DUMBARTON CENTRAL STATION

Conservation Management Plan

Volume One

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Completed for the
Dumbarton Stations
Improvement Trust &
Funded by West
Dunbartonshire Council

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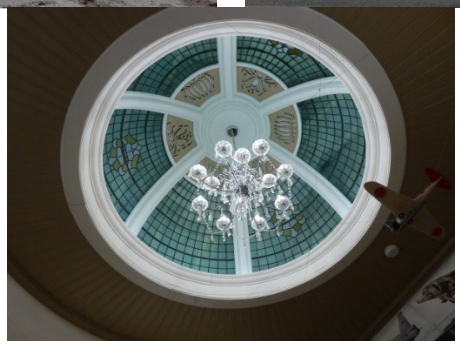

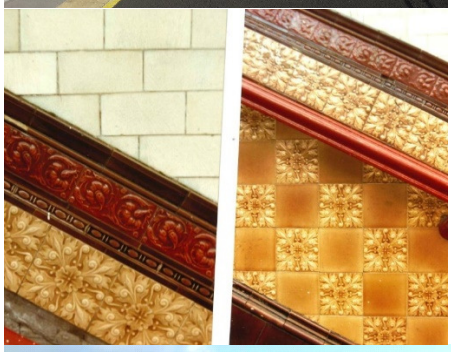

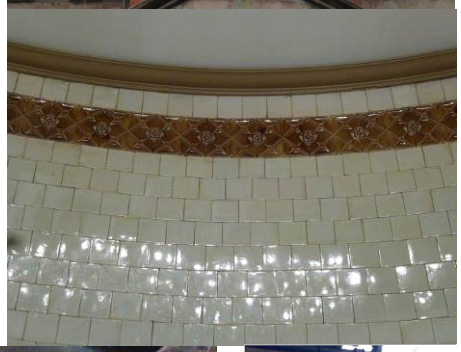

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SECTION ONE: INTRODUCTION

1.1 Executive Summary

Dumbarton Central Station is located immediately north of the old town centre and serves as its gateway for an increasing number of commuters and visitors who chose to travel by rail rather than road. However, the most remarkable part of the listed building, the original entrance, is currently inaccessible and much could be done to improve the passenger experience by making the station more accessible, providing visitor services and improving the connectivity to the town centre. This report highlights the challenges facing the station and the opportunities for the protection and enhancement of the buildings and their setting. It aims to present a holistic view of the station and its context and provide policy guidance for future work.

There has been a station on the site since 1850. The current station, completed in the 1890s, was originally entered from Church Street, through a spacious concourse and decorative stairways to each of the island platforms. By the early 20th century there were refreshment rooms on the ground floor and porter's lifts to the platforms. The rise of road travel in the second half of the 20th century brought a dual carriageway (A814) through the old town plan, disrupting the 19th century urban setting and severing the pedestrian connection between the station and the town centre. The station buildings fell into disrepair until, following a public awareness campaign, they were listed in Category A in 1984. In 1992 the platform buildings were refurbished and the station entrance was moved to its present location, via the west underpass and ramps. The ground floor entrance and east stairways were closed at this time and have been inaccessible since. A history of the site and the development of the station is contained in Section 2. The significance of the site is addressed in Section 3.

Water penetration through the rail infrastructure over many years has resulted in the slow decay of the building structure and fabric at the ground floor. The repair of the rail infrastructure presents perhaps the biggest challenge, as it will necessitate interruptions to the rail service, but once completed will allow the ground floor spaces to be restored for new uses. Other key challenges include improving the urban setting of the station and the pedestrian, cycle and transport connections to the town centre. Section 4 examines the vulnerabilities of the building and possible opportunities.

The public consultation carried out as part of this study showed local support and enthusiasm for the proposed restoration and improvements. It will be essential for the key bodies to work in partnership to achieve these aims. A set of policies to guide future change are contained in Section 5.

The West Dunbartonshire Council's Local Development Plan 2 recommends that a Dumbarton Town Centre Conservation Area should be formed, which includes Dumbarton Central Station within its boundary. This initiative would strengthen proposals to improve the urban setting of the station and its connections with the town, requiring the rail companies to work closely with WDC Regeneration Team.

The Network Rail alliance with Abellio ScotRail has provided barrier-free access at six Scottish stations over the last 5-year control period through their *Access for All* programme, and Network Rail are working to achieve *Inclusive Design* generally. At Dumbarton Central, Network Rail recently had three repair projects on site and have recently completed a 3D model of the existing station to inform future work. ScotRail have created a *Transport Integration Fund* to improve links between rail and other forms of transport, creating an opportunity for a bus link to Dumbarton Central. The station also connects directly with the Glasgow–Balloch branch of the national cycle route, for which improvements are supported by Sustrans.

Section 6 of this report deals with implementing the proposed improvements. A staged approach is recommended since full restoration of the ground floor is dependent on the infrastructure repairs first being carried out by Network Rail. A series of work packages have been identified that could be carried out in the shorter-term, building on recent achievements and current initiatives.

End notes can be found at the back of Volume One. The appendices are contained in Volume Two.

1.2 Objectives of the Conservation Management Plan

This *Conservation Management Plan* was commissioned by the Dumbarton Stations Improvement Trust (DSIT), a registered charity, and funded by West Dunbartonshire Council through the Dumbarton Town Centre Common Good Fund. It follows on from a *Scoping Report* prepared for Dumbarton Central in 2014.

The deteriorating condition of the unoccupied station spaces and building fabric at street level has generated concern among the local community and wider public.

The aim of this study is to take a holistic overview of the station and provide a concise, independent analysis of the historic buildings and their setting. The Conservation Management Plan includes: an appraisal of the heritage value of Dumbarton Central Station in the form of an assessment of significance; an analysis of the current issues making the site vulnerable; and a set of conservation policies to inform future conservation repairs and restoration works, and to manage future change.

1.3 Study Area & Designations

Dumbarton Central Station is a Category A listed building (listed in January 1984). The listing includes the whole of the platform level of the station, including the brick building that once stood at the east end of the south platform and the former booking hall accommodation at ground floor level.

The station platforms are raised on embankment walls running east-west and bounded by Station Road on the south and Bankend Road on the north. The railway bridge over College Street and Church Street, forming underpasses. The original entrance was at street level from Church Street, with elegant rooms and tiled stairways to the platforms above. Today, the main access is from the west underpass and former service ramps at Bankend Road and Station Road.

There are no Scheduled Ancient Monuments in the vicinity. A new Conservation Area is currently being proposed for Dumbarton Town centre to include the station. There are a number of listed buildings in the vicinity on the south side of the station, and these include:

- 125-9 (Odd) College Street/1, 2 Station Road (Category C listed);
- Glasgow Road Municipal Buildings and Gatepiers (Category B listed);
- College Bow, (Former Tower Arch of St Mary's Collegiate Church), Church Street (Category B listed); and the
- Peter Denny Statue (at Municipal Buildings), Glasgow Road (Category B listed).

The station is centred at NGR NS 39758 7560. The site comprises the study area shown in figures 1-2.

Figure 1 Location plan.[1]

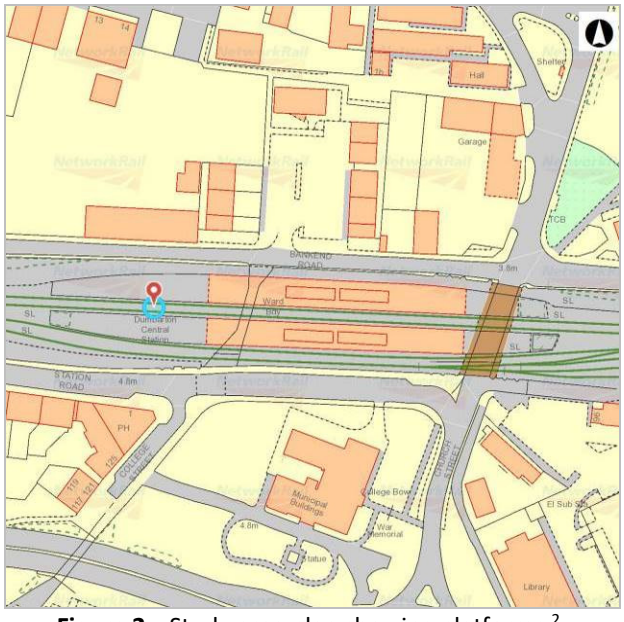

Figure 2 Study area plan showing platforms.[2]

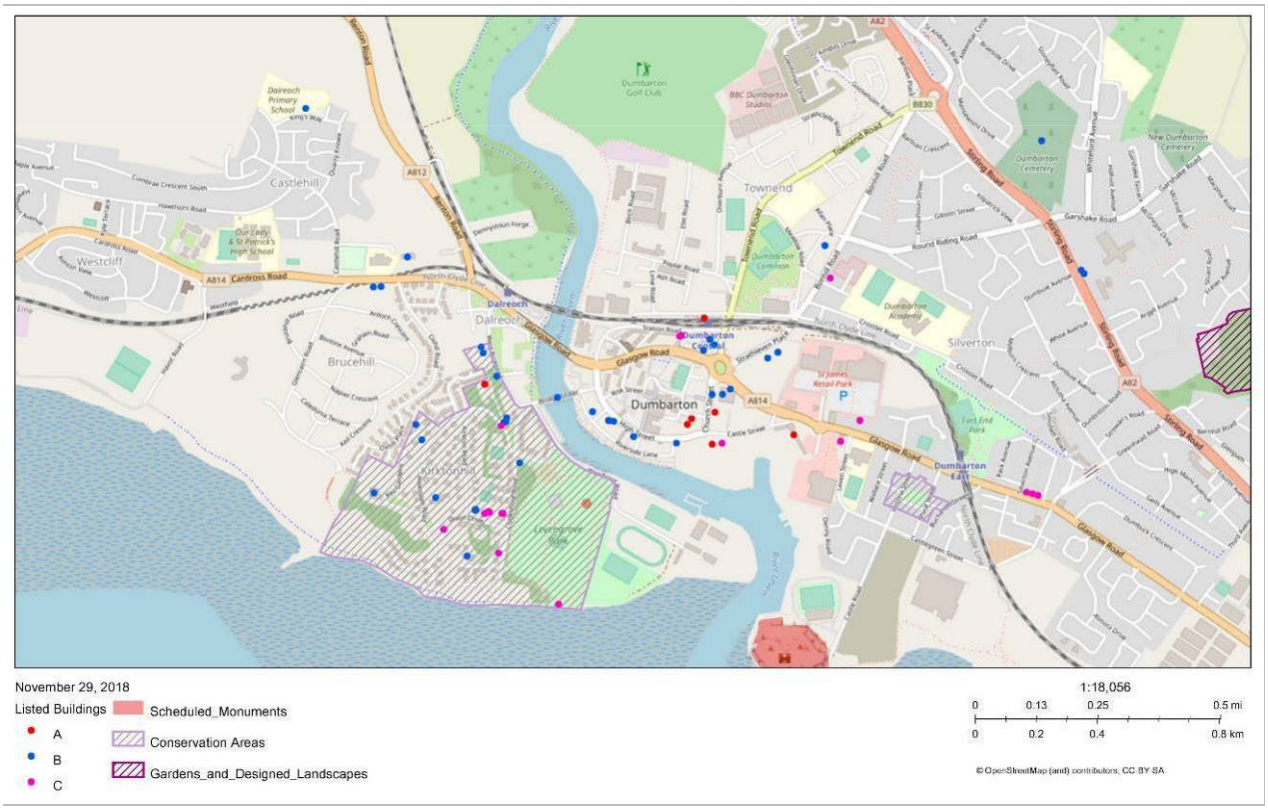

Figure 3 Historic Environment Scotland map of listed buildings in Dumbarton, centred upon the station.[3]

1.4 Structure of the Report

The *Conservation Management Plan* follows the guidelines set out in the Historic Environment Scotland document *Conservation Plans: A Guide to the Preparation of Conservation Plans* (2000), as well as the guidelines produced by the Heritage Lottery Fund *Conservation Plan Guidance* (October 2012).

Reference has also been made to the British Standard *BS 7913:2013 – Guide to the conservation of historic buildings* (2013). The report will also follow the processes and guidelines outlined by the internationally recognised documents: *The Seventh Edition Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance* by the late James Semple Kerr (Australia ICOMOS, 2013); and *The Burra Charter* (Australia ICOMOS, 2013).

1.5 Adoption & Review

This *Conservation Management Plan* should be adopted by the Dumbarton Stations Improvement Trust, Network Rail, Abellio ScotRail, West Dunbartonshire Council and all other stakeholders and key users as a management tool to inform ongoing and future work to the interiors and exteriors of the station and its infrastructure.

Those working in the buildings, such as staff and tenants, or consultants and contractors carrying out repairs, should be referred to the *Conservation Management Plan* where policies may be relevant to their use and potential impact on the building fabric. The report may also serve as a useful reference in the preparation of lease agreements for space within the station.

The contents of this *Conservation Management Plan* should be reviewed periodically to ensure that the report remains a useful and up to date document for management purposes. It is recommended that a review be carried out every five years, or following any significant alterations to the buildings, to ensure that it remains a useful tool for the ongoing care of Dumbarton Central Station.

1.6 Other Studies & Reports

Other reports associated with Dumbarton Central Station and the local area that have been referred to as part of this study include:

- *Dumbarton Central Station Scoping Report*, by Strathclyde Building Preservation Trust, May 2014
- *Dumbarton Town Centre and Waterfront: Revised Urban Strategy,* West Dumbartonshire Council Rev. November 2014
- *Dumbarton Castle Rock Charrette Report*, Anderson, Bell Christie & Kevin Murray Assoc., 2015
- *Dumbarton Town Centre: Conservation Area Proposal*, report by Austin-Smith Lord, July 2018

1.7 Acknowledgements

We would like to acknowledge the assistance of the following individuals and organisations during the completion of this report.

- The Trustees of Dumbarton Stations Improvement Trust
- West Dunbartonshire Council Planning
- Richard Kinsella, Gerry McFadden, Jordan Brownlee & Karen McChesney, Network Rail
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- John Yellowlees, Ambassador, Abellio ScotRail
- Andy Savage, director, Railway Heritage Trust
- Professor John R Hume
- Andrew Graham, Arts & Heritage Collections Officer, West Dunbartonshire Council
- Network Rail National Records Centre
- Drew Howie and staff, Armed Forces Veterans Association
- Chris Pollock, Coffee Station
- John Duff Joiners
- Gerry Kane
- Robert Campbell
- Gordon Harrison, architect
- Richmond Architects
- National Records of Scotland
- Dumbarton Library and Local Studies
- Science Museum Group - Locomotion, National Railway Museum & Science and Industry Museum
- Dumbarton Cine Video and Digital Club
- Historic Environment Scotland
- Ewan Crawford, Railscot

Photographs within this report are by the authors and sketches are by Lesley Kerr, unless otherwise stated.

1.8 Project Team

This Conservation Management Plan has been prepared by the following team of conservation consultants:

- Lesley Kerr, architect & lead consultant
- Jen Austin, architectural historian, Austin Heritage Consultants
- Steve Wood, structural engineer, David Narro Associates
- Sarah Bronsdon, funding advice, Heritage Support
- Rob Robinson, economic development consultant, Rob Robinson Heritage Consulting
- John McGee & Angela Coia, quantity surveyors, Gardiner and Theobald

1.9 General Comments & Limitations

This report is based upon visual site inspections carried out between October 2018 and January 2019, combined with archival and desk-based research and extensive consultation.

No opening up was carried out and the building fabric was inspected where accessible and safe to do so. There was limited access to the ground floor areas. The Church Street entrance and stairs are locked up and without light. One visual inspection was carried out in October 2018 by permission of Network Rail and Abellio ScotRail staff. The visual inspection of the remainder of the ground floor (John Duff Joiners premises) was restricted by timber constructions and interior finishes added to make the space habitable.

The primary historical references were maps, late-19th century archive drawings and photographs of the station. Limited information was found through archival sources to illustrate building alterations or use of the ground floor. This may be due to the fact that the railways were not required to gain statutory permissions in the past and some railway company archives were lost during ownership changes.

Best judgement has been used, given all available information, to estimate when changes were made during analysis for this report. If further historical information becomes available in the future, this should be used to update the historical analysis and significance assessment within the report accordingly.

Further information about the construction and decoration of the building may be concealed behind later finishes. There may be further opportunity to investigate and confirm changes within the building during future work.

1.10 Abbreviations

The following abbreviations have been used throughout the Conservation Management Plan:

DSIT Dumbarton Stations Improvement Trust

WDC West Dunbartonshire Council

NR Network Rail

RHT Railway Heritage Trust

SPTE Strathclyde Passenger Transport Executive

SECTION TWO: UNDERSTANDING THE SITE

The following historical analysis and discussion is a summary of information obtained during the completion of this Conservation Management Plan. A detailed chronology of the history of the station is included as part of this report for further reference at Appendix II.

2.1 The Evolution of Dumbarton

Dumbarton as a settlement is based around the rock at the mouth of the River Leven, which flows from Loch Lomond to the River Clyde and the rock originally bore a variant of the name 'Alcluid', meaning 'Clyde Rock'. 'Alcluid' lay north of the Roman Antonine Wall and was traditionally the birthplace of St Patrick in 387AD.[4] The later Gaelic name of Dumbarton, means 'Dun-Briton', or 'British Fortress'.[5]

The settlement was besieged and sacked in the second half of the 8th century by the Angles and Picts and in 870AD it was sacked by the Danes and the town was resettled further north of the rock.

In 1222, Dumbarton became recognised as a Scottish Royal Burgh, with a new castle and merchant guild. Development was apparently slow and in 1350, the visitation of the Black Death devastated the town, with little in the historical record until the town burnt down in 1424[6] (or 1425[7]).

Recovery of the town was slow, and the first mention of a shipyard was in 1487, brewing had been established in the town by the mid-16th century and a parish school had begun in 1576. In 1544, the castle at Dumbarton was intact and considered the centre of the Earldom of Lennox.[8]

The Timothy Pont map of c.1583-96 is one of the earliest surviving depictions of the settlement (figure 4), showing the castle on the rock some distance from the township itself and the town on the River Leven.

Figure 4 c.1583-96 Timothy Pont map.[9]

By 1621, Dumbarton was an important port and by 1680, an important market, but a bridge crossing the River Leven wasn't completed until 1765 as the last link to the military road to the northwest (visible on the Roy Map of 1747-55 (figure 5)). The Dumbarton to Stirling road became a turnpike in 1794 and by the end of the 18th century, Dumbarton had a population estimated to have exceeded 2000 inhabitants and the major industry at this time was glass manufacture.[10]

By the middle of the 18th century, the town of Dumbarton had developed within a loop of the River Leven. The river formed a wide basin to the north, the banks of which were prone to flooding, and the harbour was located to the south. The street pattern was based on the three main thoroughfares of the medieval town[11] - Main Street (later High St), Cross Vennel (later College St) and Church Street. The 1777 map by Charles Ross (figure 6) shows the first bridge across the River Leven and 'The Old Church

Porch', known locally as College Bow, on the site of the former collegiate church to the north. The arch was located on the edge of the river bank known as Broad Meadow. It is clearly shown on the John Wood map of 1818 (figure 7) and on the 1832 map by John Thomson (figure 8). The arch was relocated in 1850 to make way for the railway[12].

