



# LUSSET ROAD & MOUNT PLEASANT DRIVE, OLD KILPATRICK CONSERVATION AREA APPRAISAL

June 2017



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*This document was prepared by the Scottish Civic Trust and Sonya Linskaill, Chartered Architect and Consultant.*

**30 June 2017**

## 1. INTRODUCTION, PURPOSE AND JUSTIFICATION

### 1.1. Date and reason for designation

The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that conservation areas “are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.” Local authorities have a statutory duty to identify and designate such areas. The Lusset Road and Mount Pleasant Drive conservation areas were designated in 1993.

Conservation area status brings the following works under planning control:

- Demolition of unlisted buildings and structures
- Removal of, or work to, trees
- Development involving small house alterations and extensions, the installation of satellite dishes, roof alterations, stone cleaning or painting of the exterior.

It is recognized that the successful management of conservation areas can only be achieved with the support and input from stakeholders, and in particular local residents and property owners.

### 1.2. Purpose of appraisal

The purpose of the Conservation Area Appraisal is to identify and assess the special architectural or historical interest of the area along with those key elements that contribute to its character and appearance. These can then assist in defining the conservation area boundary and justifying any proposed alterations to it.

In addition, the study provides a basis upon which a programme can be developed by the Council to protect and enhance the conservation area through the identification of opportunities for enhancement and priorities for future management.

Planning authorities have a duty to prepare proposals for the preservation and enhancement of conservation areas, although there is no imposed timeframe for doing so. The Act also indicates that planning authorities must pay special attention to the desirability of preserving or enhancing the character or appearance of the designated area in making planning decisions that affect the area. A more considered and careful approach is therefore needed in considering development proposals in a conservation area.

This document therefore seeks to:

- Define the special interest of the conservation area and identify any issues which threaten the special qualities of the conservation area
- Provide guidelines to prevent harm and assist in the enhancement of the conservation area
- Provide West Dunbartonshire Council with a valuable tool with which to inform its planning practice and policies for the area

The appraisal conforms to Scottish Government guidance as set out in Planning Advice Note 71: Conservation Area Management (December 2004).

Additional government guidance regarding the management of historic buildings and conservation areas is set out within Scottish Planning Policy (2014), Scottish Historic Environment Policy (SHEP) and Historic Environment Scotland’s series of Managing Change in the Historic Environment Guidance Notes. Please note that SHEP should be read in conjunction with the legislation and regulations set out in the Historic Environment Circular which explained the legislative requirements of the Historic Environment Scotland Act 2014.

This appraisal provides a firm basis on which applications for development within and in

the vicinity of the conservation area can be assessed. It should be read in conjunction with the planning policy framework in the West Dunbartonshire Local Plan (2010) and the West Dunbartonshire Local Development Plan (2015).

### 1.3. Methodology

This appraisal has been prepared by the Scottish Civic Trust and Sonya Linskaill, Chartered Architect and Consultant. The Trust was contracted in February 2017 to undertake a Conservation Area Character Appraisal of the Lusset Road and Mount Pleasant Drive

conservation areas on behalf of West Dunbartonshire Council.

A thorough site survey of the Lusset Road and Mount Pleasant Drive conservation areas was carried out including a character assessment comprising: setting, views, activity and movement; street pattern and urban grain; historic townscape; the evidence of change from historic photographs and maps; spatial relationships; trees and landscaping; and negative factors.

The conservation area character appraisal and analysis are intended to help understanding and management of the Lusset Road and Mount Pleasant Drive conservation areas.

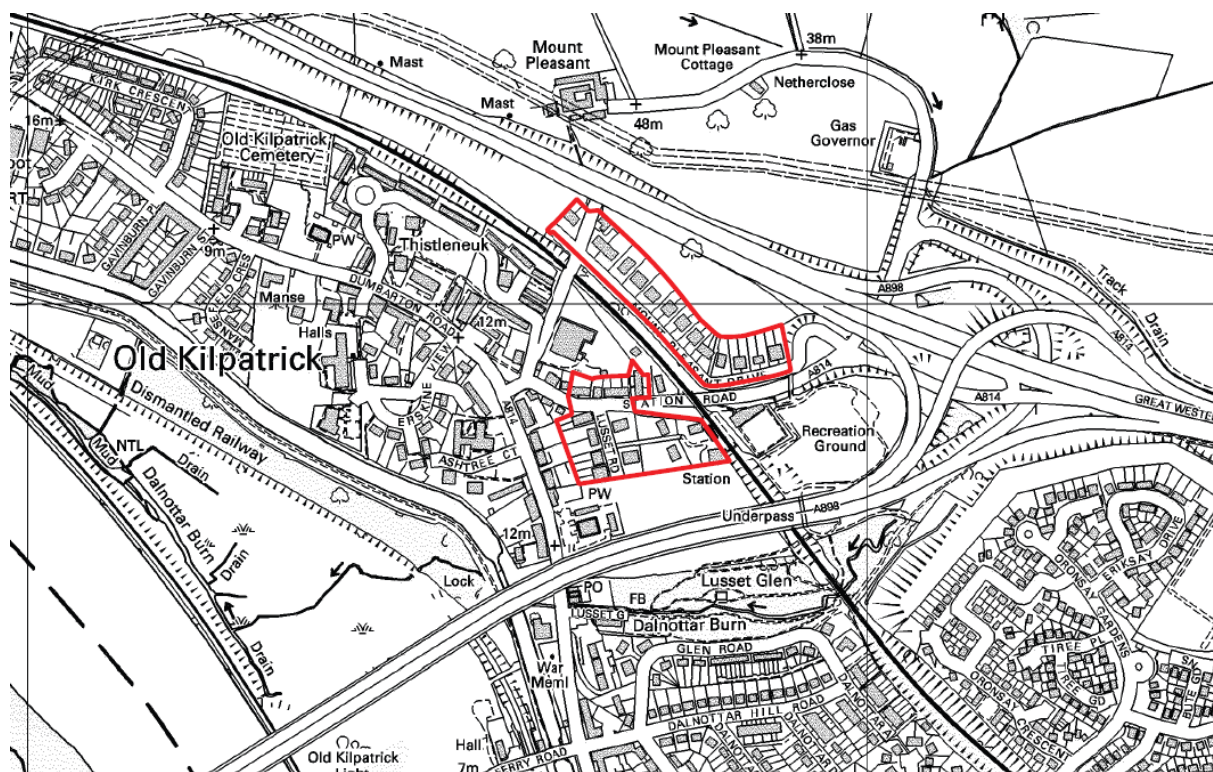


Figure 1 Mount Pleasant Drive and Lusset Road conservation areas. Source: West Dunbartonshire Council. Reproduced by permission of Ordnance Survey on behalf of HMSO. (c) Crown copyright and database right 2017. All rights reserved.

## 2. LOCATION AND LANDSCAPE

### 2.1. Location

The Lusset Road and Mount Pleasant Drive Conservation Areas lie within Old Kilpatrick, a village which sits between the outlying parts of Clydebank in the east (Mountblow), and Bowling, Milton and Dumbarton in the west. Old Kilpatrick is on the north bank of the River Clyde around 11 miles north-west of Glasgow city centre. The area is connected to surrounding settlements by the A814 Dumbarton Road and the A82 Great Western Road. Old Kilpatrick has a station on the North Clyde Line of the national rail network. The Erskine Bridge crosses the River Clyde above the village and the Forth & Clyde Canal passes through the village on route to its western terminus at Bowling.

In Old Kilpatrick, the Mount Pleasant Drive Conservation Area occupies an attractive site on higher ground above the railway line; with the Lusset Road Conservation Areas occupying an area immediately west of the train station.

### 2.2. Relationship to Old Kilpatrick

The Lusset Road and Mount Pleasant Drive Conservation Areas are the only conservation areas in Old Kilpatrick. The closest conservation

area is in the neighbouring Dalmuir. There are a total of five conservation areas designated in West Dunbartonshire.

Consideration has been given during the appraisal process to the possibility of extension of the conservation areas with areas adjacent to them. This is addressed in Section 9.5 Boundary Review.

### 2.3. Geology and Topography

Old Kilpatrick lies on the alluvial plains of the River Clyde, south of the Kilpatrick Hills. The hills are volcanic in origin forming part of the Clyde Plateau Lavas.

A belt of carboniferous stones stretch over this area below the Campsie Fault. The Craigmaddie Quarry lies within a band of calciferous sandstone. To the south-east, the area is predominately upper and lower limestone formations and limestone coal formations (Gifford, 2002). The Old Statistical Account (OSA, 1793) mentions the excellent quality of some of the abundant freestone in the parish, with stone from the Auchentoshan Estate used in the construction of the sea-locks at Bowling and bridges for the Forth & Clyde Canal.

The Dalnotter Burn runs across the southern side of Old Kilpatrick in the Lusset Glen.



Figure 2 A Map of the Shire Dumbarton (Ross 1777). Source: NLS Online.

### 3. HISTORICAL DEVELOPMENT

#### 3.1. Early Old Kilpatrick

The name Old Kilpatrick means the 'church of Patrick', and legend suggests it was the birthplace of St Patrick although this cannot be confirmed. There has been a church at Old Kilpatrick since medieval times. The current church, built in 1812, is thought to be the third church building on the site. Pont's map (c.1583-1614) records the '*Kirk of Kilpatrick*'. A well west of the church was known locally as St Patrick's Well.

Settlement at Old Kilpatrick however predates the time of St Patrick (c.386–461AD), with archaeological finds dating back to the Bronze Age. Later, a Roman fort was constructed (c.81AD), which became the most westerly point of the Antonine Wall. The fort was excavated during housing development in the early 1920s. The remains of the fort now lie beneath the houses on Gavinburn Gardens and the large commercial buildings south of Dumbarton Road, a little west of the church.

In 1649, the original parish was divided into Old (or West) and New (or East) Kilpatrick. The settlement of Old Kilpatrick along with Duntocher, Dalmuir, Milton and Bowling were in the Parish of Old Kilpatrick.

Old Kilpatrick was created a Burgh of Barony in the 1679 (OSA, 1793) but these Burgh rights appear to have fallen into abeyance over time.

#### 3.2. Development in the 18<sup>th</sup> century

At the start of the 18<sup>th</sup> century, the parish of Old Kilpatrick was largely rural. A late 18<sup>th</sup> century map illustrates Old Kilpatrick (Ross, 1777; see Figure 2) with its church at the convergence of two routes heading west and also the line of the former Roman Wall (known as Graham's Dyke or 'Grames dike' on the map). The map also illustrates a number of the surrounding large mansions and the Dalnotter Iron Works. The mansions

included Mountblow House, built in 1767 by Robert Donald, a tobacco lord and Provost of Glasgow from 1776-1777.

