgow's industrial past and greatness.
- 4.14 Two elements of the crane's setting contribute towards the understanding of the crane's function: the quay and the remaining rails leading up to the crane. These rails would have brought the locomotives to the crane to be hoisted and loaded onto the ships, and the quay is where the ships would have been moored for loading. The surrounding cobbles also contribute to the historical setting of the crane.
- 4.15 The wider industrial context of the crane is now completely gone. The Queen's Docks are now in-filled and all of the industrial buildings are demolished.
- 4.16 The only remaining building that relates to this industrial past is the north rotunda immediately adjacent to the crane and is often associated with views of the crane. Slightly further afield but still viewed in the same context as the crane when looking south, is the south rotunda and the former Prince's Dock Hydraulic Power Station.



Figure 4.3 Finnieston Crane (Stobcross Crane) Category A

Section 8

Summary

5 Summary

Summary

- 5.1 This document has outlined the relative planning policy, legislation and guidance that is relevant with regards to this Site and the historic environment. The relevant policy is mainly in regards to the alteration of a listed building and the setting of the listed buildings in the immediate vicinity.
- 5.2 The report has outlined the historic development of the area, from the early development of Anderston and Finnieston, to the rise and fall of Glasgow's shipbuilding industry.
- 5.3 This report has outlined the baseline conditions of the Site and its surroundings, and has identified three listed buildings that will be relevant to in terms of the assessment of the proposed development at the north rotunda.
- 5.4 Comments will now be sought from Glasgow City Council with regards to the identified heritage assets and the proposals for the north rotunda, which will inform the final assessment of impact.

Appendix
References

The following references were referred to in compiling this report.

Books

- Gomme & Walker: Architecture of Glasgow (1979)
- Aileen Smart: Villages of Glasgow: North of the Clyde (2002)
- John Moore: Glasgow Mapping the City (2021)
- Graeme Smith, Glasgow's Blythswood (2022)
- Williamson, Riches & Higgs, The Buildings of Scotland: Glasgow (1990)
- John R Hume: Industrial Archaeology of Glasgow (1974)
- John F. Riddell: Clyde Navigation (1979)

Websites

- HES Designations Map - hesportal.maps.arcgis.com
- National Library of Scotland Maps - maps.nls.uk



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