The 1832 Great Reform Act plan indicated the dry and wet areas of the Broad Meadow at high water, and the map by John Thomson of the same year (figure 8) confirms that this land was owned by the Town of Dumbarton. The land closest to the study area appears to have been owned by Walter Colquhoun Esquire of Barnhill and it is shown as a large field with trees lining the north-eastern side. The castle was still garrisoned at the beginning of the 19th century and during the early 19th century, shipbuilding also became a major industry in Dumbarton.[13] A gasworks was established here in 1832.[14]

Figure 5 c.1747-55 Roy Military Survey of Scotland.[15]

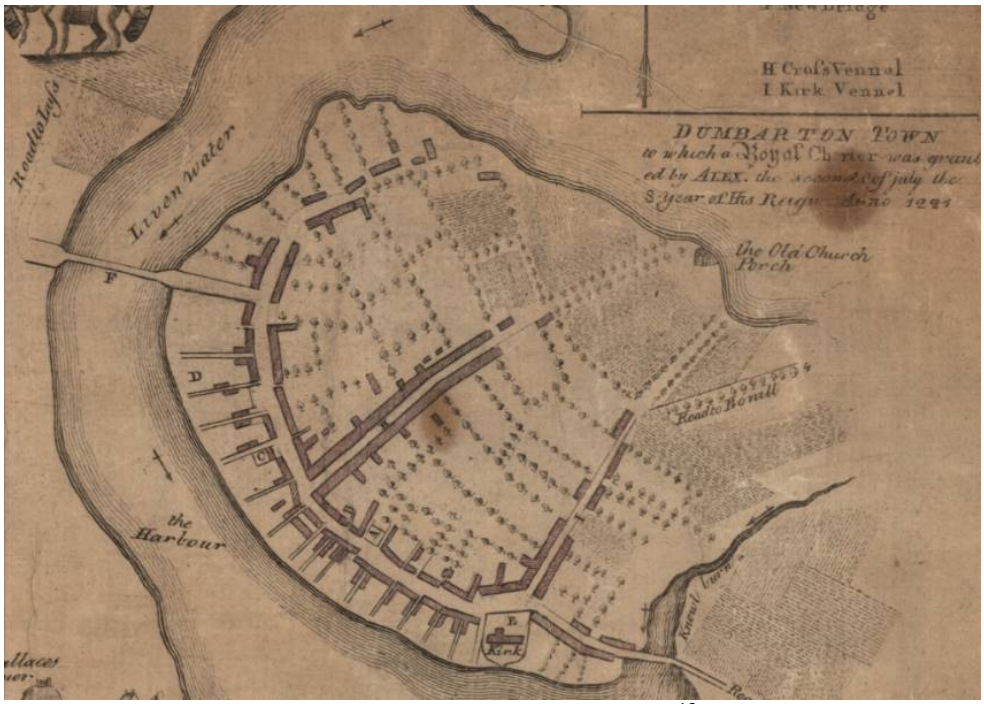


Figure 6 1777 map by Charles Ross.[16]

Figure 7 1818 map by John Wood.[17]

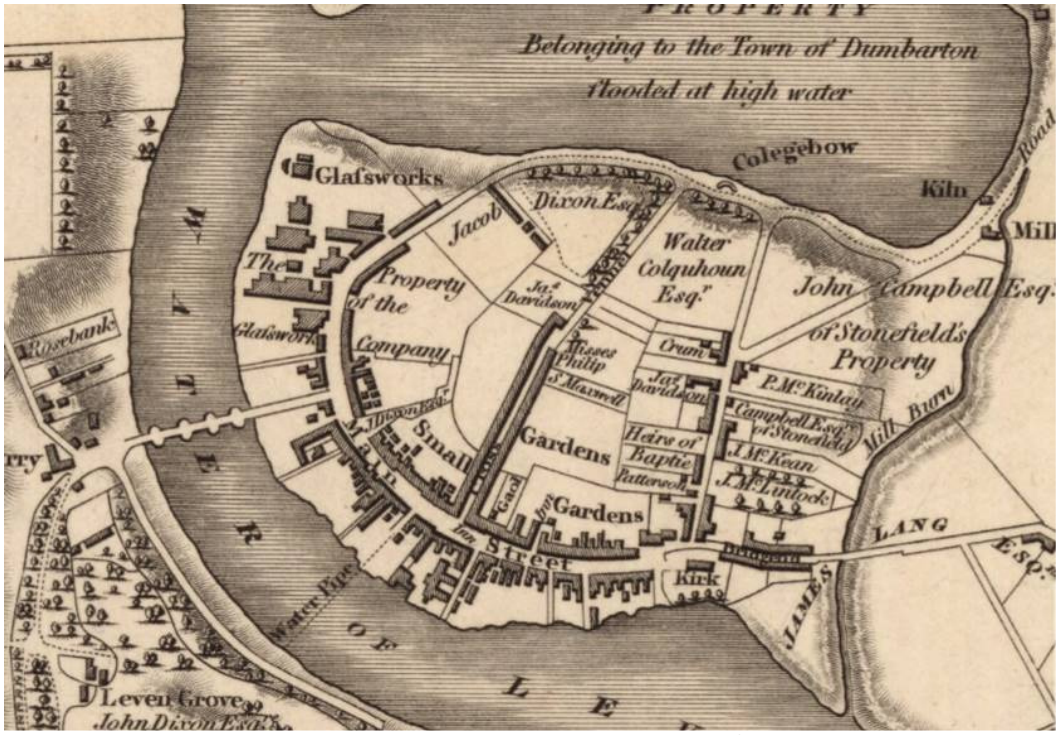


Figure 8 1832 map by John Thomson.[18]

Figure 9 1860 (surveyed, published 1864) OS Map.[19]

When the railway arrived in Dumbarton in 1850 as part of the Caledonian and Dumbartonshire Railway from Bowling to Balloch[20] (see below for further discussion on the development of the railway at Dumbarton), further industry developed, including more shipbuilding. The 1860 OS Map shows that by this time, the 'Broad Meadow' to the north of the study area was referred to as Dumbarton Common and that a large part of the former basin of the river had been drained and reclaimed. The area immediately to the north of the recently-built railway line and station at Dumbarton, however, was still shown as part of the river system and presumably served the engine works and provided access to the station and railway line.

When the glassworks on the northwest side of the town closed c.1850, the industrial site was added to the expanding premises of William Denny's shipyard[21] and in 1869, the yard took over the completion of the famous iron and teak clipper, the 'Cutty Sark'.[22] The Denny shipyard carried on until it finally closed in 1964.[23]

By the time of the 1896 (revised) OS Map, Dumbarton had further developed as an industrial centre with shipbuilding and associated businesses increasing along the waterfront, a glue works to the west and a sawmill on the north side of the station area with apparent direct access to the river (with mud flat opposite). The drained area of Dumbarton Common had been further developed by 1896 for a golf course, parkland, slaughterhouse and a large ornamental pond in front of the hospital. By 1896, 'Main Street' was depicted as 'High Street' and 'Cross Vennel' had become 'College Street', forming a direct route between the station and the town centre. Church Street connected the station with the landmark Riverside Church.

During its rapid development as an industrial centre from the 1840s, Dumbarton underwent a period of considerable change through to the 1960s.[24] The previously strong industrial economy declined and this is reflected in the post-industrial development of Dumbarton from the 1970s onwards[25]

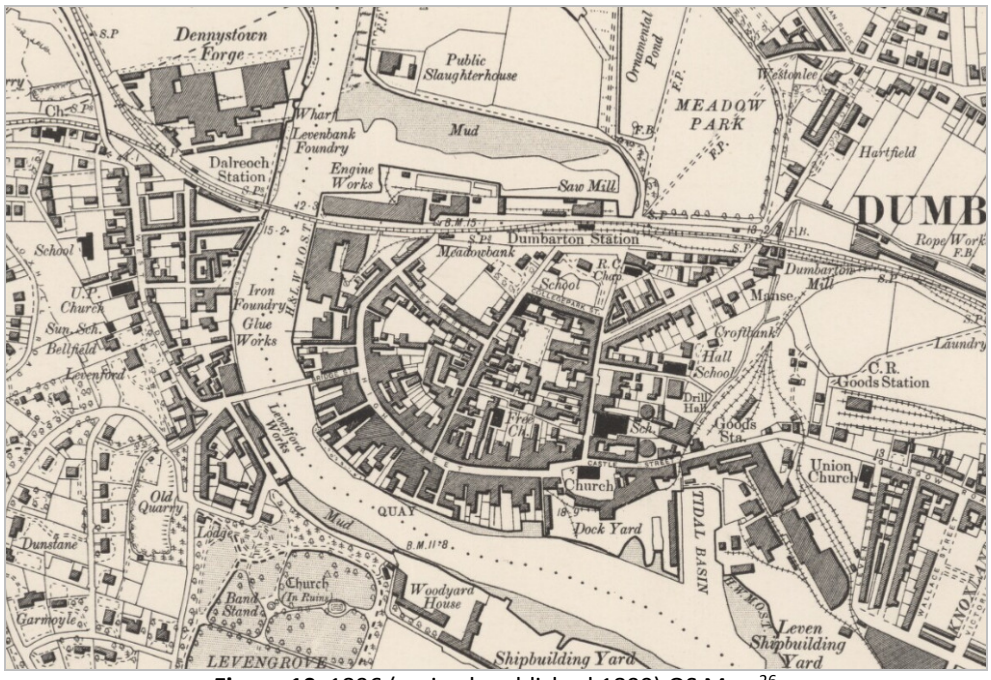


Figure 10 1896 (revised, published 1899) OS Map.[26]

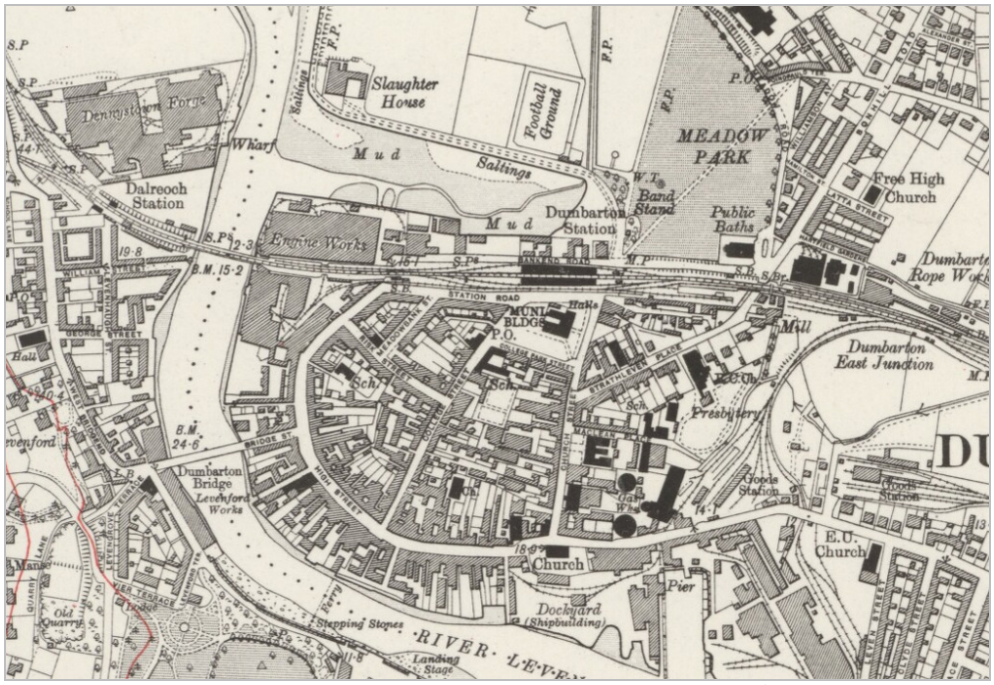


Figure 11 1914 (revised, published 1923) OS Map.[27]

The archaeological potential of Dumbarton following its complex evolution is today indicated in figure 12. The *Burgh Survey*[28] from which this map has been sourced highlights that despite development, the area including the station is one of archaeological sensitivity and that there are a number of areas around the station itself of currently unknown potential.

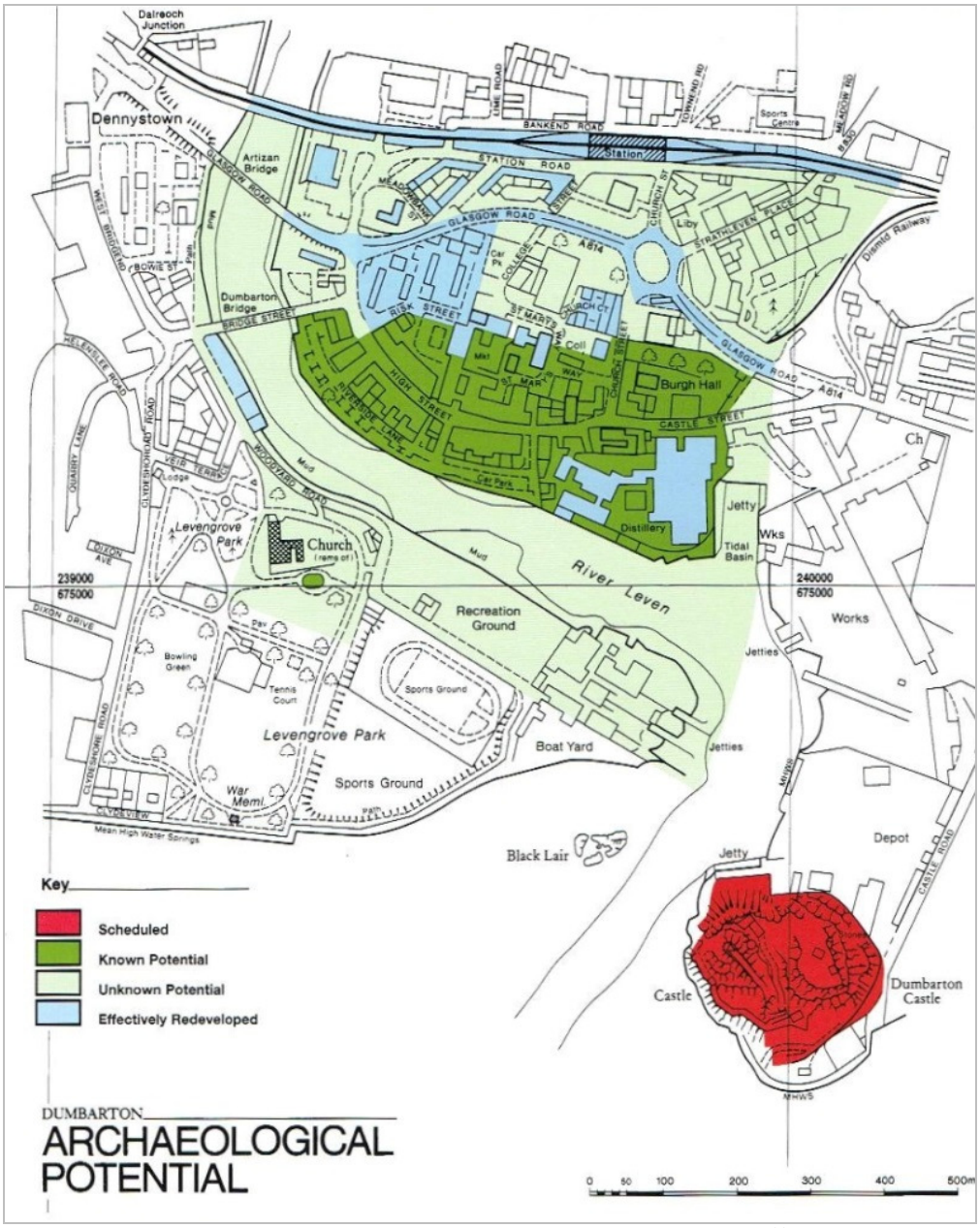


Figure 12 Archaeological potential map of Dumbarton.[29]

2.2 The Development of the Railway Through Dumbarton

On the 15th July 1850, trains began to operate between Bowling and Balloch on the Caledonian and Dumbartonshire Junction Railway[30] and it is presumed that the first station at Dumbarton was built at the same time as the line. Dalreoch Station to the west was also built in 1850. It is understood that some of this first railway line alignment differs from the current route.[31]

Several years later on 11th May 1858, the Glasgow, Dumbarton and Helensburgh Railway opened, linking to Dumbarton Central Station and run on their behalf by the Edinburgh and Glasgow Railway.[32] By this time, there were double tracks between Glasgow and Dumbarton, but only single track between Dumbarton and Helensburgh.[33]

In 1862, the Edinburgh and Glasgow Railway took over both companies (the Glasgow, Dumbarton and Helensburgh Railway, and Caledonian and Dumbartonshire Junction Railway) completely,[34] and by 1865, the Edinburgh and Glasgow Railway became part of the North British Railway.[35]

In 1891, the Lanarkshire & Dumbartonshire Railway was authorised as an alternative railway line between Glasgow and Dumbarton[36] and by 1896, the Dumbarton & Balloch Joint Railway was established to operate from Dumbarton East Junction to Balloch. They were partnered with The

Caledonian Railway, North British Railway and Lanarkshire & Dumbartonshire Railway.[37] Dumbarton East railway station, not far from Dumbarton Central, was opened on 1st October 1896.[38] The current Dumbarton Central Station was reputedly built to the Caledonian Railway style and at their expense as compensation for additional traffic through the station resulting from 1890s railway expansion.[39]

The Caledonian Railway took over the Lanarkshire & Dumbartonshire Railway in 1909 and the station was then left in the joint operation of the Caledonian Railway and North British Railway.[40]

In 1923, the company operating the station became joint London North Eastern Railway and London, Midland and Scottish Railway.[41] It was suggested that the Dumbarton and Balloch Joint Line was actually missed out of the amalgamations and remained independent until nationalisation of the railways in 1948.[42] At this time, the station became part of British Railways.[43]

Between 1955 and 1961, plans went ahead for electrification of the railways, but did not proceed until 1955 and first electric services began on 7th November 1960.[44] In the late 1950s, it is reputed that the decision was made to use the Caledonian Railway line through Dumbarton East before re-joining the North British route at Bowling, and the old route between Dumbarton and bowling was then closed.[45]

In 1972, the Greater Glasgow Passenger Transport Executive (GGPTE) was established,[46] and by 1992 the station was operated by ScotRail on behalf of the Strathclyde Passenger Transport Executive (SPTE).[47] In 1996, the SPTE was replaced by the Strathclyde Partnership for Transport.[48]

2.3 Historical Development of Dumbarton Central Station

The following historical development is a summary of the detailed chronological history of Dumbarton Central Station contained in Appendix II of this report.

2.3.1 The Study Area before the Construction of the Station

> *"On the edge of Broad Meadow stood St Mary's Collegiate Church. Established 1453, on the lands of an earlier chapel, it fell into disuse after the Reformation. All that remained for many years was a single arch known locally as College Bow, and from which College Street got its name."*[49]

The church (also referred to as St Patrick's in some sources) was gifted, with attached properties, to the Countess of Lennox by council & burgesses of Dumbarton. It was described as a semi-monastic establishment, with Provost's house adjacent. After the church was demolished in 1570, the site became a source of stone for building repairs.

From the late 16th century, Broad Meadow was prone to flooding until the land was reclaimed in the mid-19th century, at a time of industrial growth. What remained of the collegiate church and its associated buildings at this time would have been cleared for the construction of the railway. The College Bow was relocated in 1850 to the foot of Church Street, and again in 1907 to its present site in the grounds of the Municipal Buildings, closer to the original site of the church.[50]

Figure 13 College Bow in Church St.[51]

2.3.2 First Station

It is presumed that the first station opened at Dumbarton at the time that trains began operating between Bowling and Balloch on the Caledonian and Dumbartonshire Junction Railway on 15th July 1850.[52]

The earliest map showing the plan of the presumed first station dates to 1859 (see figure 14). The building depicted comprised a single, rectangular-form brick or stone building on the north side of the railway tracks. It shows three separate interconnected spaces comprising two enclosed rooms either side of a central waiting room that was open on the south side to the platform. A single opening (presumably a window) was shown in the south elevation of each of the side rooms and an enclosure (possibly toilet? or service area/shelter?) was shown at the west end of the building, accessed from the exterior only.

The station platform was accessed via a stair built into the embankment on the north side and a number of timber or iron railway service buildings/sheds were shown on the south side of the railway tracks and apparently built into the south embankment with access from both road to the south and railway tracks to the north. What was presumably a locomotive or goods shed was built in a siding at the east end of the station near the road bridge.

A description following a fire in 1851 mentioned wooden buildings of the *'northern range'* being completely demolished. As the 1859 map shows brick or stone construction on the north side and wood or iron sheds on the south side, it is possible that the buildings of c.1850 on the north side of the station were rebuilt to the simple form shown in 1859, but more robustly constructed.

An overlay exercise between the current layout and 1859 layout indicates that the original northern station building was located at about the centre of the current northern platform building. Railway tracks have been extended along the north side of the original station area and the southern side of the station has also been heavily reconfigured, with the extension of the station platforms out along the southern side and demolition and reconfiguration of adjacent earlier buildings and roads where Station Road is located today.