Development came to the parish in the second half of the century, both in farming and other industries which utilised several watercourses in the area including the Dalnotter (or Lusset) Burn. One of the earliest businesses was the Dalnotter Iron Works. The OSA (1793) describes the parish industries as 'thriving' from the natural situation and also road improvements from the 1770s. The opening of the Forth & Clyde Canal, traversing central Scotland from Grangemouth to Bowling, in 1790 further encouraged trade. Largely as a result of migration for work, the population doubled between 1755 and 1792 from 1,281 (1755) to 2,452 (OSA, 1793).

#### 3.3. Development in the 19<sup>th</sup> and early 20<sup>th</sup> centuries

The first decades of the 19<sup>th</sup> century saw continued industrial development in the parish, including four large cotton mills established by William Dunn. This included the establishment of the Dalnotter (or Milton) Mill in Old Kilpatrick in 1821 on the site of the Dalnotter Iron Works, purchased by Dunn in 1813 (NSA, 1845). Initially run on water power these mills were converted to steam power in the 1830s. The continued expansion of industry meant the parish population continued to rise, doubling again from 2,452 in 1792, to 5,879 in 1831 (NSA, 1845).

In the mid-19<sup>th</sup> century there were also small industries at the heart of the village including a cooperage, nail makers, and cratemakers. The train station at Kilpatrick opened in 1858 on North British Railways' Glasgow, Dumbarton and Helensburgh line. At the time of the 1<sup>st</sup> Edition Ordnance Survey (1861) the village was largely concentrated along the main street to Dumbarton and the crossroads at Station Road. It extended from the Parish Church in the west to the Free

Church in the east beyond the Lusset Burn where there was a bridge over the canal. Kilpatrick railway station, the school on Station Road, and Dalnotter Mill are all illustrated. (See Figure 8.)

The Lanarkshire & Dunbartonshire Railway opened in 1896, addressing the need for transport of goods and workers to Clydeside. It ran on the south side of the Forth & Clyde canal with a second station known as Old Kilpatrick Station.

However, by the 1880s Groome's Gazetteer stated that Old Kilpatrick "...now is a neat, tranquil, pleasant place, with a prosperous appearance, but little stir of manufacture..." (Groome, 1882-85). The village population had remained stable in the decades preceding this: 877 (1861) to 911 (1881; Groome 1882-85).

New heavy industries had chiefly established elsewhere on the Clyde shore, in particular Clydebank and its surrounding district in the later 19<sup>th</sup> century. Whilst industry had declined, development of the village had not. The 2<sup>nd</sup> Edition Ordnance Survey (1896) records the significant development of houses south of Station Road in the period from the last survey. This includes buildings which now form part of the Lusset Road Conservation Area: Mount Pleasant Place, Vieward and Lusset House, the latter built for Clydebank publican Mr R Leckie. On the east side of Dumbarton Road, there were new terraced houses in three rows: Lusset Terrace, Gateside and Glenview Terrace.

Local landowner Lord Blantyre constructed a number of buildings in the second half of the 19<sup>th</sup> century including the 'Tolbooth' and Mitchell Terrace (both now demolished?), and Dalnotter Terrace in 1892 next to the former Dalnotter Mill (by then demolished and its dam infilled).



Figure 3 View on Station Road at the turn of the 20<sup>th</sup> century, Lusset House is visible in the distance, contrasting to the low traditional thatched cottages in the foreground (later the site of the Police Station). Image courtesy of West Dunbartonshire Council Libraries & Cultural Services.

At the turn of the 20<sup>th</sup> century, Blantyre's successor Major Baird prepared an extensive feu plan for the village. The next decade witnessed considerable building activity bringing considerable change and new properties to Old Kilpatrick. The Police Station was constructed around 1905 on the site of old thatched cottages (see Figure 3) on Station Road, the latter described as "...the last relics of the ancient village" (MacInnes, 49). The Powside tenements were set out on the Dumbarton Road in 1905 by Alexander McNee (on the former 18<sup>th</sup> century house of Bankside). At the eastern limits of the village, the tenements known as the Caledonian Buildings were built opposite the Barclay UP Church, and Barclay Street was extended as Dalnotter Hill Road and a cottage style development feued from 1905. At the western edge of the village, a new street grid block was set out comprising Gavinburn Place and Gavinburn Street.

The villas on **Mount Pleasant Drive**, now forming one of the two conservation areas, were erected around 1906 on what became known as 'whisky hill' "so called because of the number of publicans who once stayed there" (Hood, 22). The Old Kilpatrick Bowling Club opened nearby on the north side of the railway line in 1907.

By the time of the Ordnance Survey in 1914, the Edwardian development had expanded and consolidated the village. In the Lusset Road Conservation Area, Hillview Terrace on Station Road, and the three semi-detached houses on Lusset Road had been added. This building activity reflected in the village population which increased from 1533 in 1901 to 2649 in 1923, peaking at 2919 in 1930.

However, there were also building losses. At the start of the 20<sup>th</sup> century, the development of the tram network resulted in the demolition of buildings forming the southern section of the main road from McArthur's property to Smilies Land for road widening, clearly seen if the 1896 and 1914 Ordnance Surveys are compared (the tram ceded in 1928). Subsequently a new housing scheme was built called Erskine View (1927-28) set in gardens off the street line.

As the 20<sup>th</sup> century progressed into the 1930s, more extensive redevelopment took place, resulting in the loss of the village's earlier 18<sup>th</sup> century buildings. Many properties such as Kay's Land east of Tolbooth, McDougall's building and the smiddy opposite Mitchell Terrace, Lang's property between Lussett Terrace and the smiddy, and properties on Storegate, were condemned as uninhabitable and demolished. The distinctive granary on the canal side was demolished in 1934.



Figure 4 View east on Station Road (c.1905) with Hillview Terrace on the left and the original Victorian villa (on Fairhills plot) visible above its high boundary walls. Image courtesy of West Dunbartonshire Council Libraries & Cultural Services.



Figure 5 View west on Station Road (c.1900s) with No.9 and beyond Mount Pleasant Place on the right. Image courtesy of West Dunbartonshire Council Libraries & Cultural Services.



Figure 6 View west on Dumbarton Road at the turn of the 20th century, the older 18th century buildings dominate the streetscape. Image courtesy of West Dunbartonshire Council Libraries & Cultural Services.



### 3.4. The Second World War to the present day

The most significant event to affect the area in the 20<sup>th</sup> century was the German bombing raids on the 13<sup>th</sup> and 14<sup>th</sup> March 1941, known as the Clydebank Blitz. Two nights of intensive bombing of the Clyde estuary focused on Clydebank caused widespread social and physical damage. The Dalnottar Oil Storage area amongst the targets. A total of 528 persons lost their lives and over 1000 were seriously injured. Thousands were homeless and evacuated, many never returned. Old Kilpatrick did not suffer the extensive damage which occurred in neighbouring Dalmuir and Clydebank; however, there were building losses, including possibly one villa in Lusset Road Conservation Area (see Figure 4), part of the Caledonian Buildings, and damage to the Parish Church.

Compulsory purchase and demolition in the 1960s at the centre of the village largely removed the remaining 18<sup>th</sup> century fabric with the building of the shopping parade, high flats and other low-rise housing development. The traditional ferry crossing to Erskine was replaced in 1971 by the Erskine Bridge crossing Old Kilpatrick at high level approximately in the line of the Dalnottar Burn.

Residential development in the immediate area has continued. In the early 1990s a large housing estate was constructed at the edge of Old Kilpatrick, doubling the size of the village.

Today, Old Kilpatrick is largely residential within commuting distance to the surrounding area and Glasgow.



Figure 7 View west on Dumbarton Road from Station Road today.

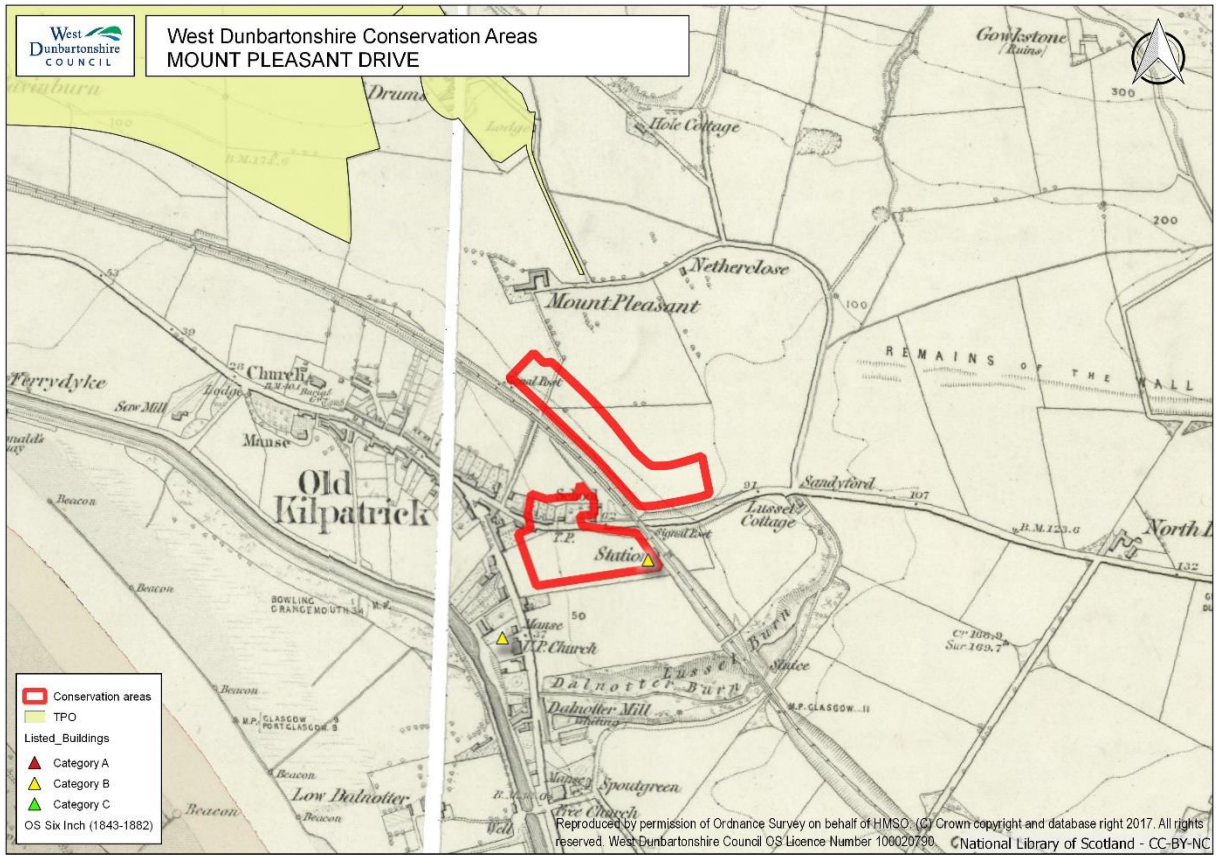


Figure 8 OS 6 Inch (1843-1862) Source: West Dunbartonshire Council.