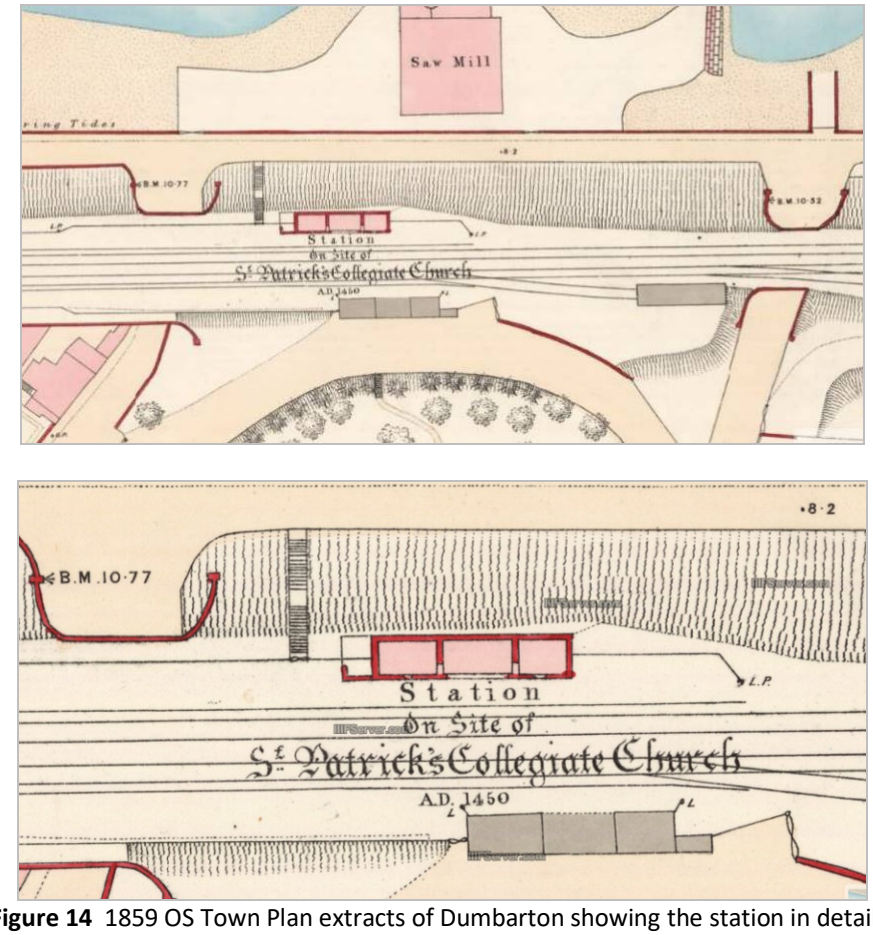


Figure 14 1859 OS Town Plan extracts of Dumbarton showing the station in detail[53]

2.3.3 Second Station

In June 1874, the 'new' railway station at Dumbarton was opened and these are presumed to be the buildings still depicted on the revised OS Map of 1896-97 (figure 15) and with part shown in the photograph at figure 17. The map shows in footprint, a much larger replacement rectangular north platform building with what is presumed to have been an awning along the south side. A further, smaller rectangular building was located detached and further along the platform on the east side of the main station building.

The main building on the 'down platform', as described at the time of opening in 1874[54] apparently comprised a booking office and connecting parcel office; general waiting room adjacent to the booking office; porter's and lamp rooms next to the waiting room; urinals at the end of the building; and west of the booking office was the first class ladies' and gentlemen's waiting rooms with their own lavatories. This building is not shown on the 1890s map and possibly in the location of the label on the map. Is it possible that the south building had already been demolished by the time of the revision of the map in 1896-97 and during the beginning of works for the third phase of station buildings at this time?

A report from November 1890[55] suggested that at this time, the North British Railway Company had already begun improvements at the station of *'…an extensive nature…'*

The 'up platform' buildings, presumably the layout shown at figure 15, comprised a general waiting room; ladies' and gentlemen's waiting rooms with their own lavatories; and urinals and a water closet at the west end. The platforms had verandas along the lengths of the buildings supported on iron columns and glass screens at each end and the platforms themselves had been raised to be level with the carriage doors.

Railway tracks were shown on both the north and south sides of the station buildings and a pedestrian footbridge is shown linking the south side of the station with the centre platform over the southern railway tracks. This was presumably the iron girder bridge to the 'up platform' spanning 36 feet described in 1874.[56]

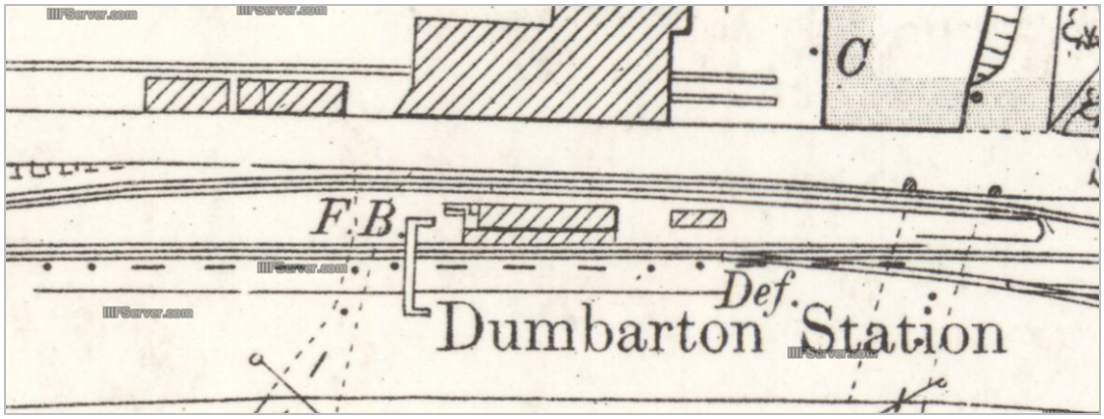


Figure 15 1896-97 (Revised) OS Map.[57]

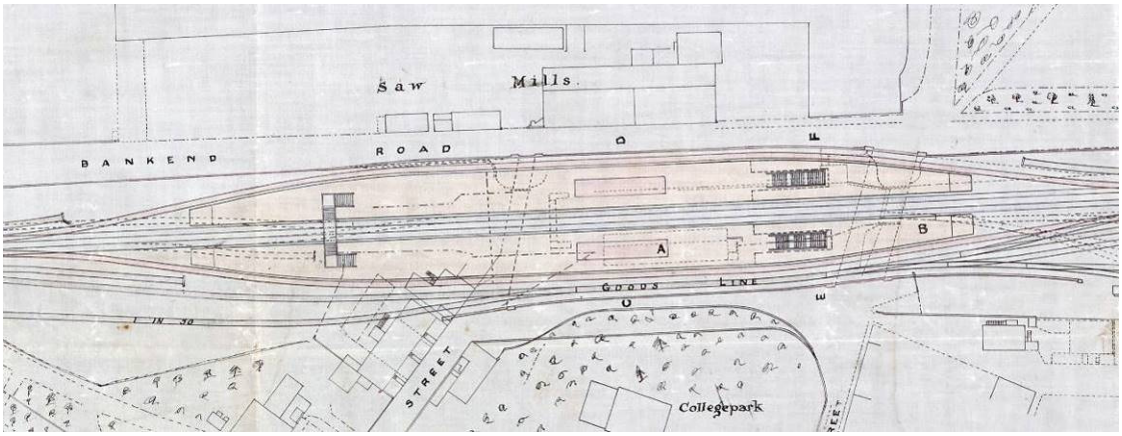


Figure 16 1894 Design for extension of the station by Charles Foreman, Engineer. Proposed plan showing footbridge at west end and demolition of the footbridge shown on the 1890s OS Map.[58]

2.3.4 Third (and Current) Station

In June 1895, advertisements were placed for tenders for the works to rebuild the station.[59] It wasn't until November 1897 that the new south island platform was opened for use.[60] It stated that the old station had been *'entirely swept away'* and the replacement *'commodious'* structure would cost upwards of £60,000 when completed.

When completed in 1897, the south platform and street-level works comprised waiting rooms at the platform; booking and other offices at street level (though not yet finished); and the southern stair was open for use at the east end of the station.

The station was described as completed and opened in June 1898 with the opening of the north platform.[61] It was described, in part, as follows:

> *"The new station comprises two island platforms, the entrances to which, from the large booking hall on the level of the street, are by spacious and easy staircases. In each platform there is the usual waiting room accommodation, but the fittings are on the elaborate scale that is only to be found at the newest and most up-to-date stations."*[62]

A c.1896 photograph of the station (figure 17) shows the south platform building under construction. The image is believed to be a view looking west from the railway tracks on the south side showing the south platform building that we know was completed first. It is interesting to note that to the right of the photograph, a large open-sided building that appears to be a large shed is in the location of the current north platform building and it would appear to be the only image found during the completion of this report to show, at least in part, the 1874 north platform building configuration.

The archive drawing (figure 18), dated c.1896, illustrates the proposed plans, one elevation and one section for the two platform buildings, which appear to be as built. The drawing is unsigned.

The north platform comprised (from west to east - as written on c.1896 drawings): Urinals; Porter's Room (with cement floor); Gentlemen's 1st Class Waiting Room (later crossed out and 'Ladies' written in) with two toilets; Ladies 3rd Class Waiting Room with two toilets; passage; Ladies 1st Class Waiting Room (later crossed out and 'Gentlemen's' written in) with two toilets; a large General Waiting Room; and at the east end, an Inspector's Room on the north side and Ticket Collectors Room on the south side.

The south platform comprised (from west to east - as written on c.1896 drawings): Urinals (with tiled floor); large General Waiting Room (pitch pine floor laid on asphalt); Ladies' 3rd Class Waiting Room with two toilets (pitch pine floor); passage; Ladies' 1st Class Waiting Room with two toilets (wood block floor); Gentlemen's 1st Class Waiting Room (wood block floor) and two toilets; Telegraph Office (pitch pine floor); and the Station Master's Room (pitch pine floor) at the east end.

The platform buildings are a good example of typical station design of the period being: single-storey brick; slated roofs with decorative ridge tiles and corniced chimney stacks; and glazed canopies with curved and boarded soffits. The windows have decorative leaded glass top lights. The interiors were lined in timber with Neo-Gothic details in the dado panelling and doors. All had fireplaces. The circular lavatories were finished in glazed tiles and had central dome lights.

The embankment walls reflect the different construction phases of the station. They are constructed in stone and brick, with corbelled and crenelated parapets and piers. The openings to the ground floor rooms are Neo-Gothic in style with sandstone dressings and tracery. The windows were leaded glass and the doors had Gothic detailing. (It is likely that the Gothic influence was inspired by the Collegiate heritage of the site). Internally, the double height space is generously proportioned with top light from windows between the platform and the tracks. The Gothic detailing continues on the metal structure and on the timber and leaded glass screen to the original booking hall. The walls are of glazed brick which continues on the stairways with a decorative glazed tile on the dado. Decorative metalwork railings and gates were installed at the top of the stairways and at the pedestrian entrances.

At the beginning of the 20th century, the ground floor accommodation included the station restaurant and halls, with a first class restaurant on the north side of the entrance and workmen's dining rooms in

Station Road.[63] Although the original layout is unknown, the ground floor also contained a large space for left luggage on the south side.

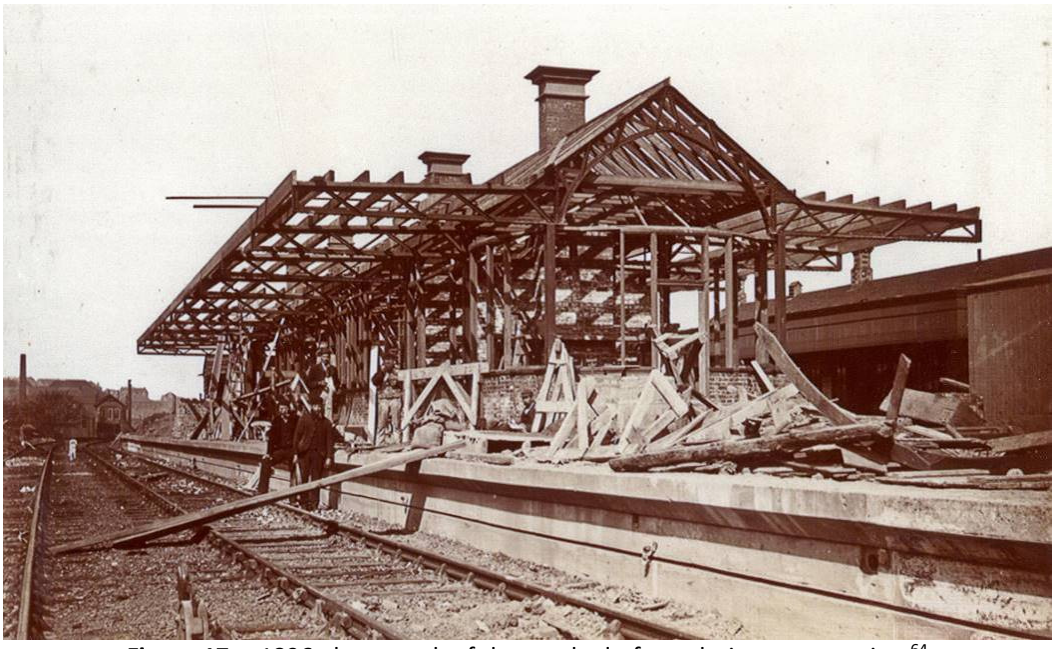


Figure 17 c.1896 photograph of the south platform during construction.[64]

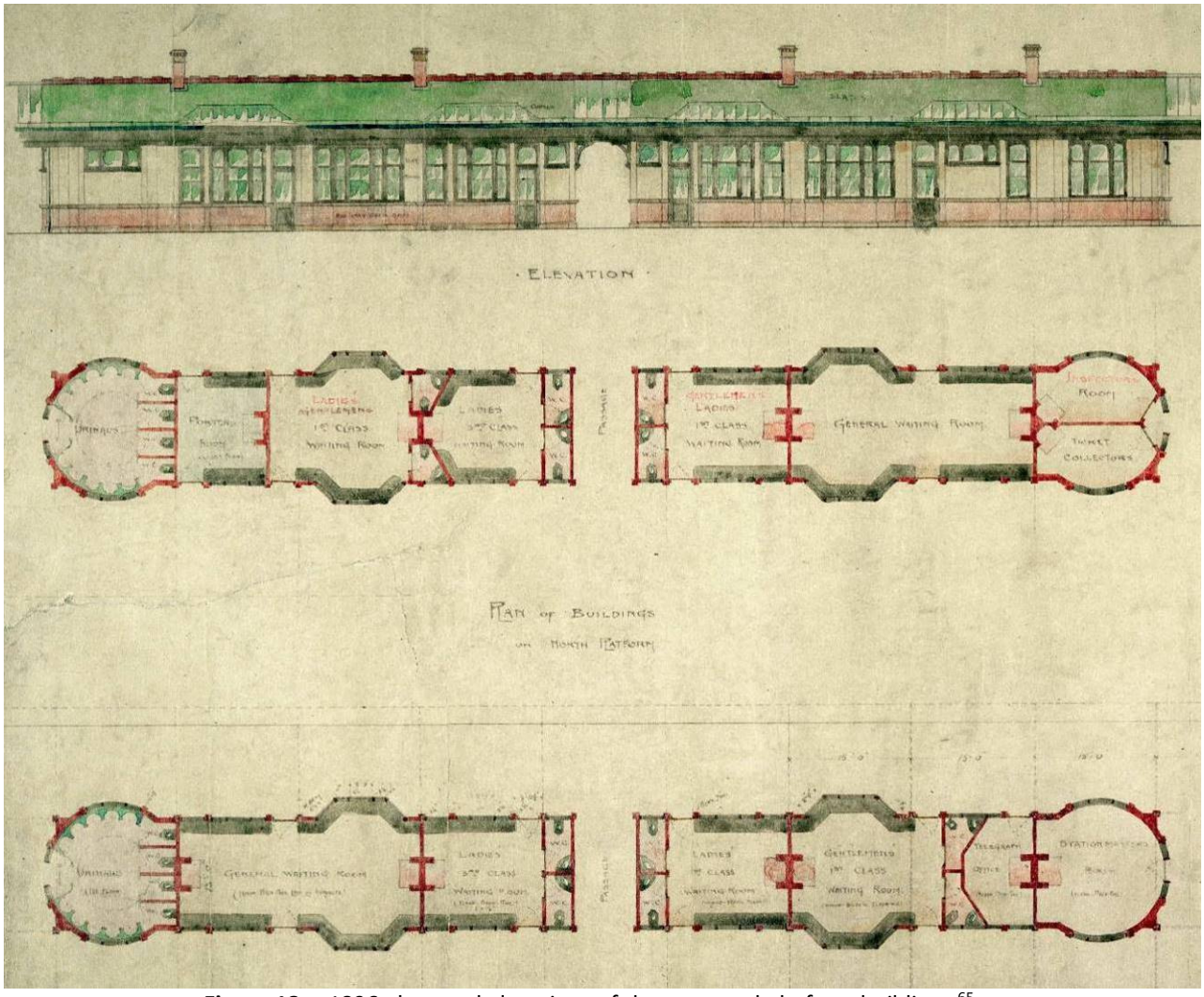


Figure 18 c.1896 plans and elevations of the proposed platform buildings.[65]

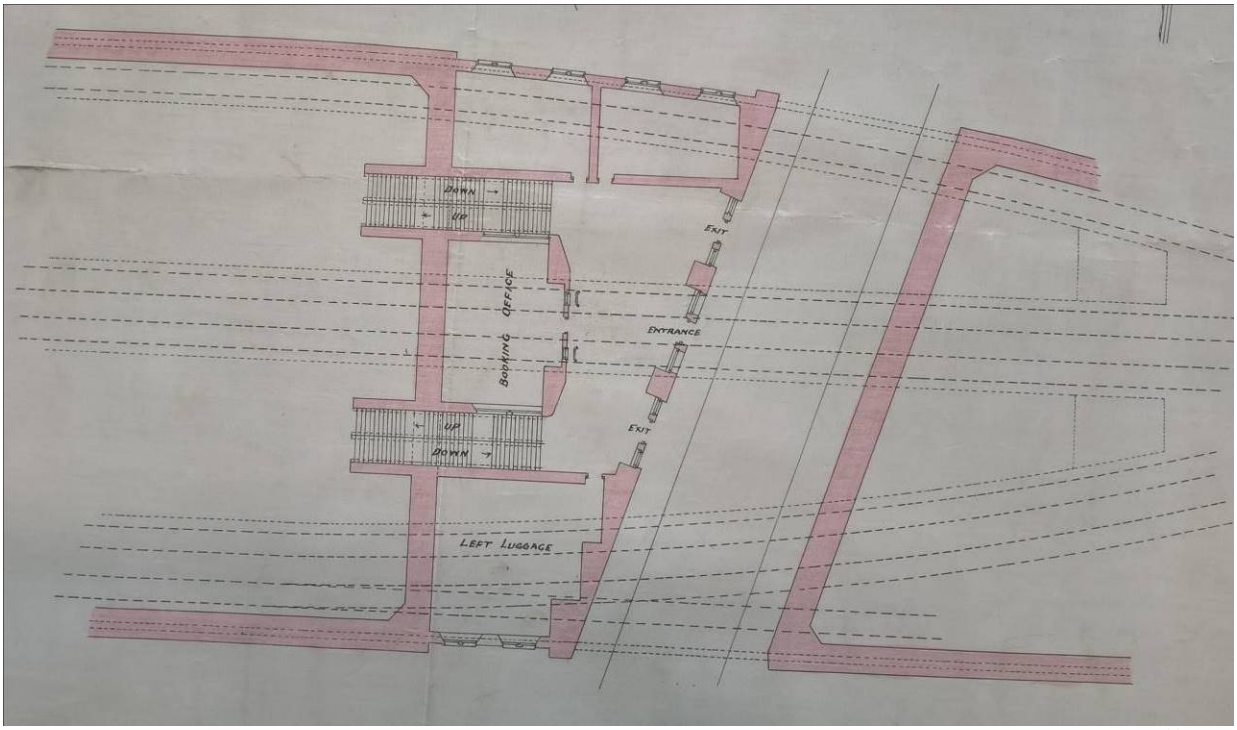


Figure 19 1894 plan of the ground floor booking hall and Church Street by Charles Foreman, Engineer.[66]

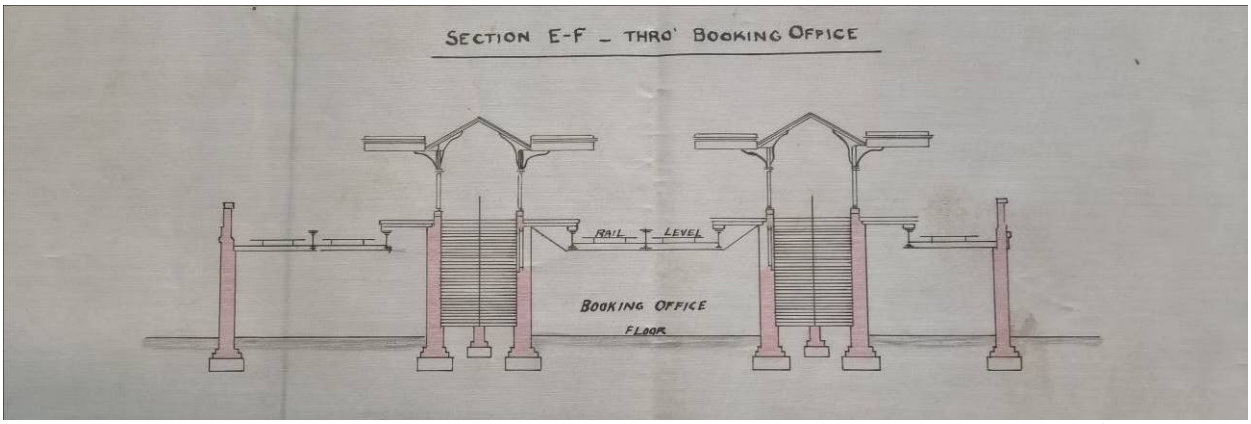


Figure 20 1894 section by Charles Foreman through booking hall and platform buildings.[67]

Figure 21 c.1981 Foot of the north stair.[68]

Figure 22 c.1981 stair tile detail.[69]

The 1914-19 OS Map is the first historical document that shows the completed overall layout of the station at least at platform level (figure 23). The map shows both platforms as built, with glazed awnings. A goods/parcel lift is shown beyond the canopy, at the east end of the north platform (timber enclosure suggests it was an after-thought). Two service buildings are shown, one at the east end of each platform. The building on the south may have connected with a room below. Local residents recollect a goods hoist from the bottom of the ramp to the service yard.

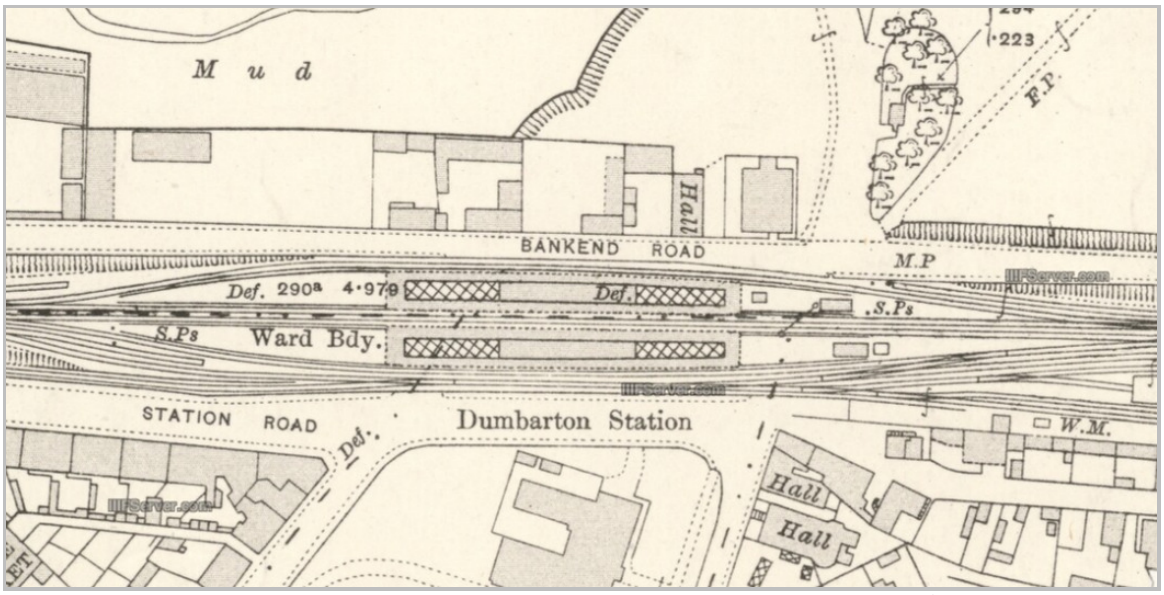


Figure 23 Revised 1914, published 1919 OS Map of Dumbarton.[70]

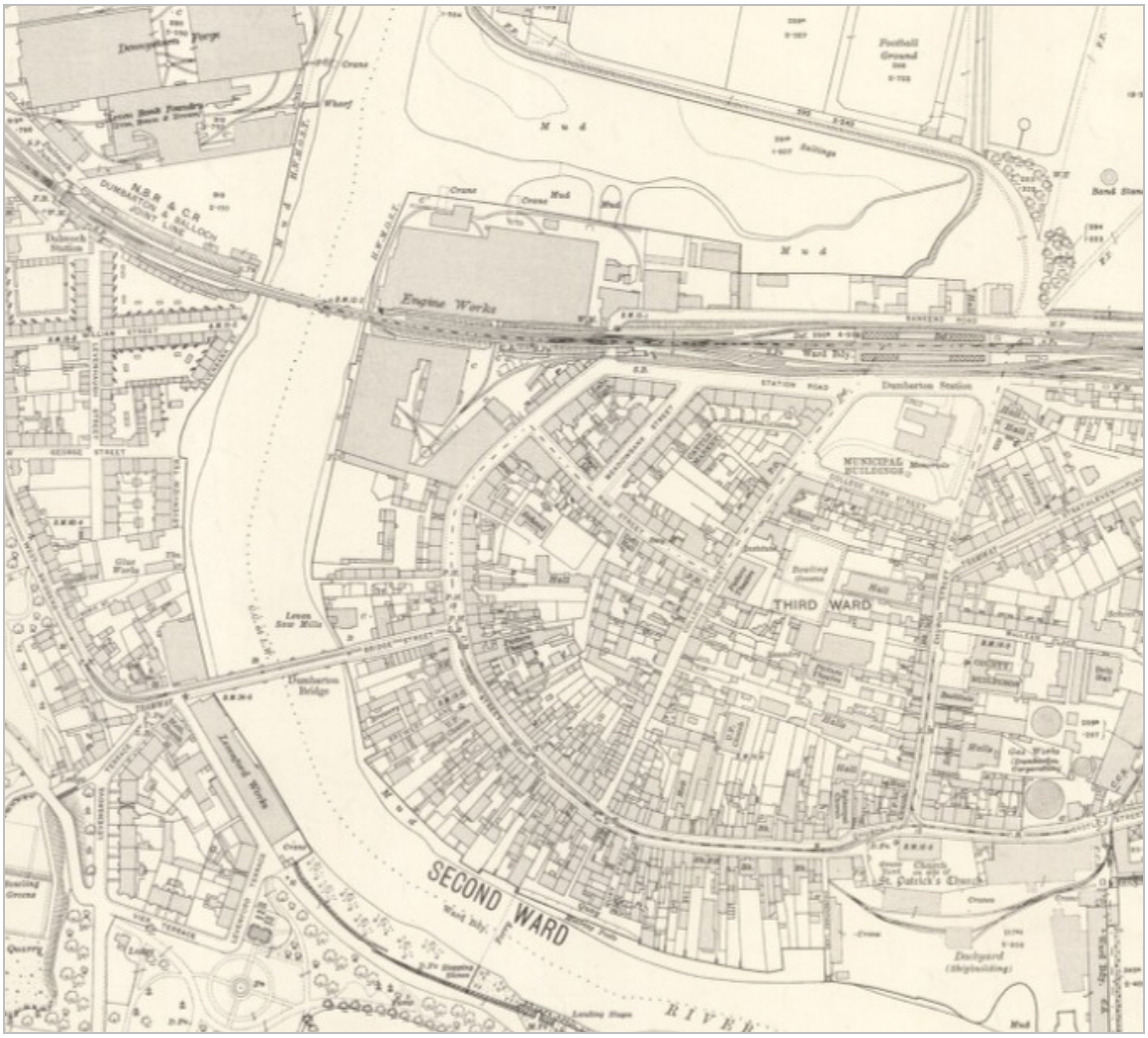


Figure 24 Revised 1914 (pub 1919) OS Map of Dumbarton showing context of the station with the town to the south.[71]

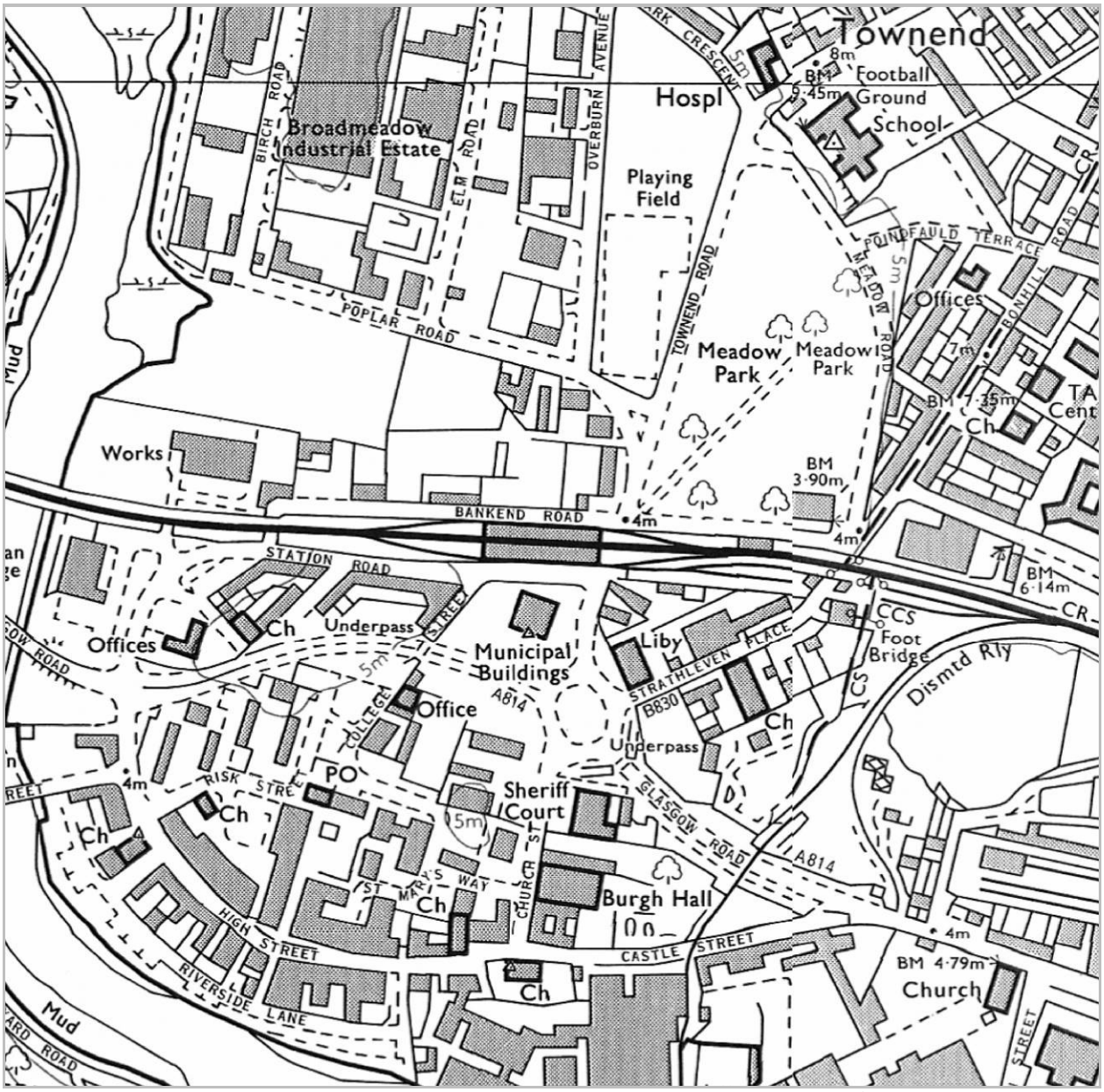


Figure 25 1978 OS Map showing station within its wider context.[72]

Figure 26 c.1935 image of the south platform of Dumbarton Central Station showing the former hanging lanterns labelled with 'Dumbarton' and the now-enclosed south stair and decorative wrought iron gates.[73]

Figure 27 c.1950s View looking northwest towards the north platform from the west end of the south platform showing the hoist building on the north platform to the right of photo.[74]

Figure 28 Mid-late 20th century image of service building at end of the south platform.[75]

Figure 29 1965 photograph looking north along Upper College Street toward the station prior to roadworks and demolition.[76]

Figure 30 Aerial photograph looking southwest taken in 1973[77] showing new Glasgow Road under construction.

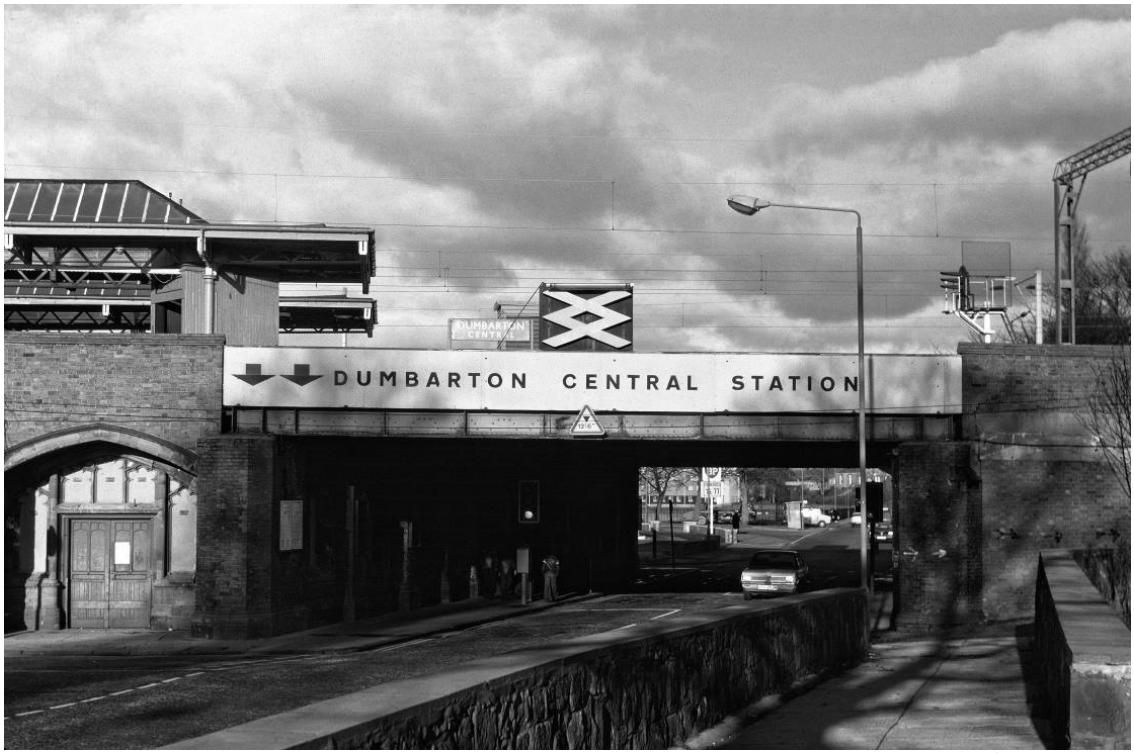


Figure 31 1978 photograph showing parcel lifts as viewed from Church Street.[78]

A photo from 1978 (figure31) shows the parcel lifts on both platforms (timber structures above-remains below). They appear to have been removed after this date. The service building on the south side was still extant in the early 1980s.

2.4 Later Alterations

2.4.1 Change in the 20th Century

There were few significant changes in the first half of the 20th century. Those changes having a major impact on the station during the second half of the 20th century were: electrification of the lines in 1960, the introduction of the new road layout between 1969 and 1972, and the reorganisation of the station and closure of the Church St entrance in 1992.

Electrification of the Lines (see figure 32)

In 1955, the Government of the day introduced a Modernisation Plan for the railways, designed to update the railway system and address the financial deficit created by British Rail. This included electrification of the principal lines in Central Scotland. The Glasgow to Balloch and Helensburgh lines were electrified in 1960, requiring significant new infrastructure. At Dumbarton Central, the Steel stanchions inserted to support the new electric lines were located without consideration of the station design so that they occur off-centre at the top of the ramps, detracting from the symmetry of the original design. It is likely that the decorative timber fascias to the platform canopies were also removed at this time.

This was also the period of the Beeching Report (1963),[79] responsible for the closure of a third of passenger services considered to be underused.[80]

New Road Layout (see 1978 OS Map at figure 25showing roads-old photos of streets)

The development of the road network followed the reorganisation of the railways. The new Glasgow Road, constructed between 1969-72, cut across the old town plan, east-west, severing the urban connection between the station and the town centre. Buildings lining College St. and Church St., both important north-south arteries in the old Burgh plan, were demolished to accommodate the road.

1992 Station Reorganisation

Dumbarton Central fell into a period of gradual decline and by the 1980s the platform buildings were unused and in a state of disrepair. Pressure from local residents and interest groups raised wider public awareness and the station was Listed in category A by Scottish Ministers in 1984. The Strathclyde Passenger Transport Executive (SPTE) then set about refurbishing and re-occupying the platform buildings between 1990-92, with financial support from The European Regional Development Fund (ERDF) and the Railway Heritage Trust. A new ticket office and waiting room were formed in the west end of the north platform building and the parcel ramps became the main public access to the station. The original Church St. entrance, ticket office and tiled stairways were closed to the public. The railings and gates at the top of the stairs were still open in 1997. The steel boxes enclosing the stairs had been erected on the platforms by 2005.

Figure 32 Electrification stanchions at top of access ramp (top) and on platform (bottom[81])

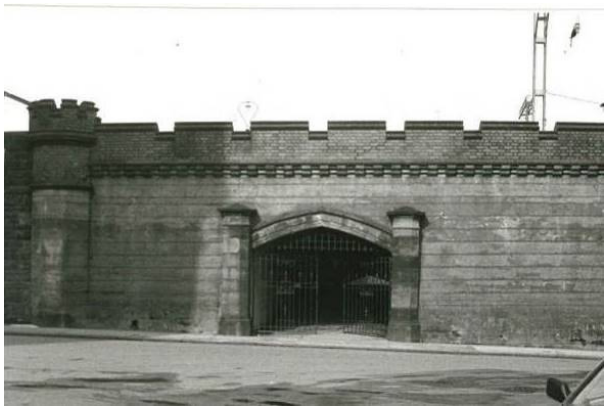
2.4.2 Change in the 21st Century

Further works were carried out in 2010 for the creation of the coffee shop on the north platform, complete with a general redecoration of the station and the station colours changed from red to blue. Between 2014 and 2018, the west rooms on the south platform were restored and converted for use of the Armed Forces Veterans Association.

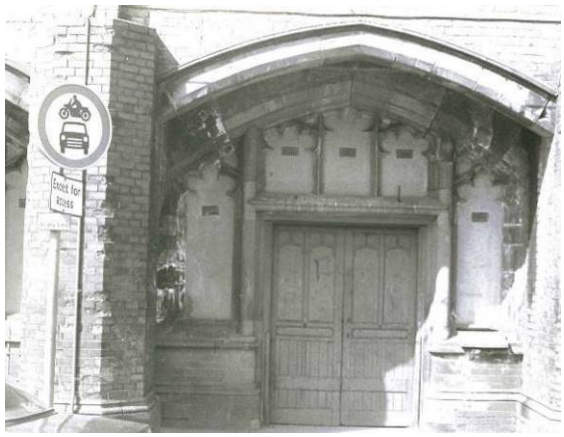
In 2018-2019, at the time of writing this report, Network Rail were engaged in three separate projects in Dumbarton: the replacement of the railway bridge and abutments at Bonhill Road, east of Dumbarton Central (completed); the replacement of the slate roofs and repair of the glazed canopies and rainwater goods of the platform buildings at Dumbarton Central (on site at time of writing); and the repair and repainting of the metal decks of the bridges at Church Street and College Street, including repairs to the abutments (on site at time of writing).