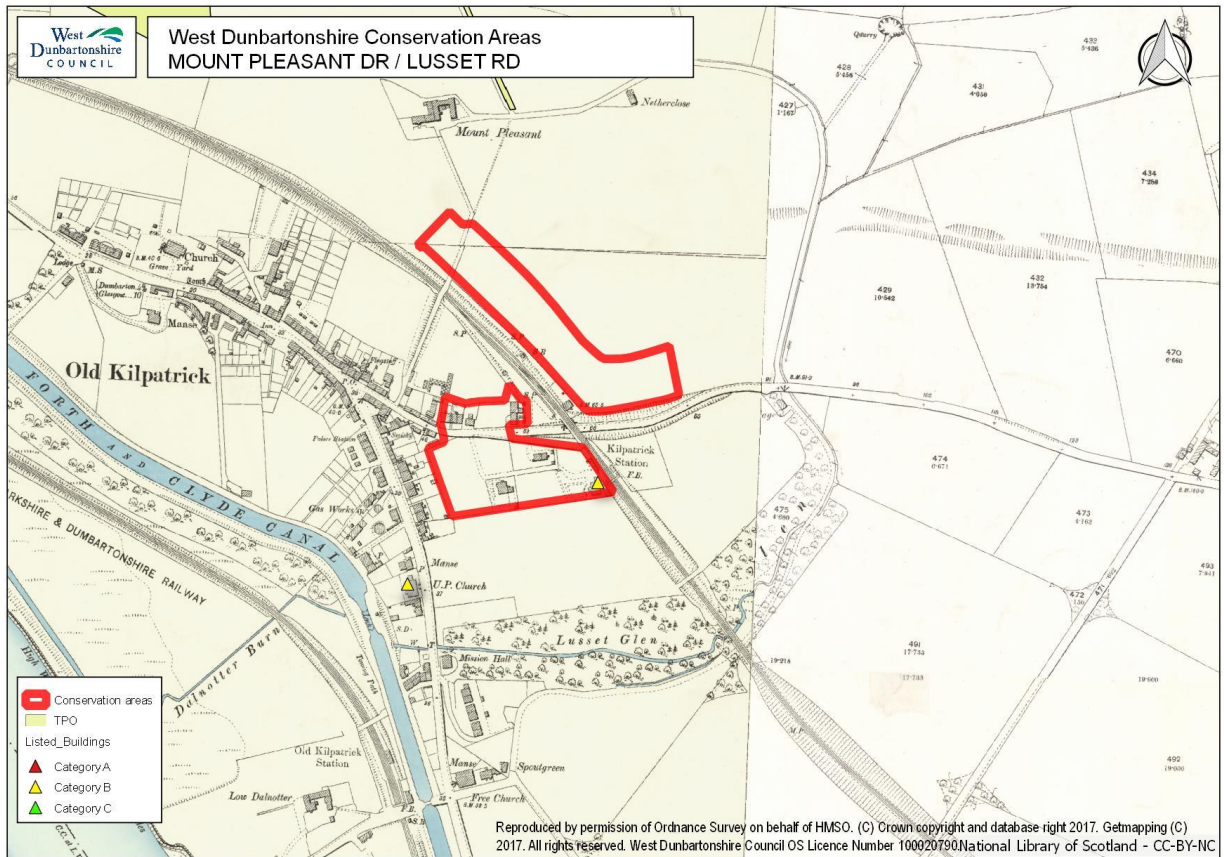


Figure 9 OS 25 Inch (1898) Source: West Dunbartonshire Council.

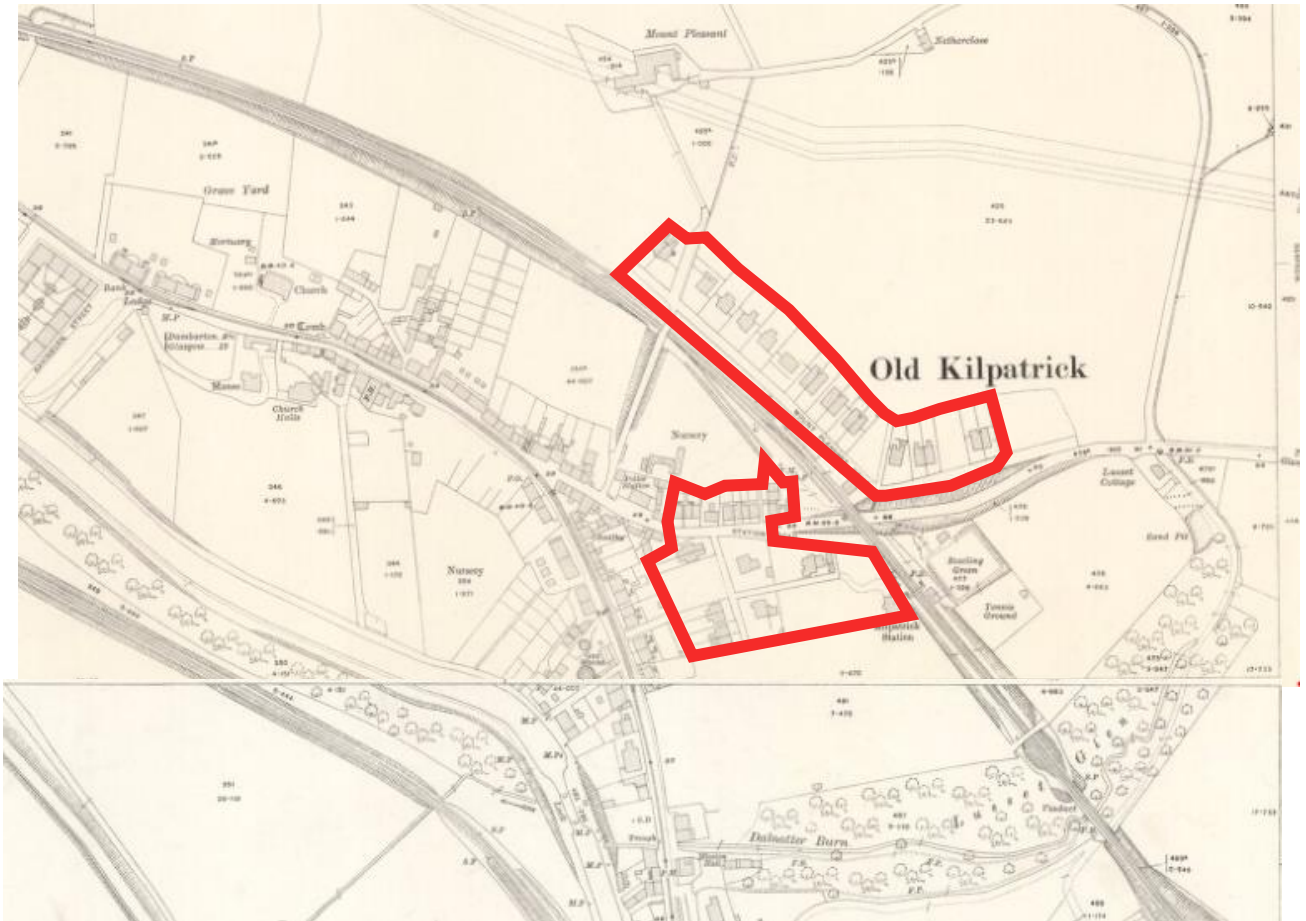


Figure 10 OS 25 Inch (1918) Source: NLS Online.

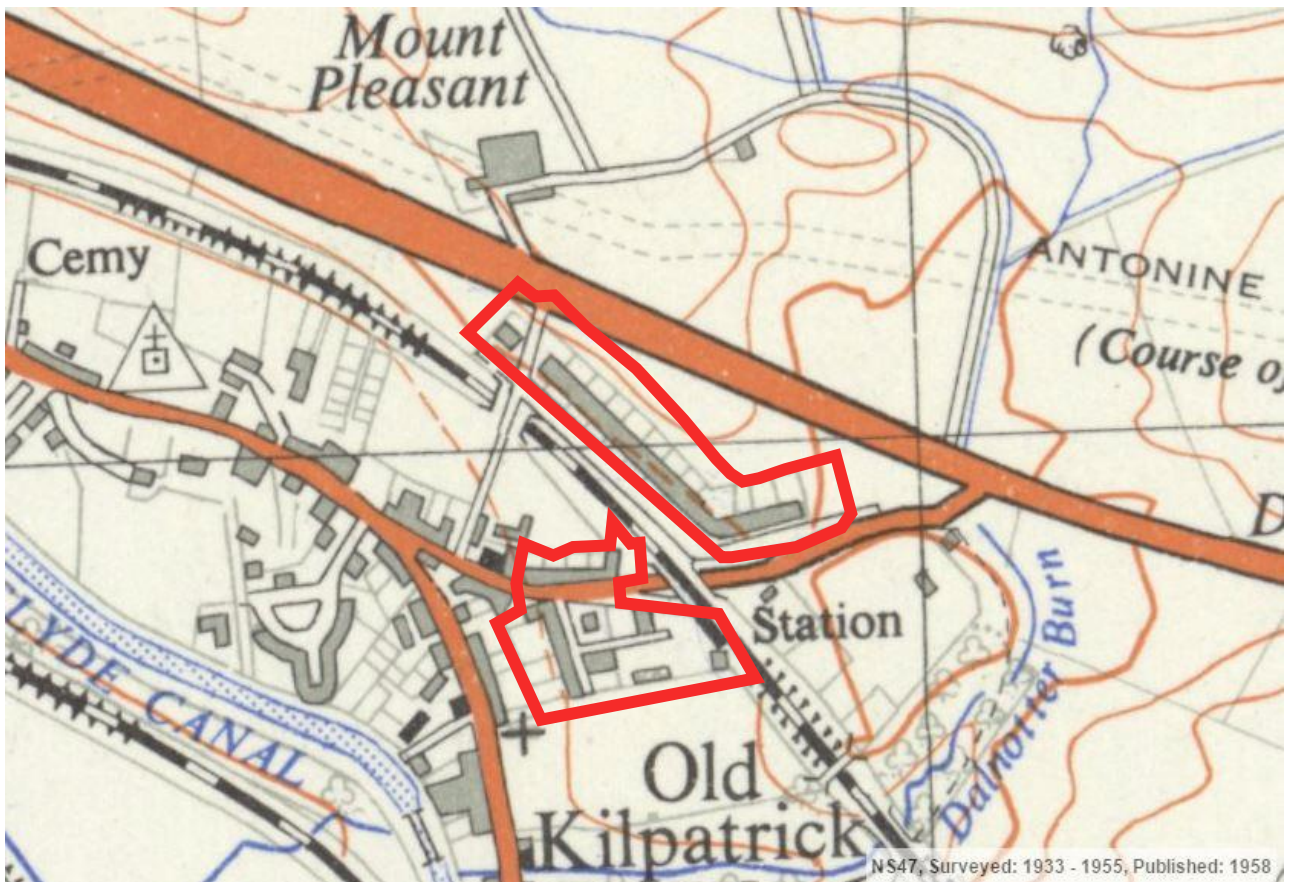


Figure 11 OS 1:25,000 (1958). Source: NLS Online.

## 4. CHARACTER AND APPEARANCE

### 4.1. Spatial Analysis

#### 4.1.1. *Layout and Activities*

The Lusset Road and Mount Pleasant Drive Conservation Areas lie adjacent to one another at the eastern edge of the village of Old Kilpatrick, and north of the Erskine Bridge. Lusset Road Conservation Area occupies lower ground south of the railway line, and the Mount Pleasant Drive Conservation Area is on an elevated site north of the line. Both areas are predominately residential.

The **Mount Pleasant Drive Conservation Area** consists of a linear strip of detached and semi-detached villas on the north side of Mount Pleasant Drive. Behind the house plots there is open ground before the A82 dual carriageway.

The houses on Mount Pleasant Drive are accessed on the west side via the steep and narrow road at the foot of Station Road and Thistle Neuk over the railway bridge. This road follows the early route to Mount Pleasant Farm, now cut off by the intersection of the A82. The drive runs parallel to the railway line for a large extent before curving north-east following the line of Station Road below. A road bridge crosses Station Road to parking next to the recreation grounds and, from here, there is pedestrian access down steps to Station Road. For vehicle access at this eastern edge, the road curves and drops steeply to the junction with Station Road and the A814.

The drive is physically detached from the village by the railway cutting and its elevated site. As it provides no direct through route, the drive has a secluded and quite atmosphere with little traffic.

The Edwardian houses are set out in regular long rectangular feu plots, with houses at the centre of the plot, their frontages addressing

the street, providing both front and rear gardens. There are a small number of later 20<sup>th</sup> century houses, which look to have used original undeveloped plots and follow the same pattern. Whilst there have been small extensions to some houses, it appears that no plots have been subdivided for development. As a result there is a regularity to the building pattern.



*Figure 12 View of Mount Pleasant Drive in 1980. Image courtesy of West Dunbartonshire Council Libraries & Cultural Services.*

The **Lusset Road Conservation Area** has an irregular form and consists of a number of different house types on Lusset Road and a small section of Station Road. On Lusset Road, six detached villas occupy large irregular garden plots on the east side enclosed by the railway line in the east and with a large open green space / woodland to the south. On the west side of Lusset Road there is a more formal arrangement with eight semi-detached houses in regular plots set back from the road behind short front gardens, and larger rear gardens. On the north side of Station Road, four further buildings lie within the conservation area. These comprise two 18<sup>th</sup> century survivors: the cottage at No.9, and the former parish school (Nos 5-7 Hillview Terrace) which sits at right angles to Station Road. Two short terrace blocks (Mount Pleasant Place and Nos 1-4 Hillview Terrace) lie between, the latter built on the former school garden. All these individual plots are considerably smaller than those on Lusset Road, reflecting their earlier

origins. The overall result is a varied building pattern with more irregularity on Station Road; a formal regular layout to the west side of Lusset Road; and an irregular form to the east side. There has been some subdivision of plots on the east side of Lusset Road for development, both in the original grounds of Lusset House.

Station Road was an early route to Duntocher, although the road has been widened and the building line altered over the last century. Lusset Road was laid out from the late 1800s, firstly as access to the very large plot for Lusset House. The current form was in place by 1914, releasing feu plots to the houses on the west side. The plots for Cairnmore and Glenmore were original not developed with these houses were built in the second half of the 20<sup>th</sup> century.

Station Road is a busy route leading to the A82 junction and also access to properties north of the dual carriageway. In comparison, Lusset Road only provides access to the residential properties and has an immediately more intimate and quiet atmosphere.

#### 4.1.2. *Open Spaces, Trees and Landscape*

Within both conservation areas, the private gardens of all types of housing (their lawns, planting and boundary hedging) contribute significantly to the green setting and atmosphere of the conservation area. There are no Tree Preservation Orders, however mature trees make an important contribution.

In the **Mount Pleasant Drive Conservation Area**, bands and groups of mature trees are less common, however there are a number of individual larger trees, and nearly all gardens have smaller ornamental trees or mature shrubs, and hedging to the street boundary. These planned gardens are complemented by the more natural setting of the railway cutting.

In the **Lusset Road Conservation Area**, mature trees are particularly prominent on the east section of Lusset Road in the gardens of the large villas, for example bounding the original Lusset House plot (now largely Pine Croft's garden), to the frontage of Craigview, and around Fairhills.

Greenspace outwith the conservation areas also makes a significance contribution to their character. South of the **Lusset Road Conservation Area**, the large greenspace / woodland behind St Patrick's Church adjoins the natural wooded river side setting of Lusset Glen. Below **Mount Pleasant Drive** the sloping ground forming the railway cutting is semi-natural with trees, an important buffer to the railway line and factor in the seclusion of the drive. To the rear of the Mount Pleasant Drive houses, open green space provides a buffer to the A82 and visual connection the agriculture land beyond.

Key tree groups are marked on the Trees map 5.3 on page 28.



Figure 13 Large Scots Pines and beech hedge in the garden of Pine Croft, Lusset Road Conservation Area

#### 4.1.3. Views, Landmarks and Approaches

The elevated site of the **Mount Pleasant Drive Conservation Area** means that there are open views over the village and the Clyde Estuary in between breaks in the greenery. The villas are also visible in the backdrop of the village looking north and on approach from the west end of Station Road (View 1). This approach is steep, and views quickly open up over the properties below, including of the roofscape of Station Road and Lusset Road, with the Erskine Bridge dominant in the background (View 2). The villas on Mount Pleasant Drive are partly screened on approach by the greenery along the railway cutting, but come into full view as the rail bridge is crossed and the long prospect of the drive can be seen (View 4). In reverse, approaching from the east on the A814, at the junction with Station Road, the Mount Pleasant Drive villas are screened and the curve of the road means the vista is not immediate (View 5).

The nature of enclosure and road pattern in the **Lusset Road Conservation Area** means views to and from the conservation area are more restricted. However the view east on Lusset Road is dominated by the Erskine Bridge in the distance (View 9). Glimpsed views of the rear of the Lusset Road properties can be seen between the terraces on Dumbarton Road. The approach on Station Road from its intersection with Dumbarton Road is marked by a broad road junction with Thistle Neuk on the left and Station Road turning right. Historically Station Road extended further west with an additional run of buildings demolished in the later 20<sup>th</sup> century. Lying just outside the conservation area boundary, the former Police Station (1906) is notable for its red sandstone construction on the left, and a late Victorian building (currently vacant) on the right (View 7). Further on, the gable and rear of the large semi-detached houses on the north-west corner of Lusset Road are prominent in the view, and the buff

sandstone gable of Mount Pleasant Place opposite (View 8). Original stone boundary walls, particularly on the south side of the street, define the curve of the road line and help guide the view into the distance as the road gently winds and rises toward the station. A break in the boundary walls indicates the entry to Lusset Road on the left, the houses on its east side partially screened behind mature trees (View 9). Opposite this road end is the small single-storey cottage dating to the 18<sup>th</sup> century (View 11). The side road to the station and railway bridge are visible in the distance.

In reverse, approaching Station Road from the east on the A814, at the junction with Mount Pleasant Drive the character of the view is chiefly functional, with a tall concrete retaining walls and the road and rail bridges crossing Station Road (View 12). The end villas of Mount Pleasant Drive can be glimpsed on their higher ground to the north. Once beyond the railway bridge the character changes, stone boundary walls and semi natural vegetation frame the view toward the residential area. The tall gable wall of the former school marks the entry to the conservation area opposite the side road to the station. The view is more open here with the rear of Craigview glimpsed to the left with mature trees on the corner of Lusset Road. Beyond, the more recent properties outwith the conservation area come into view.

Arrival by train at Kilpatrick train station, the immediate impact comes from the striking semi-conical roof and ornate chimney vent of Lusset House constructed immediately behind the westbound platform (see image on page 17).

The nature of development and setting in both conservation areas means that there are no individual landmark buildings, excluding perhaps the impact of Lusset House from the train station. Individual buildings are however noticeable, for example the small cottage on Station Road (for being smaller in

scale), and the former Police Station and Hillview building (built in red sandstone).

Views available from public roads are marked on the Views and Approaches map 5.4 on page 29.

## 4.2. Buildings and Townscape

### 4.2.1. Townscape Character

The **Mount Pleasant Drive Conservation Area** has a fairly consistent building character derived from its construction over a relatively short period. The building style reflects its development over the Edwardian period, chiefly around 1906. There are three houses constructed during the later 20<sup>th</sup> - early 21<sup>st</sup> century which closely follow the form and scale of the earlier houses.

There is a uniformity in scale and form with two-storey detached or semi-detached houses in large gardens. The houses are constructed using a palette of traditional building materials and techniques, including sandstones, Scots slate and timber windows and doors. Reflective of the Edwardian period, there is variety in the architectural detailing and materials. Properties are constructed in blond or red sandstones, with a small number introducing revivalist detail such as mock Tudor timber and render, popular at this time.

The **Lusset Road Conservation Area** is of mixed traditional character, having properties spanning the historic development of the village from the 18<sup>th</sup> century to the 20<sup>th</sup> century, in a low scale residential setting (compared to the later 20<sup>th</sup> century development further west on Dumbarton Road).

There is a greater variety in scale and form with terraced, detached and semi-detached houses in a variety of plot sizes, however houses are generally two-storey. The houses are constructed using a palette of traditional

building materials and techniques, including sandstones, Scots slate and timber windows and doors. The majority of the properties are constructed in blond sandstones, probably regional. Earlier houses are rendered and painted white (original lime washed). Later 20<sup>th</sup> century houses have not followed the two-storey pattern or palette of materials.

The two conservation areas together represent a large part of the surviving traditional houses in Old Kilpatrick. Immediately adjoining the conservation area there are other traditional residential properties dating from a similar late Victorian period, and Edwardian era. See map 5.2, page 27.

### 4.2.2. Key Listed and Unlisted Buildings

The conservation areas contain only one listed building, Lusset House; however, the unlisted traditional buildings make a positive contribution to the character and appearance of the conservation areas. These are identified on the Listed and Unlisted Buildings Map as 'positive buildings' (see map 5.1, page 26).

Such buildings are generally good examples of relatively unaltered historic buildings where their style, detailing and building materials contribute to the character and appearance of the conservation area. In the case of these conservation areas there have been levels of alteration to some 'positive' buildings.

## Key buildings and building groups

### Mount Pleasant Drive Conservation Area

#### Nos. 1-6 Mount Pleasant Drive Not listed



This northern section of Mount Pleasant Drive consists of blond sandstone mainly detached houses. Nos. 4-6 have asymmetric frontages with a single canted bay window over two storeys. There are subtle embellishments such as projecting cills and lintols, and two houses have entrance porches with stone balustrades above. Roofs are finished with pronounced timber eaves, and prominent side chimney stacks.