Mid-20th century

Church Street Station entrance c1980



Station Road showing crisp crenellations



Entrance door Station Road.

Timber screen to ground floor booking office

Platform waiting room with half-glazed door

Figure 33 Mid-20th century to c.1980 photographs by Professor John Hume, Historic Environment Scotland Collection

In addition, Network Rail have completed the data capture for a 3D model of the station, from which they have produced plans and elevations of the platform buildings. Copies are included in the appendices, as well as more detail in the full chronology. Sketches prepared for this report are based on information provided from the survey.

2.4.3 Building Alterations Summary

The following drawings have been developed to illustrate in summary form, the main alterations that have occurred to the buildings at Dumbarton Central Station, given all available documentary and physical evidence available at the time of writing this report.

It should be noted that during any future works to the interior and exterior of the building, further information about the physical development of the building may come to light. This information should be recorded as appropriate and used to revise the following analysis as necessary.

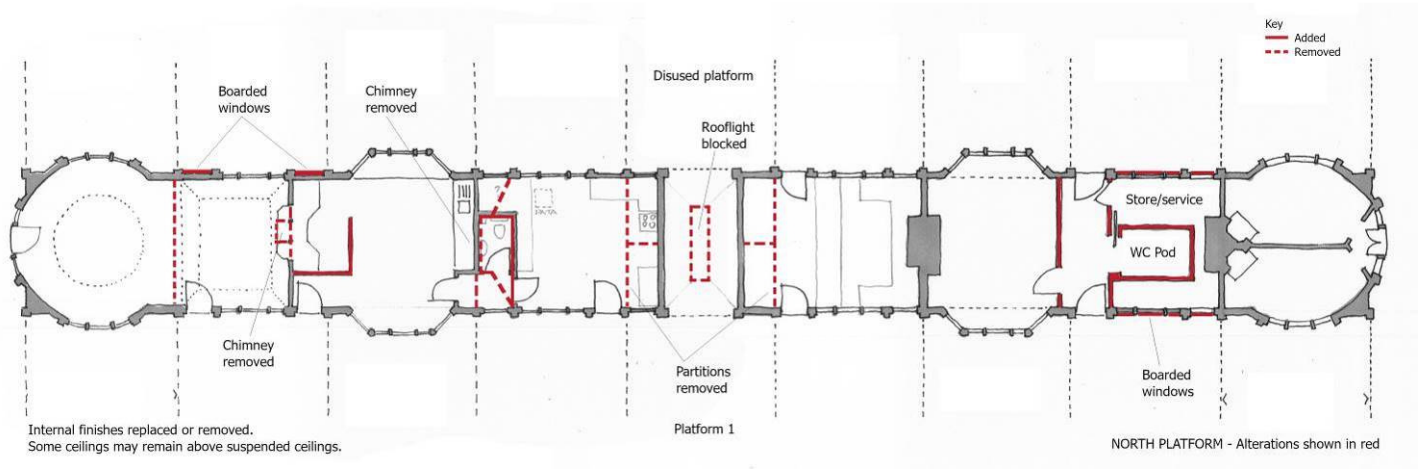


Figure 34 North platform. *Not to scale*

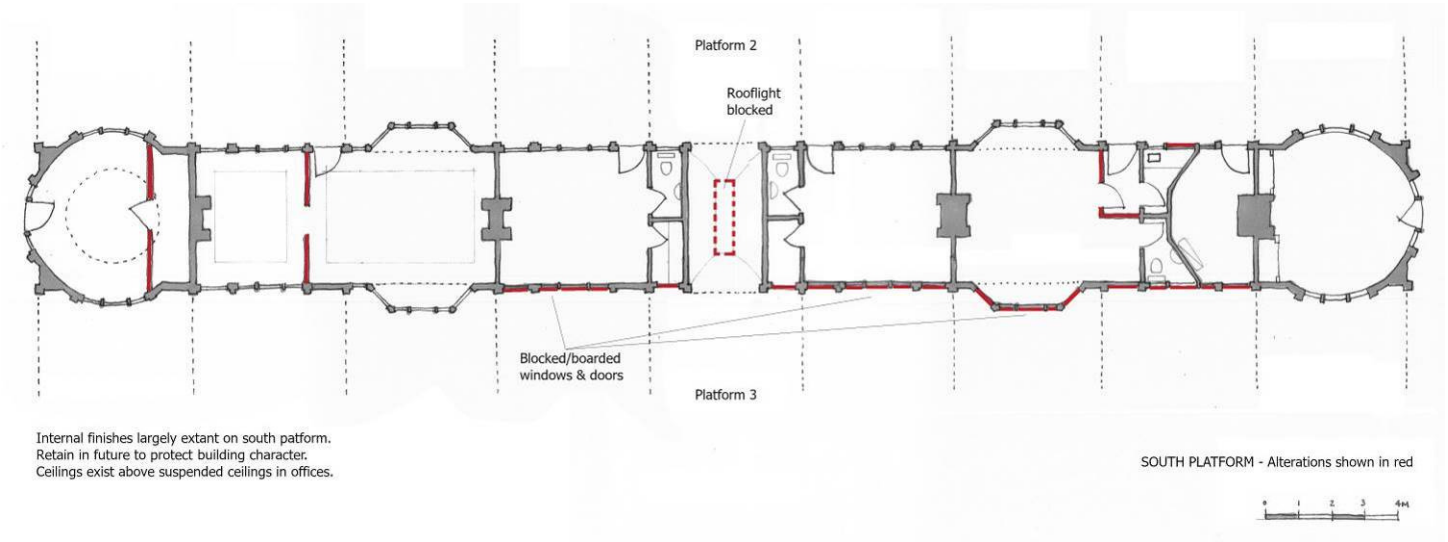


Figure 35 South platform. *Not to scale*

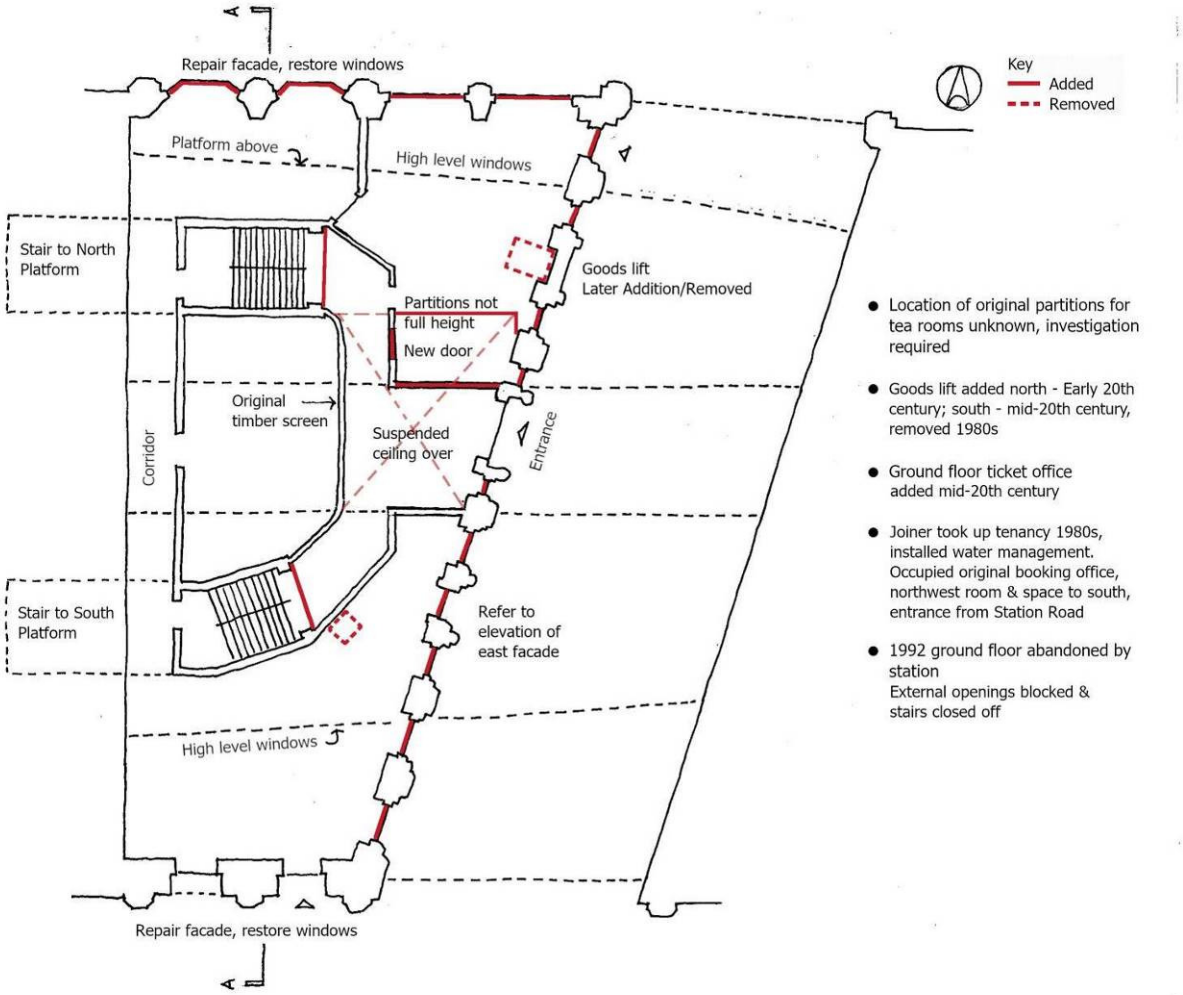


Figure 36 Church Street entrance, ground floor plan. *Not to scale*

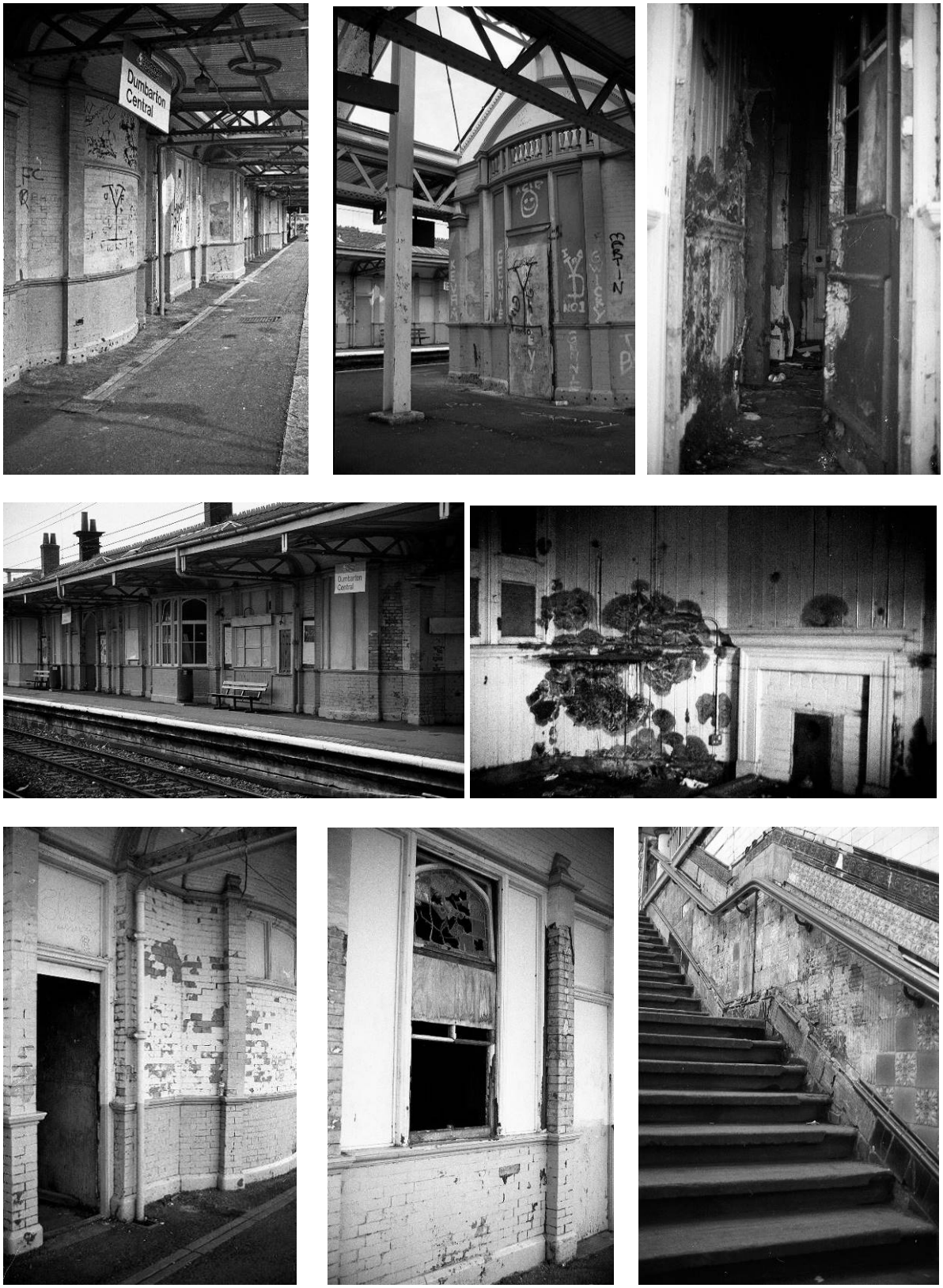


Figure 37 Photographs taken in 1989 showing the derelict state of the station at this time prior to refurbishment works.[82]

2.5 Management and Use

2.5.1 Ownership & Responsibility

After the railways were nationalised in 1948, the Dumbarton and Balloch Joint Line was absorbed into the Scottish Region of British Railways. There then followed several periods of reorganisation in the last quarter of the 20th century.

In 1972, The Greater Glasgow Passenger Transport Executive (GGPTE) was created to co-ordinate public transport in the Clyde Valley. It was succeeded in 1983 by Strathclyde Passenger Transport Executive (SPTE) under the direction of Strathclyde Regional Council. Then between 1994 and 1997, British Rail was re-privatised and responsibility for the infrastructure was separated out from the operation of passenger and freight services. Until 2002, the infrastructure was owned and operated by Railtrack.

In 2019 in Scotland, Network Rail have ownership of, and responsibility for, the infrastructure (track, buildings and structures) and Abellio ScotRail Ltd are the current operating company responsible for passenger services. Recent restructuring within Network Rail[83] has allowed a regional alliance to be formed between the two companies, bringing the operation of the trains and the running of the track closer together.

Network Rail are funded through a direct grant from the British government and income from the train operating companies.

2.5.2 Management & Use of the Station Buildings

Background

Originally the booking hall, porters and refreshment rooms were located at street level. The platform buildings were primarily designed as waiting rooms with open fires, designated by sex and social group, with toilets and some rail staff accommodation. The goods lifts shown on the early photos were installed later, one at the east end of each platform adjacent to the stairs.

By the second half of the 20th century, changes in society were reflected in the way the station was managed and used. The demand for porters and separate waiting rooms diminished and grand stations designed for an earlier era now had a reduced staff and redundant space. Fires were no longer kept alight in the waiting rooms and the refreshment rooms closed. At Dumbarton Central, the platform buildings became unoccupied and neglected. The large ground floor booking hall was replaced by a small ticket office with suspended ceilings over the entrance, blocking out the natural light from the platforms above (believed pre-1962).

The reorganisation in 1992 relocated the main entrance to the west end of the station, using the original parcel ramps to access the platforms and closing down the Church Street entrance entirely. Station staff were accommodated in the refurbished waiting rooms. The ticket office and staff rooms were located on the north platform and offices and a meeting room on the south platform. Since the waiting rooms were glazed on both sides, windows were boarded up and doors blocked for privacy and security, usually on the platforms facing the town.

Current Access

Although there were clear advantages of the ramped access at the time, there are practical disadvantages as the ramps are steep by todays' standards, being originally designed for postal vehicles. The location of the ticket office and public facilities on the north platform, rather than centrally located at street level, results in double journeys up and down the ramps for those departing from the south platform. There are still steps from Bankend Road so passengers approaching from the north must use the College Street underpass or Church Street bridge, both currently poor environments. Pedestrian barriers at the entrances are unwelcoming where passengers should be given priority.

Current Management

Network Rail management operates separate departments, each looking at their own area of responsibility for civil and building work.

Consequently there appears to be no overview of the whole structure and fabric of the building.

Current Staffing

Dumbarton Central is staffed on a part-time basis and the station manager is responsible for several stations on the line. The ticket office closes at 3pm and the waiting room is locked in the evenings. There is a ticket machine for out-of-hours purchases.

Visitor Services & Orientation

The London bound Caledonian Sleeper train and the West Highland Service both stop at the station. There are limited services for passengers waiting on the north platform (depending on the time of day) and none for those waiting on the south. There is no tourist information about Dumbarton, its Castle, or its history, and no directional signage on arrival at the foot of the ramps.

Leased Space

In the last ten years, rooms on the platforms have been leased to a local business and a charity in the form of (respectively) a cafe on the north platform (since 2010-11), open mornings only; and premises for the Armed Forces Veterans Association on the south platform (2014-17 and still there). The AFVA interiors have been restored and demonstrate the character of the original building. At street level, more than half of the station accommodation, including the booking office, was leased out to a local Joiner's business in the 1980s and continues to be occupied by them.

Available Space

Some spaces are underused or derelict. These include: the store room with original fittings on the south platform, and the derelict rooms at the east end of the north platform.

Unused space at street level includes: the original entrance hall and tiled stairways to the platforms, and the once grand room on the corner of Church St and Bankend Rd. These spaces were closed off in the 1990s. They are now in a derelict state and access is limited.

Another interesting feature noted in a space referred to as the 'Provost's Room' in the northeast corner room of the ground floor reputedly retains a decorative fireplace that will require further investigation, as it was not visible at the time of inspection

Future funding for restoration will be dependent on preventing water ingress.

SECTION THREE: ASSESSMENT OF CULTURAL SIGNIFICANCE

3.1 Introduction

Dumbarton Central Station is currently recognised as one of 13 Category A listed extant and operational railway stations in Scotland, as identified by Historic Environment Scotland, including Edinburgh Waverley and Glasgow Central Stations. Please see Appendix I for the list of stations.

There are no Scheduled Ancient Monuments in the vicinity and a new Conservation Area is currently being proposed for Dumbarton Town centre to include the station.

There are a number of listed buildings in the vicinity on the south side of the station, and these include:

- 125-9 (Odd) College Street/1, 2 Station Road (Category C listed);
- Glasgow Road Municipal Buildings and Gatepiers (Category B listed);
- College Bow, (Former Tower Arch of St Mary's Collegiate Church), Church Street (Category B listed); and the
- Peter Denny Statue (at Municipal Buildings), Glasgow Road (Category B listed).

It is important as part of an assessment of significance, to assess the site as a whole and not elements in isolation. This is to enable an overall appreciation of the importance of a place upon which an assessment of the potential positive or negative aspects of any future proposals can be made.

The following assessment of the heritage value of Dumbarton Central Station is based upon an analysis and understanding of the historical development of the site, including all available documentary and physical evidence. The assessment also considers more intangible values, such as historical and social associations, to help establish the overall importance of the site as a place of cultural heritage.

3.2 Historical Significance

3.2.1 Early Historical Associations

The location of Dumbarton Central Station has documented historical roots dating back to the construction of the chapel of the Blessed Virgin Mary pre-1330 and the Collegiate Church of St Patrick (or St Mary) from the 15th century. While it is clear that the construction and expansion of the railway has unfortunately destroyed physical evidence of this former use dating back to the medieval period, intangible historical associations with this site remain, with one tangible piece of evidence surviving as the remnant arch from the chapel (known as the 'college bow') currently located to the south of the station.

3.2.2 Strategic Location & Other Dumbarton Stations

The station was strategically located north of the historic town centre, permitting a connection across the river and was adjacent to, and served, local industry by the late 19th century (although the local shipyards were noted to have had their own dedicated internal tracks connected to main external lines). During the late 19th and early 20th centuries, a height of railway traffic was reached at Dumbarton, with the tracks serving local farms and businesses, including livestock transport, connecting Dumbarton with the rest of the country.