#### No.7 Mount Pleasant Drive Not listed



More flamboyantly Edwardian, this Arts and Crafts-style house stands out at the midpoint of the drive, constructed in a mock Tudor style in red sandstone alongside painted render and timber framing. The roof form is more complex with two pitched gabled roofs to the frontage and one to either side, all in red Rosemary tile. Varied fenestration with nine over one pane to the broad five window canted bay, and decorative glass in the unusual stepped tripartite stair window.



## Lusset Road Conservation Area

### Nos. 8-13 Mount Pleasant Drive

Not listed



This southern section of Mount Pleasant Drive consists of three red sandstone semi-detached buildings. All have symmetric frontages with a two canted bay windows over two storeys. There are subtle embellishments such as projecting cills, string courses, and expressed quoins, and three houses have decorative timber and glass entrance porches. Roofs are piend with slightly projecting timber eaves, and small side chimney stacks. **Nos. 1-4 Hillview Terrace** are very similar although joined to form a short terrace.

### Lusset House, Lusset Road

Category B listed



Built for Clydebank publican Mr R Leckie (possibly c. 1865-80) this large villa is visible from the train station, yet tucked away at the furthest corner of Lusset Road. Its symmetrical design includes: dramatic projecting conical roofed bays both front and rear; a highly decorative finial to the front apex, and elaborate chimney vent on the rear apex. There are number of lower original extensions to the rear and later connection to the single storey building backing onto the railway.

## Vieward and Craigview, Lusset Road

Not listed



Occupying prominent positions on Lusset Road, these large one and a half to two-storey blond sandstone villas are asymmetrical in composition with pronounced steep gabled frontages. Craigview (top image) is slightly later (post 1896) with a projecting timber entrance porch with slate roof and decorative glass side panels. Vieward (bottom and Figure 14) is distinguished by its highly ornate filigree ironwork entrance porch.

*Figure 14 Vieward porch in 1988. Image courtesy of West Dunbartonshire Council Libraries & Cultural Services.*

### **Nos 1-4 Lusset Road**

Not listed



One of three Edwardian semi-detached properties on Lusset Road, this is a good example of a more varied approach of the period with: two-storey rectangular projecting bays with four over one glazing pattern; single-storey projecting frontage entrance porches; blond sandstone, piend roof, with pronounced timber eaves, and prominent side chimney stacks.

### **No. 5 Hillview Terrace**

Not listed



This earlier building (late 18<sup>th</sup> or early 19<sup>th</sup> C) was a possibly the original parish school. A typical two-storey, symmetrical three-bay house with its gable end addressing the road and frontage originally facing onto a large garden. Constructed in rubble stonework with a painted finish (originally limewashed and possibly harled) the building is one of a few surviving properties of this period although there have been later alterations.

#### 4.2.3. *Materials and Local Details*

In general the traditional buildings in both conservation areas are all from the later Victorian and Edwardian period which is reflected in their architectural detailing and construction materials. Masonry walls most clearly illustrate the period of building, the later Victorian and Edwardian periods favouring dressed stonework in a variety of finishes such as polished ashlar and stugged coursed rubblework. There is a predominance of generally light buff/blond coloured sandstones, which may be from regional quarries. There is use of red sandstone at the start of the 20<sup>th</sup> century, likely to have been transported from Dumfriesshire, and this is particularly evident on Mount Pleasant Drive where original houses on the southern half of the street are all constructed in red sandstone. Earlier 18<sup>th</sup>-century houses often utilised rubble masonry construction harled and lime washed, but these are now rendered and painted white. Some later 20<sup>th</sup>-century houses on both Mount Pleasant Drive and Lusset Road have a drydash render finish which is not in character with the traditional properties.

Roofs are predominately pitched, finished in Scots slate and commonly piend (hipped) and articulated to suit the building plan creating more complex roof forms. Later Victorian and Edwardian houses have pronounced projecting timber eaves with timber gable bargeboards. Roof finishes are generally continuous on principal elevations with no rooflights or dormers. There is some embellishment at the roofline such as finials and brattishing, for example of cast iron finials at No.4 Hillview Terrace and Lusset House, and ironwork brattishing at No. 4 Mount Pleasant Drive. Several of the houses on Mount Pleasant Drive have finials on their canted bay roofs (and others may have been lost). Rainwater goods are cast iron, commonly with ogee profile gutters and cast iron downpipes. A number of roofs appear to have been re-roofed in concrete tile which

is not in keeping with the character of the conservation area.

Chimney stacks were an essential part of traditional properties and remain an important functional and aesthetic feature. This is an important feature of the roofscape. Most properties have prominent stacks. Some chimneys have been removed or lowered (for example the original front stacks on Mount Pleasant Place; see Figure 15, top image) which changes the composition of individual properties.

Projecting window bays are common, commonly canted, but some rectangular, usually rising through both storeys. Most have pitched roofs, but some on later Edwardian properties on Mount Pleasant Drive project through the eaves line and have flat roofs.

Bipartite and tripartite window forms are common. Windows are generally timber sash and case, vertically proportioned and painted white. Reflective of the predominant building period the fenestration pattern of most traditional windows is two over two panes, or one over one. Several replacements – check. Some Edwardian properties have more varied pattern including 4 over 1 (e.g. No.1 Lusset Road) and 9 over 1 (e.g. No. 7 Mount Pleasant Drive).

Entrance doors are generally timber panelled externally and painted in a variety of colours, often with a rectangular lay light above.



*Figure 15 Top: Station Road. Image courtesy of West Dunbartonshire Council Libraries & Cultural Services.  
Middle: Mount Pleasant Drive brattishing.  
Below left: Mount Pleasant Drive balcony; Below right: No. 1 Lusset Road bay window with original sash & case windows and entrance porch.*



Figure 16 Clockwise from top left: Hillview Terrace doors; Lusset House chimney vent; Hillview Terrace finial; Mount Pleasant Drive roof detail; Craigview roof detail; Mount Pleasant Drive decorative glass porch.

#### 4.2.4. *Public Realm*

Road and pavement surfaces are generally tarmac. On Luset Road the pavement kerbs are generally in traditional whinstone, although modern concrete kerbs have been used on Station Road. The section of road leading to Luset House has a rougher whin chip finish and whin setts have been used to create the road gutter to either side. On Mount Pleasant Drive, road and pavement surfaces too are generally tarmac with modern concrete kerbs, although there are original whin kerbs to the short section of pavement at Nos. 1-and 2.

Where original road finishes survive this adds historic character and interest. Modern finishes and interventions are less successful and hard tarmac finishes do increase erosion of the original sandstone boundary walls. Whilst tarmac surfaces are generally unobtrusive on major routes, they do not enhance the conservation area.

In the **Luset Road Conservation Area**, street lamps and other street signage are of standard off-the peg designs which do not enhance the conservation area or the setting of the adjacent buildings. However, street lamp standards on **Mount Pleasant Drive** appear to be original (with later light fittings attached) which adds character to the conservation area, although they would benefit from repainting.

Traditional stone boundary walls make an important contribution and are a significant factor in the character and appearance of both conservation areas. In **Mount Pleasant Drive Conservation Area** they are generally low garden walls often with hedging. A good number of houses retain original stone entrance piers. Original boundary railings appear to have been lost (often removed during the Second World War) and there has been some later replacements. With houses set back from the road, driveways are prominent. These are finished in a variety of gravels, modern paving slabs or tarmac.

In the **Luset Road Conservation Area**, stone boundary walls are often taller, particularly notable is the section around Craigview on Station Road continuing to the end of the garden of Aurora. There is also a taller wall to the side of No. 5 Hillview Terrace, with low stone boundary walls enclosing the front gardens of the rest of the terrace. Mount Pleasant Place also has low walls with attractive hedging. On Luset Road lower stone walls are generally used. Some boundary treatments, however, detract from the character of the conservation area including the concrete block walling to Fairhills on both the Station Road and Luset Road boundaries, and the wooden fence at No. 9 Station Road. Original boundary railings appear to have been lost (often removed during the Second World War) and there has been some later replacements such as those at Vieward. Where houses are set back from the road, driveways are prominent, such as Craigview and Vieward, both finished in modern paving slabs. At the entrance to Luset Road, two traditional iron posts survive, possibly the original entrance to Luset House.

Both conservation areas have traditional style signs stating the area is a conservation area which is informative.

Whilst not within the conservation area boundary, public realm immediately adjacent to the areas can be detracting. For example, the enclosure on Station Road to the east is functional, with concrete retaining walls and metal barriers. The steps leading to the Station Road from the car park is of poor quality with concrete steps and standard tubular metal handrails (View 6).



*Figure 17 Lusset Road – curving stone wall to Craigview with conservation area signage and original iron gate post*



*Figure 18 Mount Pleasant Drive - conservation area signage with original lamp standard.*

#### 4.2.5. Condition

The vast majority of the buildings within the conservation areas are traditionally constructed and remain robust and functional. On observation from the street level, their general condition appears to be fair, however, particularly at high level there are noticeable repair and maintenance issues.

One of the greatest threats to any heritage site is the loss of primary fabric through lack of maintenance or inappropriate repair and replacement, reducing the authenticity of the site. A common significant threat is the use of inappropriate modern materials and details, such as replacement windows and doors, and impervious cement mortars and paints.

Several buildings and boundary walls appear to have cement-based repairs. Attention should be drawn to the risk associated with impermeable materials and finishes and opportunities taken to repair in traditional materials when they arise.

A significant number of properties have had concrete roof tiles used to replace traditional Scots slate.

A large number of original windows and doors have been replaced. Replacements in uPVC and/or non-traditional fenestration patterns and opening methods have a negative effect on both the character and quality of individual buildings and a cumulative impact on the character of the conservation area as a whole.

A number of gable walls show signs of water ingress at high level below chimneys; this may be the result of a number of repair and maintenance issues (erosion of pointing or stone, defective flashings around the chimney, defect haunching, chimney pots not vented or capped appropriately).

Some sections of boundary walls are in poor condition or repaired inappropriately including use of cement mortar, 'plastic'



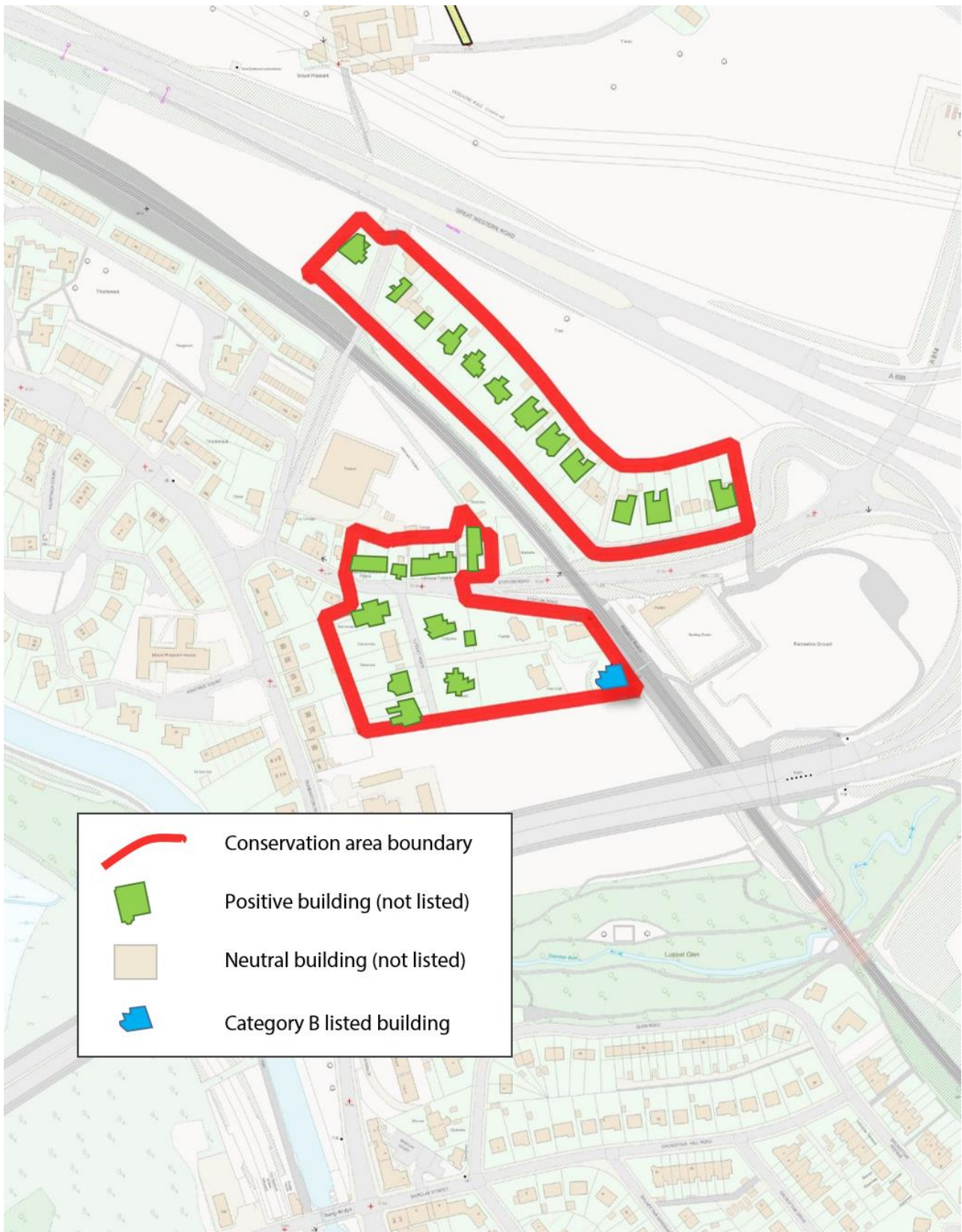
stone repairs. There is stone erosion at the pavement level due to water splashback on the stone, and salt efflorescence from continued wetting and drying of the sandstone.

#### **4.3. Character Areas**

As described in section 4.2.1, the two conservation areas differ in that the **Mount Pleasant Drive Conservation Area** has a fairly consistent building character, whereas the **Lusset Road Conservation Area** is of more mixed traditional character. Therefore analysis of the **Mount Pleasant Drive Conservation Area** indicates that it does not require to be divided into character areas as the historical development, plot pattern, built form, uses and activities are similar throughout. Similarly, whilst **Lusset Road Conservation Area** is more varied, the size of the area, and its continuity of scale and building use would not benefit from formal division into character areas. Variations, for example plot size, are described elsewhere in this document, and can be referred to for individual cases.

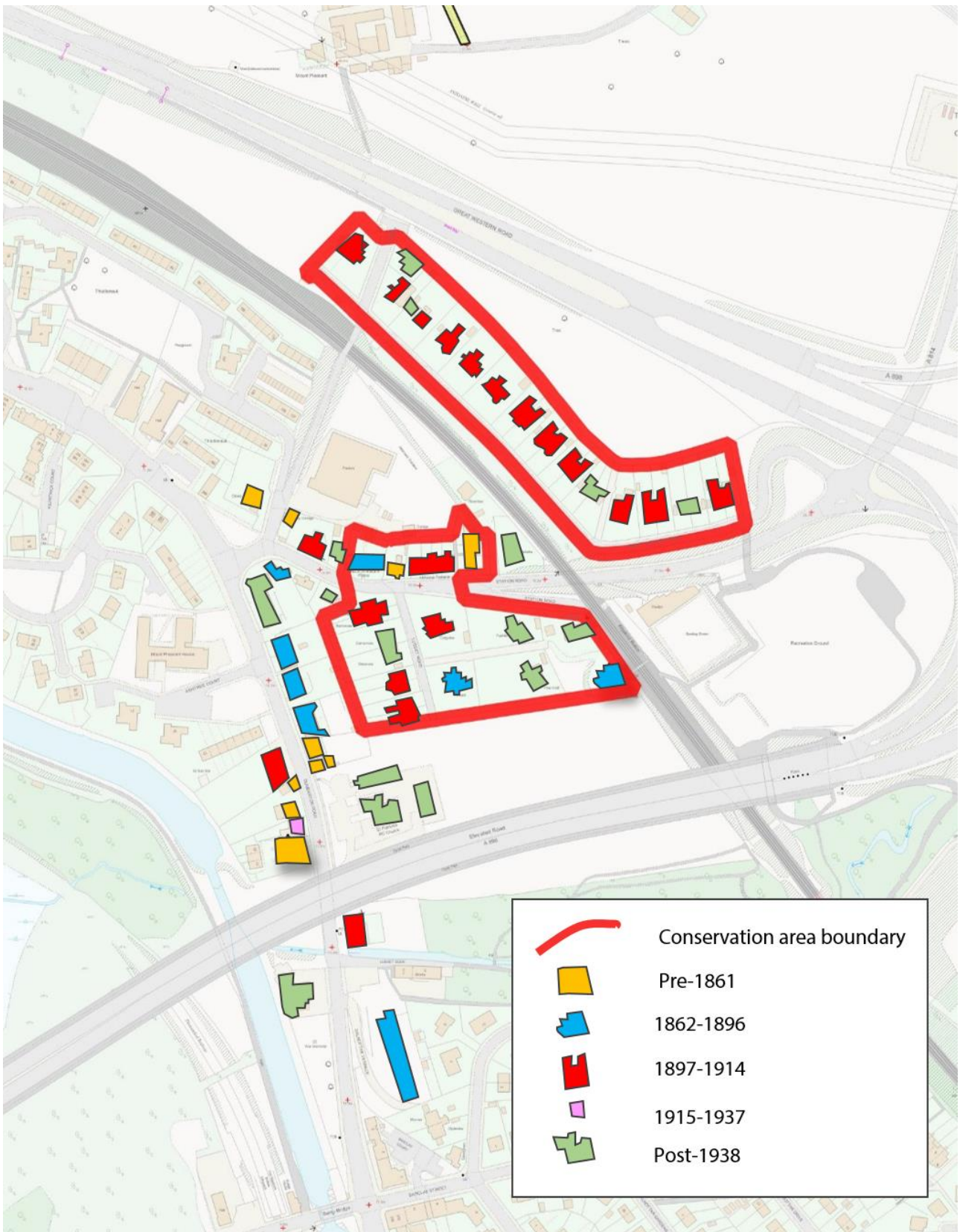
The two conservation areas together represent a large part of the surviving traditional houses in Old Kilpatrick. There is discussion later in this document (see map 5.2 Buildings analysis on page 27, and section 9.5 on page 36) that will suggest expansion of the Lusset Road Conservation Area, and possible amalgamation of the two conservation areas. If the latter case were adopted, it is suggested Mount Pleasant Drive, is defined as a distinct character area.

## 5. MAPS



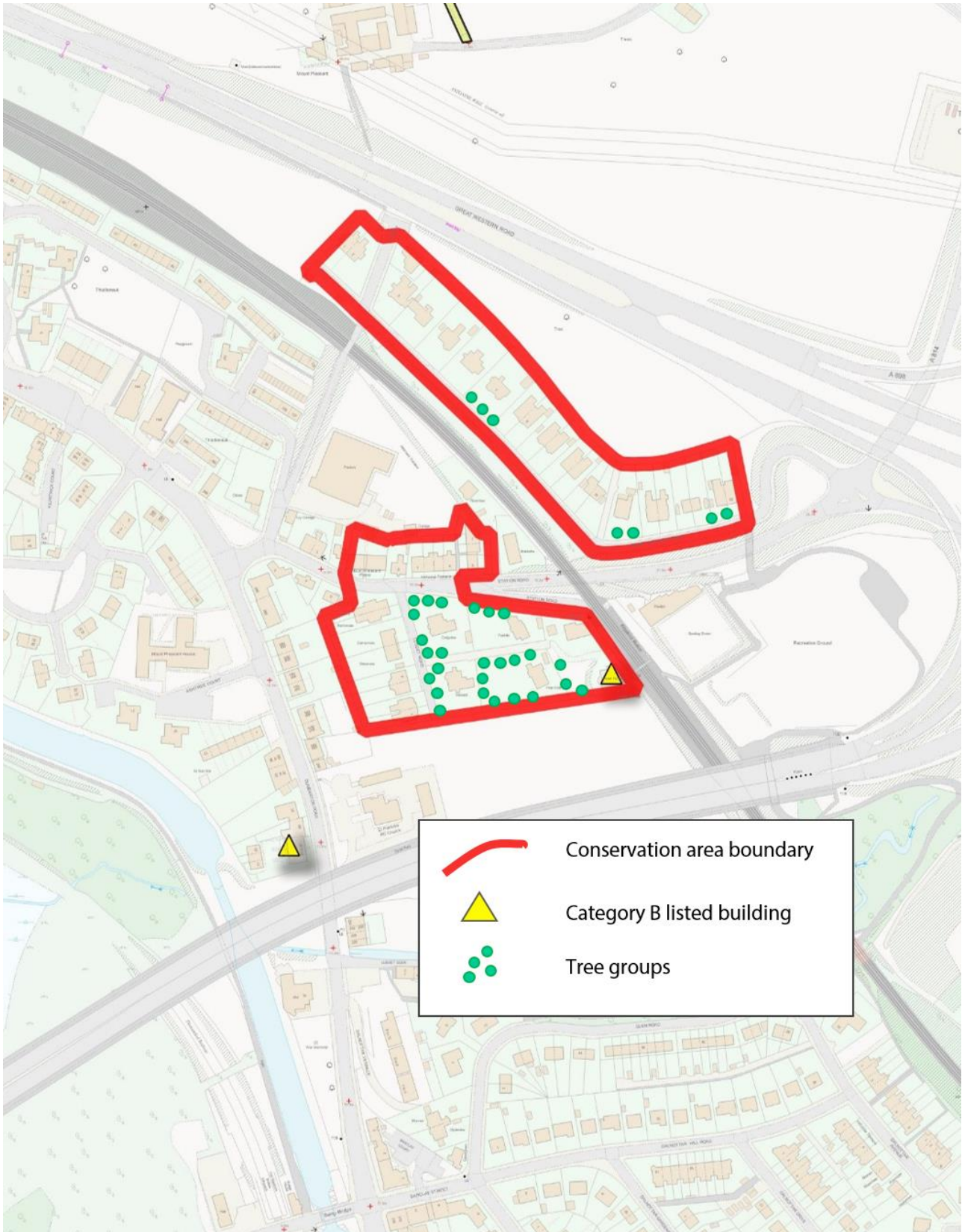
### 5.1. Listed and unlisted buildings

Only shows those within the conservation areas' boundaries. Source: West Dunbartonshire Council. Reproduced by permission of Ordnance Survey on behalf of HMSO. (c) Crown copyright and database right 2017. All rights reserved.