Dumbarton Central Station has been in continuous operation in this location since the Caledonian and Dumbartonshire Junction Railway opened the Bowling to Balloch line in July 1850. It was one of three stations that were built to serve Dumbarton, including Dumbarton East (built 1896 and contemporary with Dumbarton Central, including a smaller scale design of the ground floor booking hall area similar to that at Dumbarton Central) and Dalreoch to the west (built in 1850 during the first phase of construction on the line). Dumbarton Central is an important survivor as the only one of the three stations with extant original buildings. It is understood that Dalreoch's platform buildings were replaced in the 1960s and those at Dumbarton East were removed in the 1980s and replaced with shelters only.

3.2.3 Development, Change & Survival

Alterations were made to expand Dumbarton Central and its infrastructure within the same decade of its inception in 1858. A second station replaced the first in 1874, and the current station buildings were built as part of a holistic new design by engineer, Charles Foreman, between 1894 and 1898. These extensive changes to the station reflect the growth and importance of the station on a junction line, not only serving Glasgow, Helensburgh and Balloch, but also serving the West Highland Line, the Caledonian Sleeper and through trains to Edinburgh today.

The construction and expansion of the station since the mid-19th century also demonstrates the substantial historical evolution of the surrounding landscape, including the draining and reclaiming of the Broad Meadow north of the site to form Dumbarton Common (later a golf course, parkland and further development). The station and railway line have created a distinct boundary across the north side of Dumbarton, which permanently changed the landscape through infrastructure and industrial expansion commonly seen throughout the country as a result of the 'coming of the railways'. The station is linked to, and reflects the growth of, the township of Dumbarton in the 19th century during these national changes.

Dumbarton Central Station is a survivor of the 1960s restructuring of the railways, later neglect and rescue as a consequence of its listing in 1984.

The station has continued to be occupied and used for its original purpose, as well as expanding into new uses for redundant spaces (including a café kiosk and venue for the Armed Forces Veterans Association), which has helped enable its long term survival and improvement.

During the 20th century, the use of the national road network became dominant for the transport of freight and passengers, and it is understood that the rail network is regaining importance as a more sustainable mode of transport with passenger numbers increasing year on year.

Today, Dumbarton Central Station is still an active railway station, retaining its historical significance and original use for over 168 years.

3.3 Architectural & Aesthetic Significance

3.3.1 Location, Topography & Setting

Raised up above the town and the surrounding area with the railway tracks branching out to the east and west across the north side of the township, the station and its wider infrastructure is a landmark site and a distinct gateway for visitors to the old town.

The growth of the station on this site shows its importance to the local area. Located at the end of the medieval routes of Church Street and College Street, the station was well-connected to the old town centre. The construction of the new roads between the station and the old town centre in the second half of the 20th century effectively severed these connections.

This has had a negative impact on these traditional and important connections within the community, leaving the station isolated from the town, as well as having an adverse impact of the overall setting of the station and neighbouring historic buildings.

Owing to its topography, Dumbarton Central Station falls within views from the town and surrounding area and is a prominent feature in the landscape by virtue of its raised position and scale. There are also excellent views commanded from the station platforms to the surrounding landscape, particularly to the town centre and adjacent Municipal Buildings looking south; north towards the Loch Lomond and The Trossachs National Park and Ben Lomond in the distance; and east towards to Kilpatrick Hills.

3.3.2 Architectural Design

Dumbarton Central Station is architecturally distinctive with its robust, Neo-Gothic styling and dominant red sandstone and brick detailing. When constructed in the 1890s, the current buildings were

considered at the time to be commodious in scale, and luxurious in design and convenience, for the comfort of an increasing number of passengers at Dumbarton. This highlights an increased desire to provide an improved experience for paying customers by the railway companies (and presumably increased sales), as well as an apparent rise in expectations of railway travel towards the height of both domestic and commercial traffic on the lines.

Some of the key elements of architectural importance within the station include the joinery and panelling of the 1890s ground floor booking hall (currently blocked off) originally entered off Church Street beneath the railway overpass. The stairways to each platform are integral with the booking hall with their decorative tiled walls and wrought iron balustrades and gates. The tilework was traditionally used for its robust nature as well as a highly decorative effect, but also to reflect light in the ground floor spaces. The station also incorporated cleverly-designed elements to maximise light into the ground floor, including high-level light from pavement lights in platforms and windows between the platforms and tracks that permitted light into underpasses and ground floor rooms.

The platform buildings and many of their interiors retain character and represent architectural design and layout pattern that is typical of their period, and with many other across the country now lost, these are surviving examples of their type. Original retained fabric includes leaded glass windows, fireplaces, and the panelled meeting room at the east end of the south platform. Some areas have been restored, including tiling and the prominent decorative dome roof lights at the west ends of both the north and south platforms.

Some later interventions have been noted at the station that have an adverse impact on the character of the station buildings. These include the installation of stanchions for the electrification of the railway line, and the more recent insertion of a toilet 'pod' within one of the original waiting rooms.

Despite changes, Dumbarton Central Station remains a very good example of a late 19th century Victorian railway station that remains largely intact and clearly reflects the original design intent. The station in this location is also an important survivor in terms of its overall design and construction, with the holistic design by Charles Foreman absorbing earlier fabric and surviving relatively intact today.

3.4 Social & Communal Significance

Dumbarton Central Station is a highly significant site in terms of its social and communal significance.

It is a purpose-built railway station of the late 19th century that was constructed to serve the public, industry and commerce, and was the third station to be built on the site. The opening of the line over 168 years ago and the location of station here at Dumbarton in 1850 highlights the important role that the site has played in the development of public infrastructure for travel and communication throughout this part of the country. The first station was one of the first to be built on the line and the continued development and expansion of the station to the current (1890s) complex, demonstrates the ongoing and increased importance of the site to the railway companies, as well as changes within society in general at the time, including expectations of passengers, industry and businesses of Dumbarton and further afield by the end of the 19th century.

The current use and occupation of the station buildings reflects societal change (including gradual class system change and expectations since the late 19th century and following two world wars); governmental attitudes in the treatment of national infrastructure; changes in railway management; and changes in the needs of the community. Although some of the platform buildings remain in use, this has seen many of the spaces within the station become redundant and closed off. These spaces remain important, even though they are not currently in use and their use (particularly the ground floor publicly-accessible spaces) also remain within the living memory of past and present staff and users of the station.

Today, there is a publicly accessible café kiosk and rooms within the station are used by community groups, most prominently being the Armed Forces Veterans Association, and the station itself is used as a springing point for tourism and visitors to the town and local area, particularly for walkers and cyclists.

3.5 Industrial Significance

The station provides evidence of purpose-built structures designed to service the railway tracks originally begun between Bowling and Balloch in 1850. The junction line through Dumbarton has been significantly expanded since this time, with expansion and replacement of station buildings until the 1890s, when the current complex was built.

The railway lines were a major infrastructure change throughout the country largely carried out during the Victorian period with often a significant visual and physical impact along their routes. The buildings and infrastructure at Dumbarton also reflect changes in technology. This includes the installation of unsympathetic stanchions for the electrification of the railways in the second half of the 20th century and the impacts that these have had on the aesthetic significance and fabric of the platform buildings and their setting.

The railway was built above the road level on substantial embankments clad in brick and stone, with railway overpasses at each end of the station (with the original entrance to the station beneath the Church Street overpass). The embankments, bridges and construction of the railway represent a distinct engineering achievement that is typical of the late 19th century development of the railways throughout the country.

Dumbarton Central Station serviced the local economy, not just for the transport of passengers, but to serve local businesses and industry. Industrial expansion in Dumbarton was enabled by the introduction of the railway here from 1850 and the railway line had a dedicated goods yard and line at the east of the station by the 1890s. As a station on a junction line, there were a number of surrounding local industries on the railway line that likely benefited from the railways and the station (often with their own railway sidings and private tracks). These included the saw mill to the north of the station; engine works and slaughter house to the west; and the rope and sailcloth factory and mill to the east in the mid-late 19th century. The railway infrastructure meant that local industry, farms and businesses were well connected to the rest of the country and Dumbarton was thriving in the late 19th and early 20th centuries.

Despite changes and decline in local industry during the 20th century, the buildings and overall structure of the 1890s station survive as a good example of industrial transport infrastructure of the late 19th century, and the station continues to serve the population of Dumbarton.

3.6 Graded Assessment of Significance

The various elements of the building have been assessed and graded to assist with the future conservation and management of the station and its components.

The assessment of individual elements of the buildings has been based on their contribution to each component of significance, (e.g. historic, architectural, aesthetic, landscape, etc) whether it be at a local (Dumbarton), regional (county), national (Scotland/United Kingdom) or international level.

The elements of Dumbarton Central Station have been assessed according to the following criteria.

Elements of Outstanding Significance

A building or element of national or international importance, or a very fine, intact example of a particular period, style or type that embodies the importance of the building, or site, overall.

Elements of Considerable Significance

A building or element of regional importance, or a good example of a particular period, style or type with a high degree of intact original fabric, that contributes substantially to the heritage value of the buildings, or site, overall.

Elements of Moderate Significance

A building or element of local importance, or an element that makes some contribution to the heritage value of the buildings, or site, overall.

Neutral Elements

A building or element which neither contributes to, nor detracts from, the importance of the buildings, or site, overall.

Intrusive Elements

A building or element which detracts from the overall heritage value of the buildings or site overall.

Summary

Although it is clearly a very good example of its type and period, alteration was evident at Dumbarton Central Station and it was considered overall to be of considerable significance, rather than outstanding importance. There are also several later accretions and alterations within the site of lesser significance.

Please see the following plans that provide a summary visual reference for an assessed grading of significance for the fabric and layout of the buildings that comprise Dumbarton Central Station.

This assessment is based upon documentary and physical evidence available at the time of writing this report (with limited access to the ground floor original station entrance spaces). As with the historical development analysis of the station, if, during future research or works on site, further information comes to light, this assessment of significance and drawings should be revised accordingly.

As this is a summary overview, individual elements should be checked on site as needed to guide specific proposed works in the future.

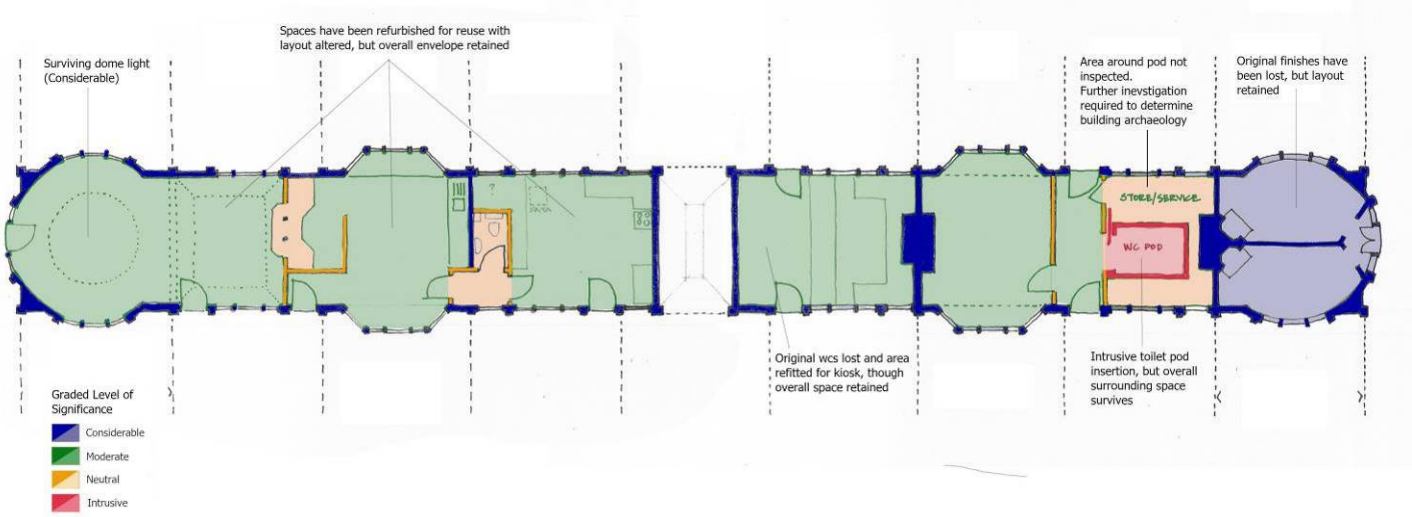


Figure 38 North platform summary graded assessment of significance. *Not to scale*

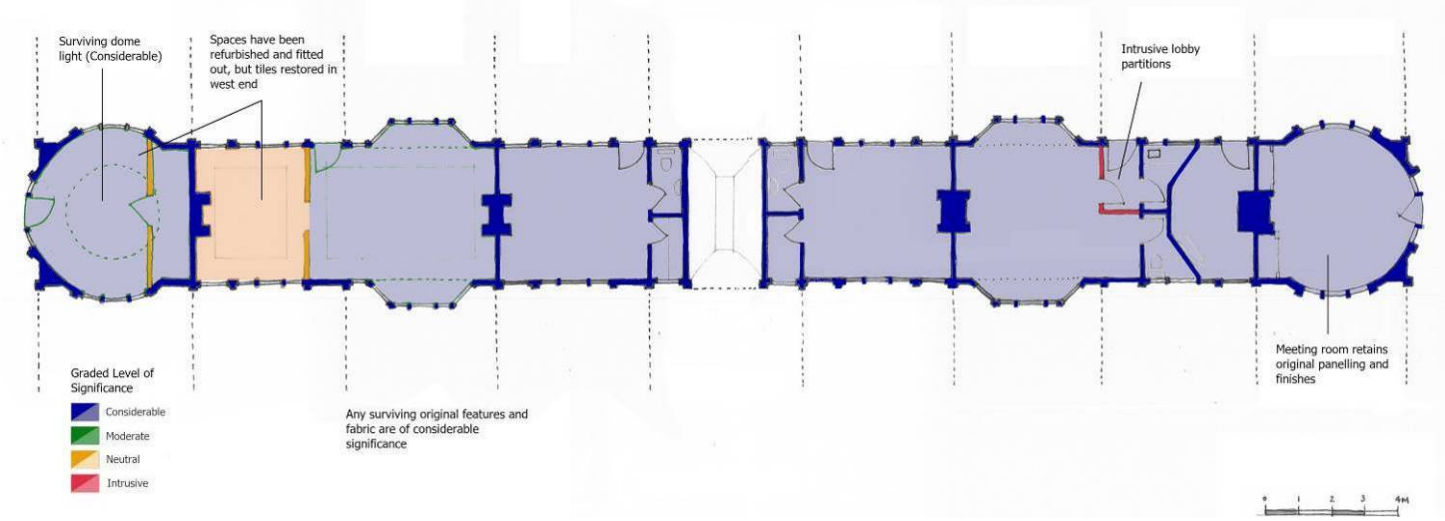


Figure 39 South platform summary graded assessment of significance. *Not to scale*

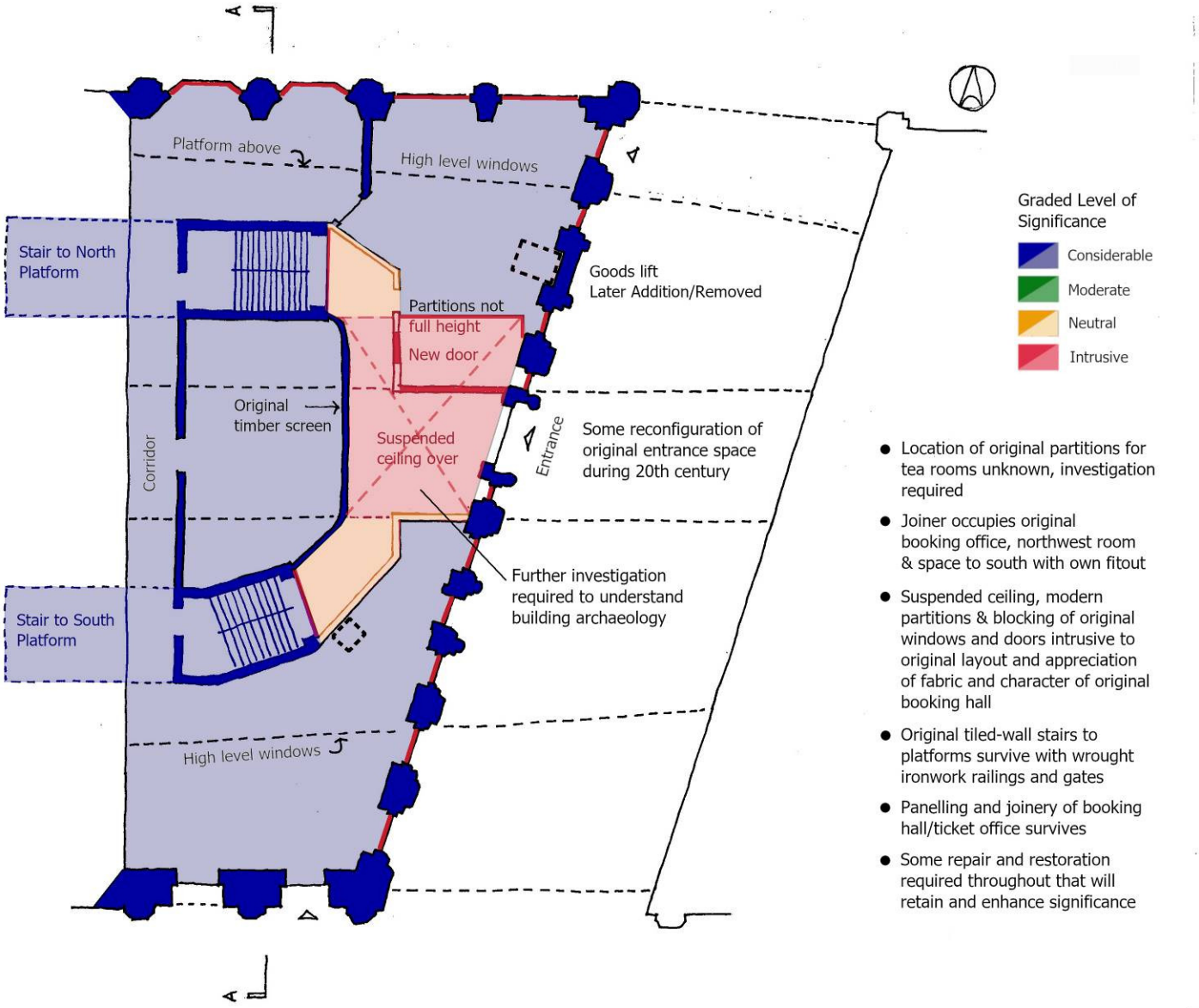


Figure 40 Ground floor booking hall level from Church Street. *Not to scale*

SECTION FOUR: CHALLENGES & OPPORTUNITIES

4.1 Introduction

This section examines the vulnerabilities of the listed building and explores opportunities for its protection and enhancement. It includes a summary of the Market Appraisal, an assessment of the context and condition of the station building, outline proposals and a summary of the public consultation held in Dumbarton in January 2019.

4.2 Market Appraisal Summary

The following summary is extracted from the *Market Appraisal*, prepared by Rob Robinson, Heritage Consulting, as part of this study. A copy of the full report is contained in the appendices.

West Dunbartonshire has a declining and aging population and is one of the most socially deprived Council areas of Scotland. The SIMD data zone area around the station suffers from high levels of crime, poor housing and areas of derelict land but has excellent access links, in part due to the station. However, it should also be noted that there is considerable new house building taking place on this derelict land near the Castle and the former Denny shipyard.

There are increasing tourism and day visitor numbers to West Dunbartonshire with 305,000 tourism (overnight) visitors staying a total of 922,000 days and 1,902,000 day trips in 2017. There is a consistently high proportion of visits from April to October with most visiting the wider area for scenery and landscape and therefore not towns, although 48% are motivated to visit for history and culture. The local visitor attractions demonstrate the tourism pull with Dumbarton Castle increasing its visitor numbers year on year with almost 30,000 visitors in 2017 and the SMM Denny Tank increasing its visitor numbers to around 18,000 per year.

The area around the station (A814 roundabout) is extremely busy in terms of traffic with over 6million vehicles per year passing close to the station. There are also perhaps around 50,000 cyclists passing under or close to the station each year (NCR7 passes directly under the station).

The station itself is very well used. For 2017, there were a total of 633,406 passenger journeys starting or finishing at Dumbarton Central Station (452,323 journeys, 71%, departing from Dumbarton Central Station and 181,083 journeys, 29%, arriving at Dumbarton Central Station as the destination) plus those changing trains which may amount to a further 120,000 per year. Passenger numbers are increasing year on year and it is clear from the figures that the station is primarily used by people commuting from Dumbarton.

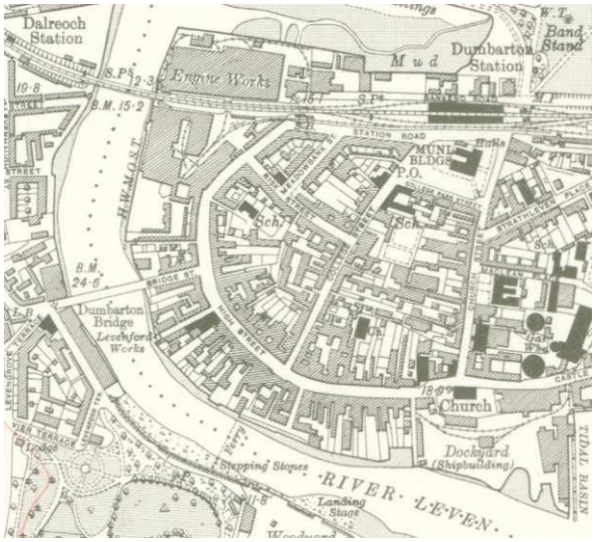
4.3 The Setting

4.3.1 Townscape Connections

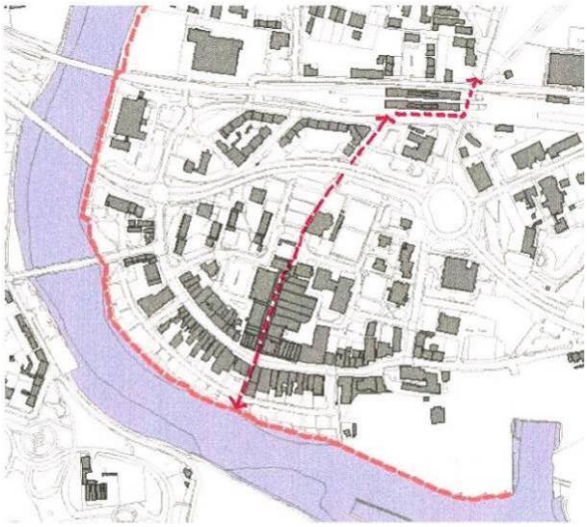
The maps (see figure 41) show the Dumbarton Town Plan 100 years apart, at its most dense in the early 20th century and in the early 21st century showing the impact of the road system.

The Glasgow Road (A814) separates the station and the recently restored Municipal Buildings from the old town centre physically and visually. The busy road makes the land adjacent unattractive for residential development and so creates a void between populated areas. Vehicles have priority here and pedestrians are obliged to take the underpass, which is not overlooked, poorly lit and occasionally floods. The route south along College Street passes through open land, primarily car parking, to St Mary's Way where a passage on the right gives access to the Artizan Centre and finally the High Street. This route is neither obvious nor pleasant to walk and there is a lack of signage for visitors.

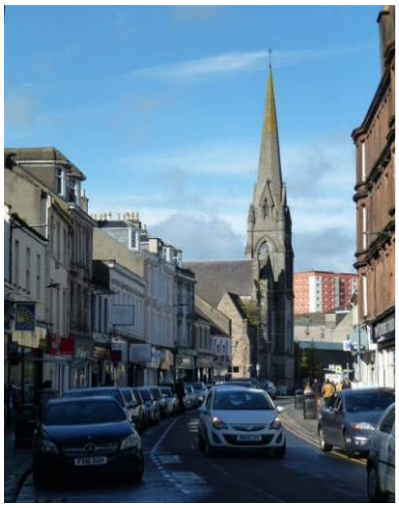
Further information on the context is contained in the Market Appraisal, at Appendix V.



Dumbarton Town Plan 1914 (1922 ed) *Reproduced with the permission of the National Library of Scotland.*



Dumbarton Town Plan -2014 *Scottish Canals*



Route along College Street to High Street

Figure 41 Townscape connections

4.3.2 Station Setting

The current station entrance is approached from College Street but lacks visibility. The pedestrian barriers and car parking across the entrance obstruct the route and diminish the sense of arrival in Station Road. The restricted pavements, pedestrian barriers and traffic lights under Church Street bridge create a hostile environment, exacerbated by poor lighting and nesting birds.

In the past, signage was mounted on the side of the bridge, making the station visible from a distance. The current station signage is inadequate. Road markings and signage at the junction of Church Street and Station Road [one-way] are missing or inadequate.

Improvements to the townscape setting are required for the station to become a gateway to the town.

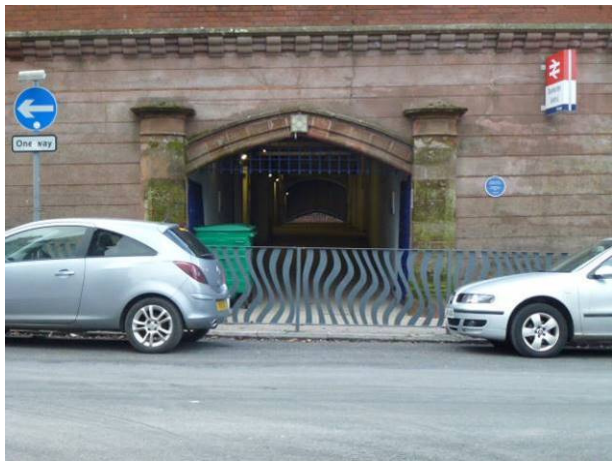


Figure 42 Station setting

4.4 The Planning Context

The new Local Development Plan 2: Proposed Plan (September 2018) is currently progressing through the consultation process and adoption of the Plan is expected in January 2020. It sets out the Council's strategy, policies and proposals for land use within the West Dunbartonshire Council (WDC) area for the period up to 2020 and beyond. The primary aim of the Plan is "...to create places for people, spaces for investment and destinations to enjoy." [84] Dumbarton is included in Proposals Map C.

4.4.1 New Conservation Area Designation

Under *Delivering our places- Dumbarton Proposal 2* is for a new Dumbarton Town Centre Conservation Area to be investigated to protect the heritage therein. Should the CA be designated, the Council will explore developing a funding bid to Historic Environment Scotland for the Conservation Area Regeneration Scheme (CARS) to enhance, restore and regenerate features within the new boundary.

The Council commissioned a report from Austin-Smith Lord on the Conservation Area proposal (July 2018) which recommended a boundary including the station. The proposal is now out for consultation (February 2019) and the boundary will be reviewed.

There is an opportunity to include the whole setting of the station within the area, as well as the connecting route south to the town centre and the waterfront. This would enable a funding bid to include public realm improvements to these areas, as well as for the fabric of the listed building.

4.4.2 Connectivity – The Transport Network

The Plan aims to safeguard the public transport network within West Dunbartonshire. It supports improvements to the network, in terms of safety, integration and efficiency, as well as, opportunities to increase the capacity of the railway network and the reliability of the bus network.

Policy CON2 Local Transport Strategy – States that the development of transport schemes will be supported provided they meet certain criteria: including that there are no adverse impacts on natural and built heritage designations.

There is an opportunity to encourage greater use of public transport by improving local bus links between the town and the station.

4.4.3 Advance and temporary greening – Policy ENV7

Under this policy, the Council will actively encourage the temporary greening of any vacant, derelict or underused site to improve the character and amenity in an area or community. It will also support advanced structure planting to create a green framework for future development.

There is an opportunity to create temporary greening of the disused north track to improve the station amenity. The route along College Street between the station and the town centre could form part of a landscape framework, integrated with the old town plan. The vacant sites adjacent to the Glasgow Road could also benefit from a landscape plan that in turn would enhance the area.

Church St. elevation and bridge deck (2018)

Corrosion in steel structure at foot of south stair

Efflorescence on north embankment walls

Figure 43 Water ingress saturating the building fabric below the tracks and high moisture levels in the fill compounded by cementitious coating causing efflorescence on the embankment walls

4.5 The Condition

4.5.1 Generally

The station platforms and tracks are raised on made-up ground, retained by the embankment walls. The nature of the fill material is not known. The street-level station accommodation has elevations to Bankend Road (north), Church Street underpass (east) and Station Road (west). All the openings to the rooms are blocked up except the entrance to the joiner's premises on Station Road and the security door at the main entrance on Church Street. The ground floor space was also lit by high-level windows, between the platform and the tracks. There was originally also top lights in the underpasses and ramps at the west entrance, where the openings and pavement lights have been blocked.

The platform buildings are a good example of typical station design of the period. However, the street level entrance and tiled access stairways are architecturally significant, being generously proportioned and constructed in quality materials with an attention to detail reflecting the age of travel in which they were built. In general, occupied areas are in a reasonable condition and unoccupied areas are either in poor condition or derelict.

The primary issues affecting the condition of the structure and building fabric of the station are:

- water ingress through the rail infrastructure
- high moisture levels in the fill of the embankment
- movement in the platform buildings
- impact of previous repairs
- loss of detail (adjacent to infrastructure)

4.5.2 Impact of water ingress through the rail infrastructure (diagram)

The problem of water ingress from the track beds over many years has resulted in the slow decay of the structure and fabric at street level, creating a gloomy environment around the station and rendering the most unique part of the station, the original entrance, derelict and closed off to the public for a generation. Surface corrosion is evident on the metal deck in all locations.

At the Church St elevation, water run-off is evident in the pattern of erosion, the pointing has been washed out of the soft sandstone dressings and some of the moulded and tracery detail has been lost. The openings have been bricked up and rendered externally with cement, which will accelerate decay in adjacent stone.

At the west entrance, water from the tracks is collected in internal gutters and the underpass walls have been lined in blockwork, forming a tanking system. The joiner has also adopted an internal gutter solution in his premises. Managing the water after it has passed through the structure improves the environment below the tracks, but is not a sustainable solution, as deterioration is undetected behind the tanking and through the structure. Where the internal space is unoccupied, at the east entrance hall, corridor and north-east room, the masonry is saturated and water ponds on the floor.

Network Rail are currently undertaking repair and maintenance work to the underside of the metal deck of the bridges at Church St and College Street, including masonry repairs to the abutments and cleaning of the Church Street elevation. This work does not include a system to manage the water ingress.

It will be necessary to address the source of the problem before the underpasses, embankment walls, street elevations and ground floor rooms can be fully restored.

This work is the sole responsibility of Network Rail who have advised that it would entail an interruption to rail services, while the track is repaired. It will therefore require careful forward planning, as recently demonstrated in the efficient replacement of the rail bridge to the east of Dumbarton Central at Bonhill Road. Network Rail identify five-yearly *control periods* for financial and other planning. The next control period 6 runs from 2019-24.

Options are:

- Do nothing – this would result in further loss of fabric, which would put the Listed building *at risk*
- Install water management below the track – this would be a temporary measure to allow the fabric to dry out but would not permit full restoration of the street elevations or ground floor rooms
- Comprehensive infrastructure repair – involving an interruption to rail services, necessitating good public communication, and enabling funding to be sought for the full restoration of the station at street level

4.5.3 Impact of high moisture levels in the fill of the embankment

High moisture levels in the fill are made evident by surface efflorescence on the embankment walls and water ingress in the underpasses. The primary source is presumed to be from the track bed above. The embankment walls were built in different stages of the station development, reflected in the detailing. The north wall on Bankend Road is of an earlier date. Both the north and south walls have been coated in a cementitious render, which extends to cover the parapet on the north wall only. The south wall has a battered profile. The coating is exacerbating the problem by retaining the moisture in the fabric, thereby accelerating decay. Where the brick is exposed, dark staining above the windows indicates moisture at track bed level.

Remedial measures, such as introducing weepholes or replacing the render with a breathable coating, may slow down the process. But until the source problem is addressed the masonry and the embedded steel structure supporting the platforms will continue to decay.

4.5.4 Movement in the platform buildings

There is obvious movement in the external walls of the platform buildings, particularly at the end rooms. This is more evident on the north platform. The building has a steel framed structure and the external brickwork skin is self-supporting and unrestrained at the head. (Refer to Structural Report at Appendix IV).

Remedial works will be required to secure the footings and restrain the wall head. The underground drainage will also require to be tested.

There are obvious operational matters that need to be considered in any engineering proposals and the options would need to be explored and agreed with Network Rail and Abellio ScotRail.

4.5.5 Impact of previous inappropriate repairs

The external walls of the platform buildings were constructed in good quality pressed bricks, red below the dado rail and yellow above with fine joints, built off a stone base course. They are afforded some protection by the canopies. The masonry was painted in the past and has been aggressively cleaned, causing surface damage. There is very little mortar present in the joints. A waterproof coating was then applied to the brick, preventing drying out. Some red bricks have lost the fireskin, probably due to trapped moisture followed by a frost. The coating is now wearing off, creating an uneven surface appearance.

A chemical damp-proof course has been injected into the red sandstone stone base, which was painted black. The platform has been resurfaced in an impervious finish (Tarmac), built up against the stone. The sandstone is eroding and there are high levels of efflorescence on the red brick. The soft stone is vulnerable between the strong brick and the impervious ground surface. The coatings, chemical DPC and any cementitious mortar will trap any moisture present and compound the problem. The gutters on

the canopies have been blocked for some time and overflow in heavy rain, which may have caused water to pond on the platforms. Surface water drains towards the buildings.

At the time of writing, Network Rail are preparing to replace the slate roofs and repair the canopies and rainwater goods (2018-19). They are also planning to address repairs to the external walls of the platform buildings in the financial year 2019-20.

4.5.6 Loss of detail (adjacent to infrastructure)

The brick piers to the embankment walls, either side of the bridges at Church Street and College Street, have been reduced in height and remain uncapped with vegetation growing out of the top. The parapets over the first bay of ground floor rooms have been rebuilt without crenellations or corbel details. Brick replacement has been carried out to the piers using non-matching brick and mortar. The resulting appearance is very poor.

The loss of detail, inappropriate repairs and water ingress through the infrastructure all pose a threat to the fabric and significance of the Listed building and require to be addressed at source.

Figure 44 Platform buildings: showing movement, coating on brickwork, open joints, efflorescence, stone base, and drainage channel.

Figure 45 Inappropriate repairs - injected chemical DPC (L) and Non-matching brick replacements & loss of detail at Station Road (R)

Figure 46 Bankend Road non-matching brick replacements and loss of detail at bridges

4.6 Access and Signage

The existing station access is not compliant with current standards, the ramps are steep and long and there are steps from the Bankend Road entrance. The College Road and Church Street underpasses are unattractive places to walk due to poor water management, low lighting levels and nesting birds. There is limited directional signage for local commuters and visitors.

Improvements to the immediate approach, signage and passenger access to the platforms are required to make the station accessible to all.

Transport Scotland, the national transport agency for Scotland, has been working with Network Rail and the rail operator over Control Period 5 -2014-19 to improve access to six Scottish stations, through the *Access for All* programme[85], funded by the Department of Transport. Work at Kilmarnock Station was recently completed (more about Kilmarnock case study/later). The scheme is designed to improve access to public transport for people with impaired mobility and those travelling with children, luggage or cycles. It includes new lifts, accessible waiting rooms and toilets. As part of the Governments *Inclusive Transport Strategy*, (announced July 18), further funding up to £300m has been secured to continue the national *Access for All* programme in Network Rail Control Period 6 - 2019-24.

There is an opportunity within such a scheme at Dumbarton Central to install lifts to both platforms, provide a waiting room on the south platform and improve the public toilet facilities. Lifts could be located at the foot of the ramps at the existing entrance (west underpass) or, when water ingress has been addressed and repairs carried out, in the original entrance hall at the foot of the stairs.

Figure 47 Access ramp and signage

Summary drawings showing an analysis of station access in its original layout, present layout and possible future layout are provided at figure 59.

4.7 Unused Space

Unused space in the station, now and in the past, has fallen into a state of disrepair. In the 1980s, when the ground floor of the station was operational, the platform buildings became derelict. Now that the station focus is on the platforms, the unoccupied ground floor is now derelict and access was limited to one visit during this study. The original stairways to the platforms are closed off and in need of repair, but appear to be in a fair condition overall.

Further investigation of the condition of the structure, building fabric and archaeology will be required to develop plans for the restoration of the ground floor and reclaim the lost significance and potential of these spaces.

Figure 48 Stair enclosures and windows between platform and track

Figure 49 Ground floor booking office screen (L) and north stair (R)

Figure 50 Ground floor northeast room (L) and east entrance with suspended ceiling frame (R)

4.8 Services

Over the years there has been an accumulation of service boxes on the platforms, associated with the rail infrastructure. Like the structure for the electrification of the lines, these have been located without due consideration to the setting of the Listed buildings. Although it is accepted that the structure cannot be altered, it would improve the platforms if the service boxes could be rationalised and more sensitively sited.

4.9 Outline Proposals

4.9.1 Introduction

Full repair and restoration of underpasses, embankment walls, street elevations and ground floor rooms is dependent on necessary infrastructure repairs being carried out in advance to stop water ingress. This work is solely within the remit of Network Rail who must keep the station operational during the works. It is hoped that it can be included in the next Control Period 6, 2019-24, but further discussion will be required to assess the options and timescales.

The proposals were therefore limited to those areas of work that could be assessed now to improve the station environment, access and condition. The success of the restoration will be dependent on a coordinated approach between the key organisations.

The following areas of work were identified. They could be tackled as separate packages or grouped into larger projects to suit programming and funding availability:

- Re- connecting the station with the town centre
- Improving the station setting
- Improving station access and signage
- External repair of the platform buildings
- Selected works to platform building interiors

Advance works:

- External repair of facades at street level
- Internal repair of east stairways and entrance lobby
- Treatment of north track

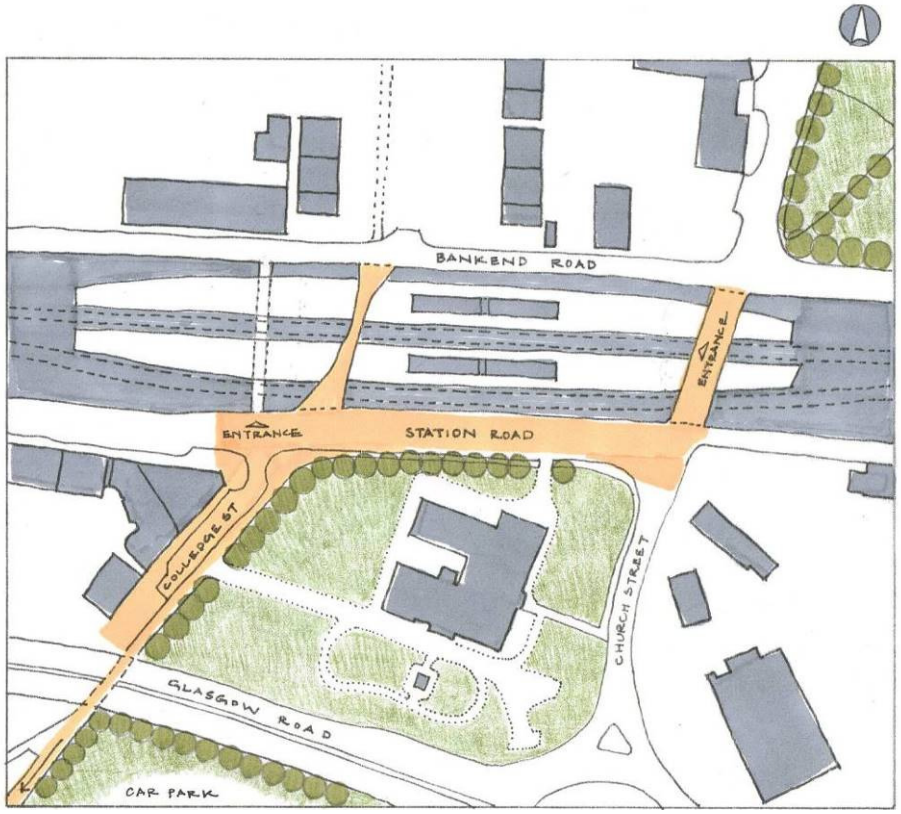
These issues were presented for public consultation. A summary of the feedback is at the end of this section. Copies of the presentation are included at Appendix VI.