## 5.2. Buildings analysis

Source: West Dunbartonshire Council. Reproduced by permission of Ordnance Survey on behalf of HMSO. (c) Crown copyright and database right 2017. All rights reserved.



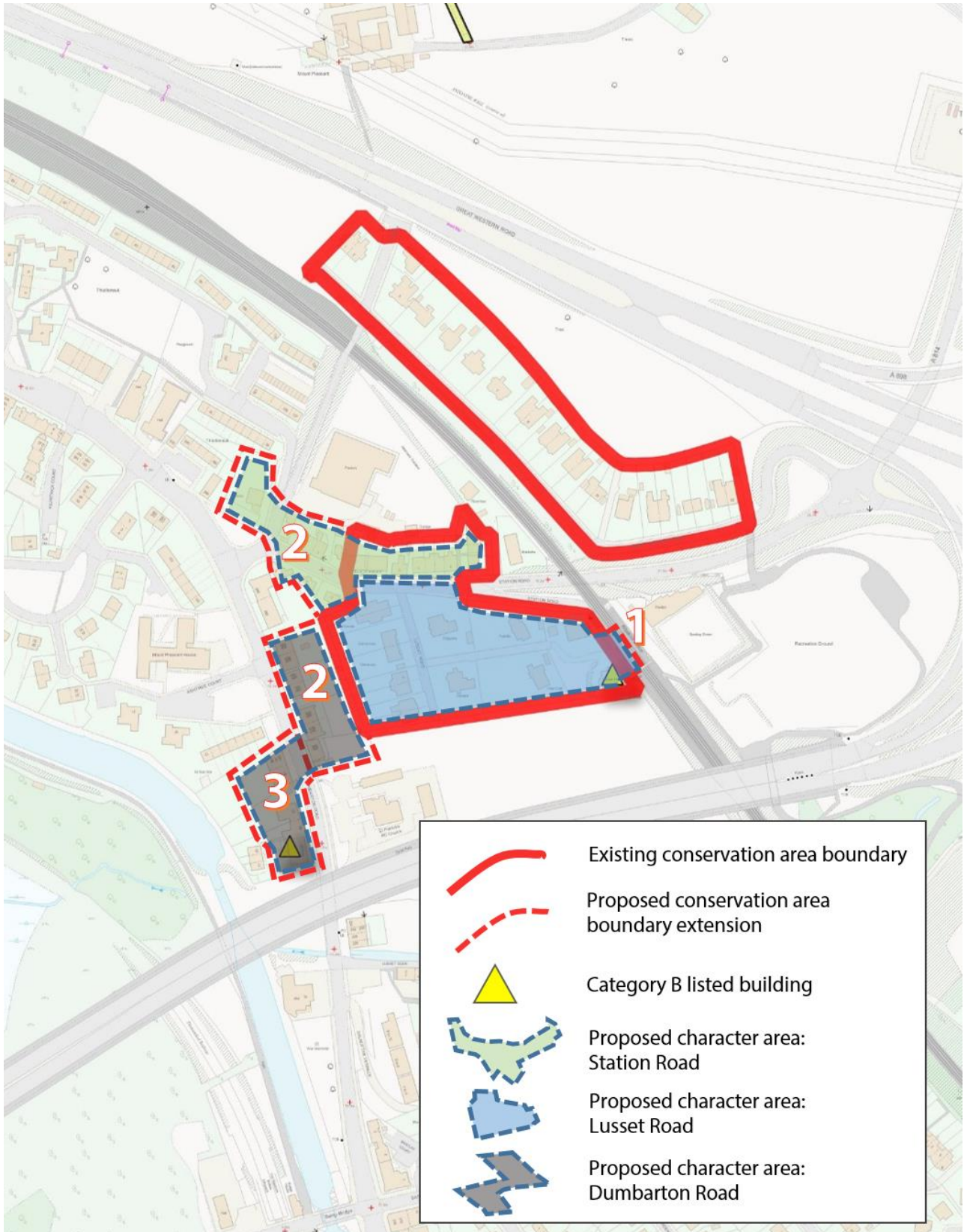
### 5.3. Trees and landscape

Source: West Dunbartonshire Council. Reproduced by permission of Ordnance Survey on behalf of HMSO. (c) Crown copyright and database right 2017. All rights reserved.



#### 5.4. Views and approaches

Source: West Dunbartonshire Council. Reproduced by permission of Ordnance Survey on behalf of HMSO. (c) Crown copyright and database right 2017. All rights reserved.



### 5.3. Boundary review and proposed character areas

Source: West Dunbartonshire Council. Reproduced by permission of Ordnance Survey on behalf of HMSO. (c) Crown copyright and database right 2017. All rights reserved.

## 6. KEY FEATURES / ASSESSMENT OF SIGNIFICANCE

Having carried out an assessment of the conservation areas it is now possible to identify the key features that define the special architectural and historic character of each area.

For the **Mount Pleasant Drive Conservation Area** these are:

- A coherent group of Edwardian houses constructed from the first decade of the 20<sup>th</sup> century.
- Attractive setting on an elevated site above Old Kilpatrick.
- Wholly residential.
- One principal building type: modest two-storey detached and semi-detached houses set back from the road on ample regular garden plots.
- Use of blond (possibly regional) sandstones and red sandstone, slate roofs, and traditional sash and case windows and timber panelled doors.
- Traditional boundary treatments including stone boundary walls, stone gate piers and original street lamp standards.
- A very attractive mature green environment of private gardens with mature trees and hedging.

For the **Lusset Road Conservation Area** these are:

- A varied group of traditional housing types constructed from the late 18<sup>th</sup> to early 20<sup>th</sup> centuries.
- Setting enhanced by mature trees and gardens on Lusset Road.
- Wholly residential.
- One principal building scale: two-storey, with terraced flats, semi-detached houses and larger detached villas set back from the road on small to large garden plots.
- Use of blond (possibly regional) sandstones generally, slate roofs, and traditional sash and case windows and timber panelled doors.
- Traditional boundary treatments including stone boundary walls and stone gate piers.
- An attractive contribution made by the mature green environment of private gardens with mature trees and hedging.

## 7. CONSERVATION ISSUES

A number of conservation issues have been identified which have the potential to have a detrimental impact on the conservation areas. These are listed below. These form the basis for the Sensitivity Analysis and the Opportunities for Enhancement. These issues are apparent in both conservation areas.

- The replacement of traditional materials and elements has led to a loss of historic fabric and a negative impact on the character of the conservation area.
- Maintenance and repair requirements have been identified for both properties and the historic built environment.
- Modern development in the area is not always sympathetic to the character of the area in terms of materials and design.
- The public realm is generally utilitarian in character and can detract from the high-quality historic built environment.
- Loss of some green space with the introduction of hard landscaping and loss of traditional boundary enclosures and screening.



Figure 19 No. 2 Station Road.

## 8. SENSITIVITY ANALYSIS

### 8.1. Loss of original architectural details and building materials

Although the majority of the buildings in the conservation area appear to be in fair physical condition the area as a whole is at risk from small changes which can cumulatively dilute the special character of the area. Examples which have adversely affected some of the buildings in the conservation area include the replacement of original timber windows or doors with inappropriate materials such as uPVC or unsympathetic designs or methods of opening; the replacement of natural roof slates; and removal, inappropriate repair or poor modern equivalents of boundary treatments. These changes in detailing and the loss of original features effect both the external appearance of individual buildings and the local streetscape. It is important that future changes are managed, ensuring that appropriate materials and designs are used, in order to protect and enhance the character of the conservation area.

### 8.2. Buildings at Risk

There are no Buildings at Risk within either conservation area. No.2 Station Road, outwith the conservation area is vacant and in need of repair.

### 8.3. Repair and maintenance

There are properties and boundary walls in need of repair and maintenance. This is important to prevent the loss of original fabric and details and to ensure buildings are energy efficient and safe.



#### **8.4. Quality of new development, alterations and extensions**

There is a very small proportion of new development in both conservation areas, including two later 20<sup>th</sup>-century houses in the Lusset Road Conservation Area through subdivision of the Lusset House plot; and one in Mount Pleasant Drive on an undeveloped plot. Sensitive development maintaining the scale and density of the conservation area can be accommodated reasonably well. However, continued development of garden plots will erode the historic pattern of development, diluting the historic interest of the conservation area.

#### **8.5. Quality of public realm**

The utilitarian nature of the public realm does not reflect the character of these conservation areas. It is vital to ensure that public works and traffic management measures do not detract from the otherwise high quality historic environment. Where traditional and original finishes and

architectural detail such as walls and railings survive these should be appropriately maintained and repaired.

#### **8.6. Protection of trees, hedges and traditional boundaries**

Trees make an important contribution to the setting of historic buildings and both conservation areas as a whole and should be properly managed and protected. Hedges, railings, gates, gate piers and boundary walls also make a major contribution and similarly need to be retained. There are a few instances of poorly maintained boundaries and the use of inappropriate or poor quality materials for walls or gates, which detracts from the character of the conservation area.

Tree groups such as those in the gardens of Craigview, Vieward, Fairhills and Pine Croft are important to maintain the enclosed atmosphere of the conservation area and contribute to screening later development.



*Figure 20 Left: trees and the end of Mount Pleasant Drive; Right: trees at No. 7 Mount Pleasant Drive.*

## 9. OPPORTUNITIES FOR PRESERVATION AND ENHANCEMENT

### 9.1. The control of unlisted buildings

As part of the appraisal process, unlisted but 'positive' buildings have been identified (see map 5.1). Generally, these are individual or groups of traditional buildings which contribute to the character and appearance of the conservation area. As with listed buildings, there is a general presumption in favour of their retention. Any application for the demolition of a building which is deemed to make a positive contribution to the character of the conservation area will therefore need to be accompanied by a reasoned justification as to why the building cannot be retained, similar to that required for a listed building. The owner must also have made positive efforts to market the building, or to find a suitable new use, before an application can be determined.

The Council should consider applications for change to 'positive' buildings extremely carefully and should refuse any which adversely affect their architectural or historic interest.

Further reading:

- [Managing Change Guidance Notes \(Historic Environment Scotland\)](#)

### 9.2. Quality of new developments, building alterations and extensions

In assessing planning applications within either conservation area or which might impact on its setting, the Council shall consider them in relation to the Local Plan and Proposed Local Development Plan policies. Particular attention will also be paid to the following requirements:

- New development, building alterations and extensions should

be in accord with the prevailing form of historic development, including the scale, massing and historic layout of buildings using traditional and compatible materials.

- New development, building alterations and extensions should not impinge on the setting of existing buildings.
- There will be a presumption against backland development within the original plots in the conservation area and new development should follow existing plot ratios.
- New development should protect significant views within the public realm.
- Original or historic features should be retained wherever possible.
- New development, building alterations and extensions should use materials which are high quality, durable and which complement the palette of materials traditionally found in the conservation area (the use of UPVC, aluminium, concrete tiles or other non-traditional materials are not considered appropriate).
- Where stonework is not currently painted or rendered, a coating should not be applied.
- Colours should be muted and in keeping with the rest of the conservation area.
- Trees and private gardens should be maintained and managed as an important asset. Any proposed new development should protect important trees, hedges, boundary walls and other established boundaries.
- Hard landscaping, roads and pavements should be maintained and where repair or resurfacing is

required, careful consideration should be made to the choice of materials respecting the original character of surfaces. There should be a reluctance to approve the removal of green space for hard landscaping.

- New boundary treatments should use traditional materials and be of appropriate design to suit the locality.
- Historic photographs may be consulted to inform the design of new development, building alterations and extensions.

Where necessary, the Council will require applications for new development which may have an impact on the Conservation Area to be accompanied by a Design Statement explaining and illustrating the principles and concept behind the design and layout of the proposed development and demonstrating how the proposal relates both to the site and its wider context. Applicants can use this Character Appraisal to assist them in this.

Further reading:

- [New Design in Historic Settings \(Historic Environment Scotland, Scottish Government and Architecture + Design Scotland\)](#)

### **9.3. Building maintenance and repair**

It is important that historic buildings are adequately maintained and repaired using traditional materials and techniques and property owners are encouraged to get specialist professional advice.

West Dunbartonshire Council's planning team can provide advice on traditional repairs. The council will encourage owners of historic buildings to use traditional materials and repair techniques through advice and

publications. Advice can also be obtained from Historic Environment Scotland.

Further reading:

- [Maintaining your home - A short guide for homeowners \(Historic Environment Scotland\)](#)
- [INFORM Guides \(Historic Environment Scotland\)](#)

### **9.4. Buildings at Risk**

Historic Environment Scotland maintains a Register of buildings that are at risk from deterioration due to neglect, vacancy or threat of demolition (the Buildings at Risk Register for Scotland). This is updated as necessary and the Council has powers to protect all listed buildings and also, in certain instances, unlisted buildings in a conservation area, where they make a positive contribution to the area's special character.

Where the condition of a historic building deteriorates to a point where it is considered vulnerable and detrimental to the character of the area then West Dunbartonshire Council, in conjunction with the Scottish Ministers, will consider appropriate action to enable its return to a reasonable state of repair. The Council will encourage the reuse of existing vacant buildings over new build construction where possible.

Further reading:

- [The Buildings at Risk Register for Scotland](#)



Figure 21 Left: Kilpatrick train station in 1980. Image courtesy of West Dunbartonshire Council Libraries & Cultural Services. Right: Kilpatrick train station today 2017.

## 9.5. Boundary review

As part of the assessment, the boundaries of both conservation areas were inspected. In considering any review of the content and boundary of a conservation area, it is important to establish criteria against which decisions can be assessed. An overarching principle comes from the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. In defining Conservation Areas and the role planning authorities have in considering development proposals within them, four main themes are identified. These are: a. architectural interest; b. historic interest; c. character; and d. appearance.

As shown in map 5.2 Buildings analysis on page 27 the existing boundaries currently encompass a large part of the surviving historic development of Old Kilpatrick. However, the current boundaries do exclude a number of other historic properties.

Areas considered were:

1. Kilpatrick train station buildings
2. Contemporary properties immediately adjacent to Lusset Road Conservation Area
3. Historic properties further south on Dumbarton Road
4. Creating a single Old Kilpatrick Conservation Area

## 1. Kilpatrick station

The railway station buildings have suffered from significant detrimental changes since closure in the 1980s, however a station building has been here since at least the 1860s contemporary with the first development of Lusset Road and construction of Lusset House. It would be appropriate to include the traditional station buildings within the conservation area based on historic interest and potential for future enhancement to the character and appearance of the conservation area.

## 2. Contemporary properties immediately adjacent to Lusset Road Conservation Area

There are several traditional buildings in the immediate vicinity of Lusset Road Conservation Area. On Dumbarton Road (Nos. 258-282) these include the three Victorian terraces known as Lusset Terrace, Gateside and Glenview Terrace, and the adjoining late 18th century properties. On Station Road, this includes the former Police Station (1906) and No. 2 Station Road (built before 1896). There are also three further late 18<sup>th</sup> century houses: Ivy Cottage, No.4 Station Road (possibly, with later



Figure 22 Left: Historic view of terraces on Dumbarton Road. Image courtesy of West Dunbartonshire Council Libraries & Cultural Services. Right: The terraces today 2017.

alterations) and a house on Thistle Neuk. Whilst detrimental changes have occurred to some of these properties, their historic interest is important, particular due to the levels of loss which have occurred in Old Kilpatrick. In particular the terraces on Dumbarton Road are contemporary with the development of Lusset Road. It would be appropriate to extend the boundary to encompass this area based on historic and architectural interest and potential for future conservation and enhancement to their character and appearance.

### 3. Historic properties further south on Dumbarton Road

Beyond the buildings highlighted in item 2 above, there are several other historic properties on the west side of Dumbarton Road including the Powside tenement, former Secession/Relief Church (c.1795), and manse. Further south under and beyond the Erskine Bridge is the Glenend tenement and Dalnotter Terrace buildings.

There is less continuity here than the area discussed in item 2 and therefore the case for inclusion is weaker. The former Secession Church is listed.

It is recommended consideration is given to including buildings north of the Erskine Bridge.

### 4. Creating a single Old Kilpatrick Conservation Area

If extension of the Lusset Road Conservation Area were to be adopted (items 2 and 3) it would expand what is in fact a varied grouping of traditional buildings reflective of the broader historic period of development of Old Kilpatrick than is suggested by the term 'Lusset Road' solely. It would allow protection over a greater percentage of the surviving traditional village.

There could be a single conservation area consisting of three character areas: Lusset Road (including the railway station buildings); Station Road; and Dumbarton Road. Mount Pleasant Drive Conservation Area would remain as a standalone conservation area. The form and character here are distinct.

In summary, it is recommended that the Lusset Road Conservation Area boundary be amended to include the properties described in items 1, 2 and 3 (as far as the north side of the Erskine Bridge) and that it is recognised that there are three character areas within this. It is recommended that the conservation area be renamed. See map 5.5 for the proposed changes.

## 9.6. Public realm enhancement

The council should consider a public realm audit to fully record the existing fabric and plan accordingly for future management, change and enhancement opportunities. It is recommended this be extended to adjacent areas where original elements survive. Appropriate repair and possible reinstatement of suitably designed lanterns could be considered for the surviving lamp standards on Mount Pleasant Drive.

Any new public realm design should be considered in conjunction with these surrounding areas, which provides the opportunity to emphasise and coordinate the public realm across a broader area.

Further reading:

- [Designing Streets \(Scottish Government\)](#)

## 9.7. Trees and landscape

West Dunbartonshire Council will continue to enforce the relevant policies to ensure that the very special qualities of the Conservation Areas are protected from unsympathetic change. New development should protect important views, trees, hedges, boundary walls, gates, and other established landscape features.

Considering the significant contribution made by mature trees to the character of Lusset Road Conservation Area in particular it is recommended the Council consider undertaking a review of the area with consideration of any required TPOs.

Further reading:

- [Inform guide - Domestic Boundary Walls \(Historic Environment Scotland\)](#)
- [Managing Change in the Historic Environment - Boundaries \(Historic Environment Scotland\)](#)
- [Managing Change in the Historic Environment - Setting \(Historic Environment Scotland\)](#)

## 10. MONITORING AND REVIEW

This document should be reviewed every 5 years from the date of its formal adoption by West Dunbartonshire Council. It will be assessed in the light of the proposed West Dunbartonshire Local Development Plan and government policy and guidance on the historic environment. A review should include the following:

- A survey of the conservation area including a photographic survey to aid possible enforcement action
- An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been, particularly in relation to:
  - Protection of unlisted 'positive' buildings
  - Quality of new developments and building alterations re: Section 9.2
  - Buildings at Risk
  - Tree works
  - Protection of views
- The identification of any new issues which need to be addressed, requiring further actions or enhancements
- The production of a short report detailing the findings of the survey and any necessary action
- Publicity and advertising

It is possible that this review could be carried out by the local community under the guidance of a heritage consultant or the council. This would enable the local community to become more involved with the process and would raise public consciousness of the issues, including the problems associated with enforcement. Work towards the review will be taken throughout the period leading up to the formal review.

## 11. FURTHER INFORMATION AND LINKS

Scottish Historic Environment Policy (SHEP)  
[www.historic-scotland.gov.uk/shep](http://www.historic-scotland.gov.uk/shep)

Historic Environment Scotland's Managing Change

Guidance Note series

[www.historic-scotland.gov.uk/managingchange](http://www.historic-scotland.gov.uk/managingchange)

Historic Environment Scotland - Advice for Owners of Listed Buildings

[www.historic-scotland.gov.uk/index/heritage/historicandlistedbuildings.htm](http://www.historic-scotland.gov.uk/index/heritage/historicandlistedbuildings.htm)

Historic Environment Scotland's INFORM Guides

[www.historic-scotland.gov.uk/index/learning/freepublications.htm](http://www.historic-scotland.gov.uk/index/learning/freepublications.htm)

Historic Environment Scotland's Knowledge Base website

<http://conservation.historic-scotland.gov.uk/home/resourcecentre.htm>

Historic Environment Scotland - Grants  
[www.historic-scotland.gov.uk/grants](http://www.historic-scotland.gov.uk/grants)

Funds for Historic Buildings  
[www.ffhb.org.uk](http://www.ffhb.org.uk)

Scottish Civic Trust

[www.scottishcivictrust.org.uk](http://www.scottishcivictrust.org.uk)

Heritage Lottery Fund

[www.hlf.org.uk](http://www.hlf.org.uk)

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National Library of Scotland Map images website [[maps.nls.uk](http://maps.nls.uk)] Accessed June 2017. All historic maps © NLS unless otherwise stated.

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