Indicative costs have been prepared for this work. A copy is included in the appendices along with the proposed scope of work.

As well as physical improvements, there are a number of opportunities for complementary activities such as: initiating a local bus link to the station; working with Sustrans to improve the cycle route; establishing an Adopt-a-Station group to improve the planting; developing artwork with local schools; and working with lighting artists on proposals for the underpasses.

4.9.2 Re-Connecting the Station with the Town Centre

The pedestrian and cycle route along the north of College Street, through the Glasgow Road underpass to the Artizan Centre and on to the High Street should be improved by a new ground surface, planting and lighting along the route. There is a need for visitor waymarking to and from the station and other local visitor attractions. The feasibility of reconfiguring the buildings at the rear of the Artizan Centre should be considered, to permit a more direct and visible route to the Town Centre along the line of College Street.



- Improve landscape setting, signage and waymarking at station (coloured yellow)
- Introduce shared ground surfaces for traffic calming
- Mark the pedestrian/cycle route using ground surface, planting and lighting
- Introduce art work and better lighting to underpasses

Figure 51 Station site plan

Figure 52 Proposal for The Underline, Glasgow (L) and proposed shared surface and lighting at Glasgow Central Station Bridge (R).[86]

Figure 53 Lighting at Black Prince Road Railway Tunnel, London (L)[87] the Phoenix Flower Sculptures in the pedestrian underpass at Cowcaddens (R).

4.9.3 Improving the Immediate Setting

A number of landscaping improvements need to be made to create a sense of arrival at the station and to enhance its role as a gateway to the town.

The pedestrian barriers at the entrances to the station should be removed and priority given to pedestrians over motorists. A shared ground surface should be laid around the perimeter of the station, with new street lighting and station signage, in-keeping with the Listed building. Cycle racks, benches and planting should be incorporated in the landscaping design for Station Road. The traffic lights under the Church Street bridge should be relocated, and traffic calming or restrictions should be introduced. A bus connection to the station should be established and the location of the taxi stance should be reviewed to make it more visible.

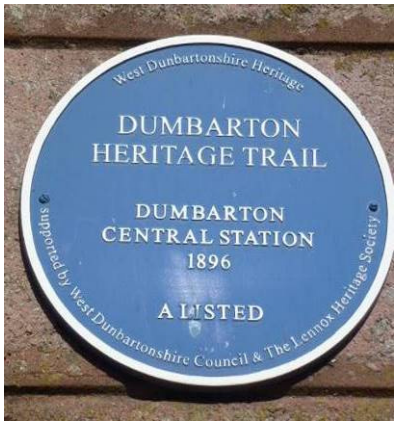


Figure 54 Dumbarton Heritage trail blue plaque at station entrance.

Improvements to the underpasses at Church Street and College Street will be restricted by the timing of the infrastructure repairs. Advance works should include: a guttering system to manage the water ingress, similar to that used in the underpass at the west entrance, bird deterrent and improved lighting.

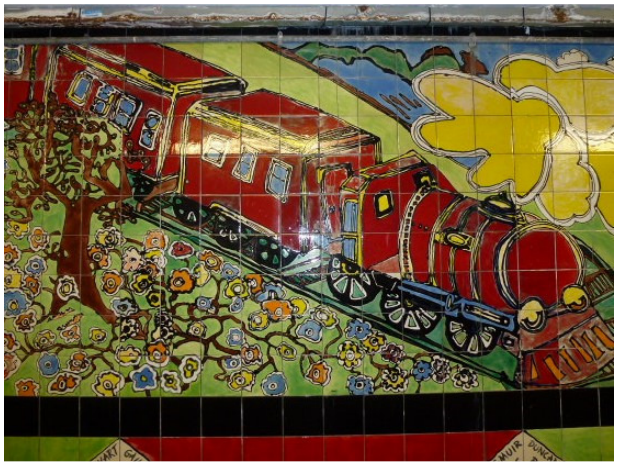


Figure 55 Cycle hire storage (L) and ceramic mural at Hyndland Station underpass (R).

4.9.4 Improving Station Access and Signage

The recommendation, at this time, is to install lifts at the foot of the ramps in the underpass at the west entrance. The advantages are that it is already in daily use, and the impact on the listed building fabric would be minimal. (The structure supporting the platforms at the east entrance is complex and not enough is yet known about the original layout). Ticket machines will be required on both platforms *or* in the underpass. The work should include: resurfacing the ramps and restoring the glazed brick; redecorating the underpass and installing new lighting. The existing water management system should be replaced, if required.

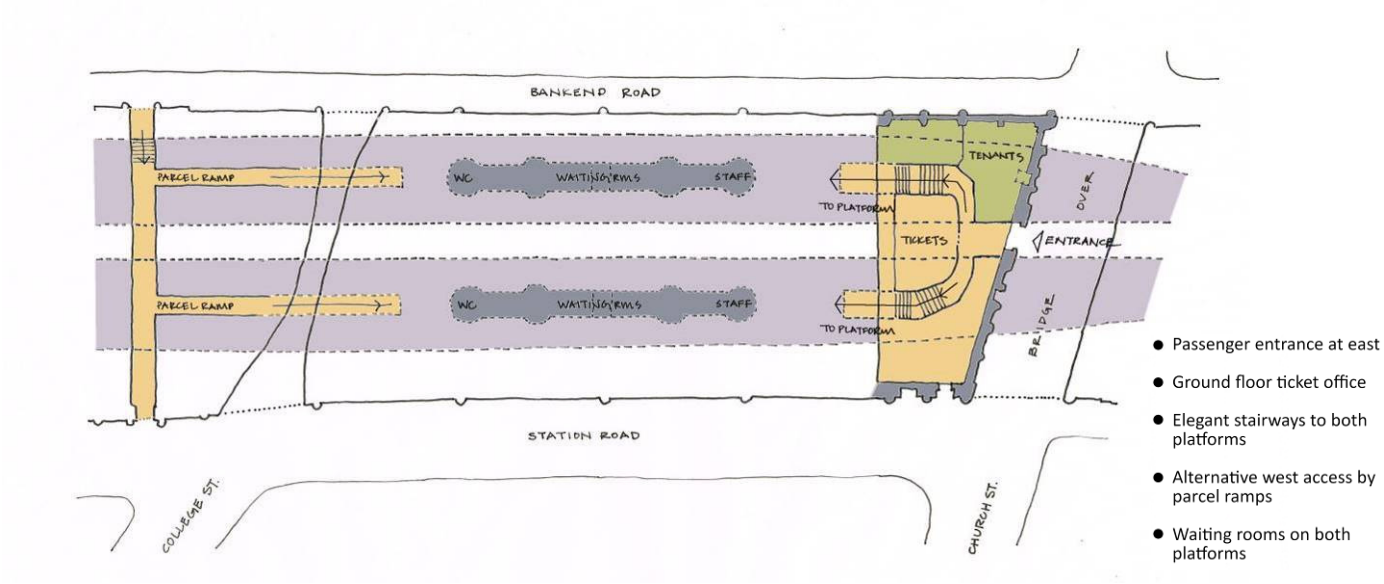
Once the infrastructure repairs have been done, the brick vaults could be exposed and art work could be added to the underpass walls.

On the platforms, the flat canopies should be extended to provide an illuminated, covered walkway to the lifts. The quality of the design and materials should enhance the listed building, e.g. a glass and steel framed lift enclosure. Directional signage and train information should be provided at the top and bottom of the ramps.

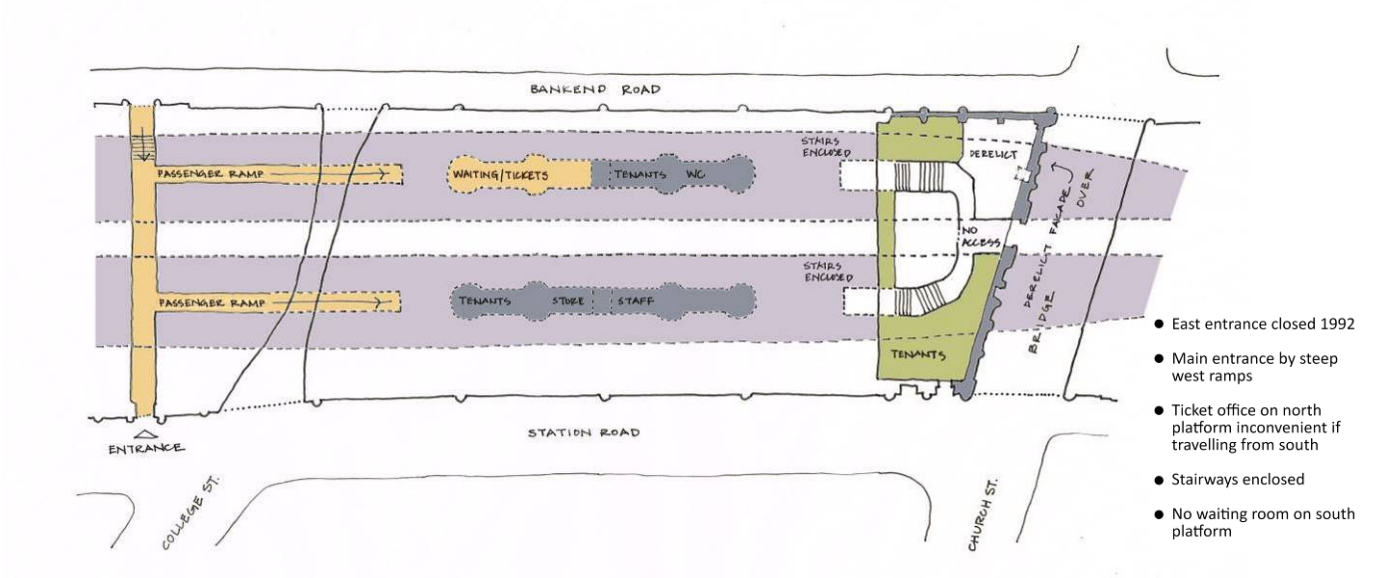
Figure 56 Lifts in underpass at Paisley Gilmour Street Station

Figure 57 Signage at Partick Station (L) and underpass lighting at Partick Station (R).

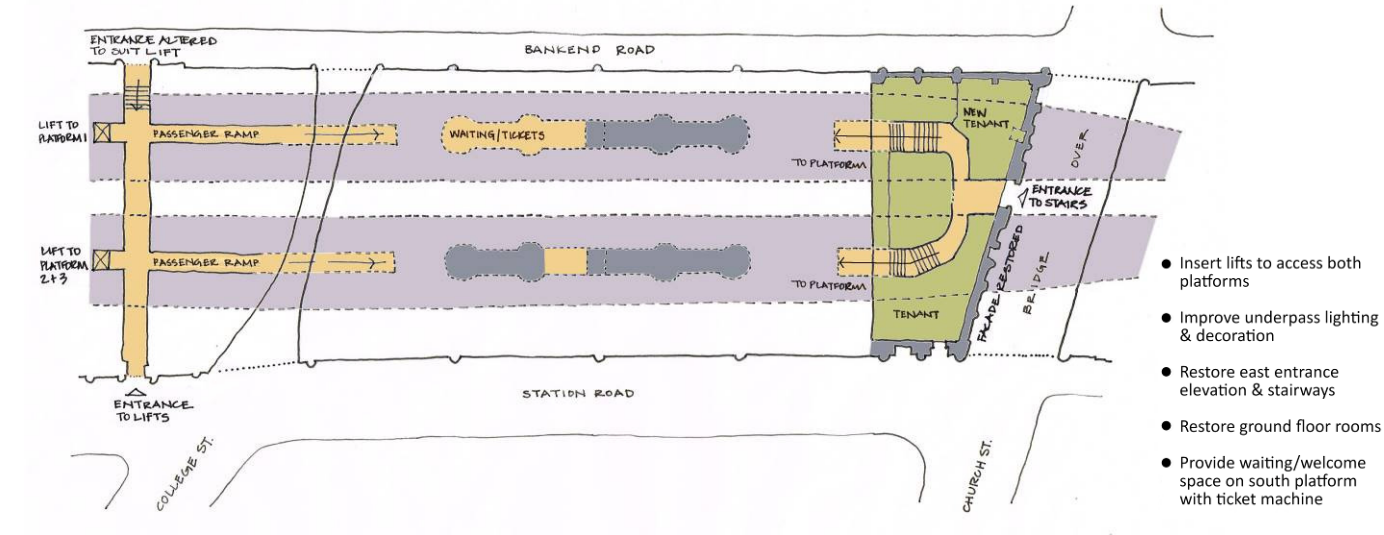
Figure 58 Signage at Paisley Gilmour Street Station (L) and glass lift example at a station in Tuscany (R).



PAST - Entrance at East End



PRESENT - Entrance at West End



FUTURE - Provide Access for All & Restore Original Features

Figure 59 Analysis of station access.

4.9.5 External Repair of the Platform Buildings

Repairs to the slated roofs of the platform buildings, the platform canopies and associated rainwater goods are being carried out by Network Rail. It is assumed this work includes all necessary repairs to the exposed structural metal frame. This work is therefore excluded here.

Structural repairs are required to secure the footings and restrain the wall head of the external brick skin. This work can be intrusive so the options should be explored with Network Rail, who have included brickwork repairs in their schedule of work for 2019/20. Site investigation of the fill material below the platforms should be carried out in advance.

Where the bricks are cracked or have lost their fire-skin, they should be replaced with new bricks to exactly match the original colour, dimensions and gauge. Sections where movement has occurred, or where brick piers have been rebuilt to the incorrect gauge, may be required to be taken down and rebuilt. Surface salts should be brushed back and removed from site and the remaining surface coating should be carefully removed by brushing or steam cleaning. Where the stone base has badly eroded, it should be cut out and replaced to exactly match. The paint finish should be removed. The sandstone will continue to erode where the chemical dpc is present. Replacement may be approached as a rolling repair. All cement mortar should be removed and the masonry should be repointed from an agreed sample panel. A specialist mason will be required to carry out this work, which should be subject to agreed sample panels. Timber repairs should be carried out to replace rotten sections of dado rail, window cills and frames.

To separate the soft sandstone from the impervious platform finish, is recommended that a strip of the tarmac should be cut out from around the perimeter of the buildings and replaced with a porous asphalt strip on an aggregate bed, connected to the existing drainage. Site investigation should be carried out of the underground drainage in advance.

Blocked up windows currently limit an overview of platforms 3 and 4. Consequently these areas feel less secure and more at risk of anti-social behaviour. It is recommended that boards blocking windows and fanlights should be removed for inspection and assessment. Damaged or missing windows should be replaced to match and existing windows repaired. Where privacy is required, obscure glass should be fitted in the bottom lights. The decorative glass in the top lights should be restored. Necessary repairs to the external doors should be carried out and uniform ironmongery fitted. The woodwork should be repainted.

Other exterior works on the platforms should include: repair and repainting of the timber soffits of the external canopies (not included in Network Rail roofworks); rationalising the external services and removing redundant services.

4.9.6 Selected Works to Platform Building Interiors

Three spaces were identified for work to the interiors:

- store room on the south platform (room 3)- to be restored as waiting & visitor welcome
- east end rooms on the north platform (now derelict) – to be restored for storage/other use
- the public toilet pod on the north platform – to be replaced with a toilet and cleaner's store

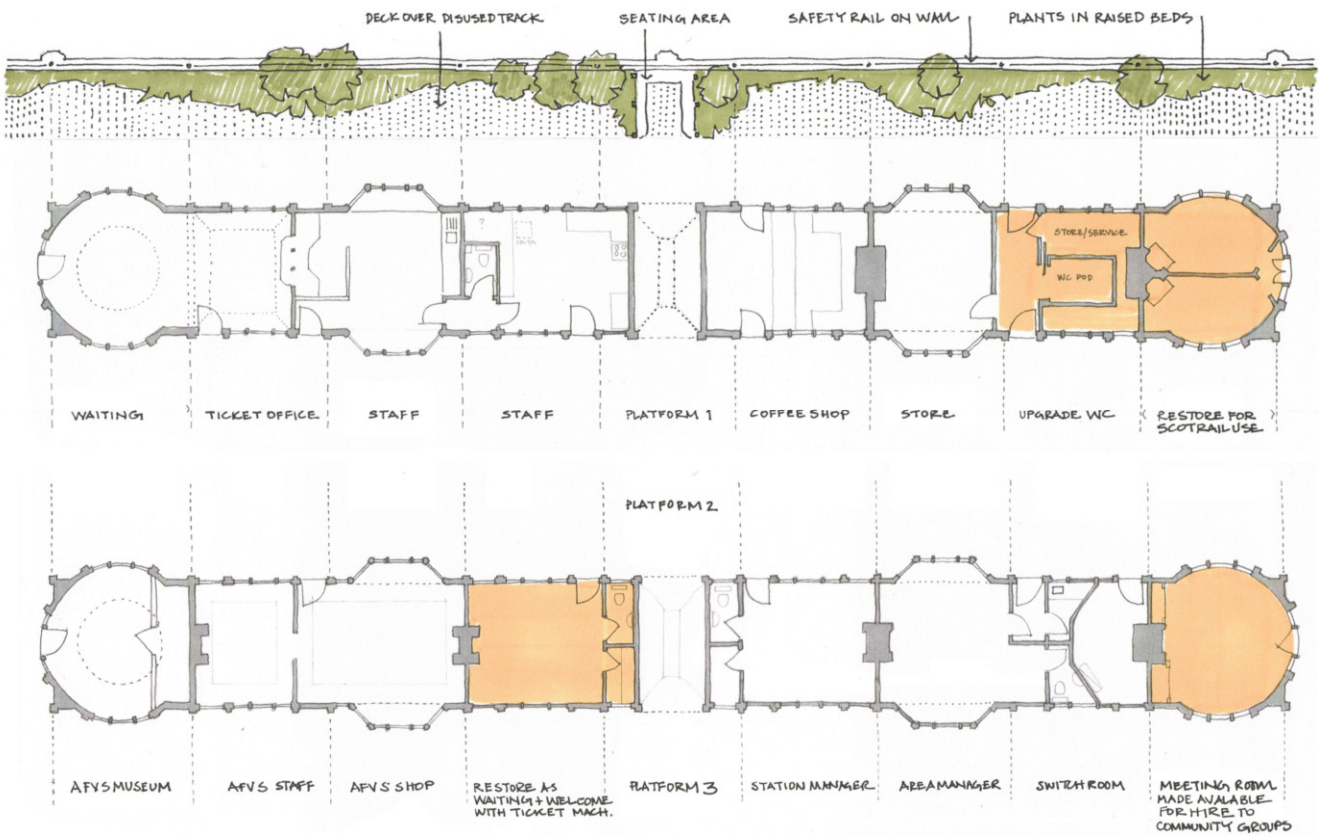
In general, existing electrical services- including power, lighting, heating and fire detection- should be upgraded as required. The rooms should be redecorated on completion of the work.

Waiting and visitor welcome room, south platform

The room on the south platform, currently used as a salt store, was originally a ladies waiting room and much of the original character survives. The suspended ceiling should be removed. The original timber lining on the coombed ceiling and the wall above dado should be repaired. The lining below dado should be inspected. The floor was originally pitch *pine* and a new timber floor should be laid over the existing screed and the external doors adjusted to suit. The original fireplace should be inspected and cleaned and an overmantle mirror reinstated. The south facing windows should be unblocked, as in item 4.9.5. The North door with leaded fanlight should be repaired and the south door should be reinstated. The

non-matching internal doors should be swapped with those in the room adjacent to make matching pairs. It is suggested that the toilet off should be refitted and the kitchen should be stripped out to form a store.

Visitor information for Dumbarton should be available here and interpretation of the station and its restoration programme should be on display.



- Generally repair external building fabric - included in ScotRail Abellio works 2018-20
- North platform - Upgrade existing public toilet & restore east ends rooms for rail company use. Improve entrance to existing ticket office
- South platform - Restore existing store with original interior as waiting/visitor orientation room Generally improve signage ad rationalise services boxes on both platforms
- Repair disused north track & deck over to form walkway with planted raised beds

Figure 60 Existing Plans of north and south platforms showing proposed changes.

Store Rooms, North Platform

The round room at the east end was originally split into two staff rooms for the ticket collector and inspector. Most of the timber linings have been stripped out, leaving exposed brickwork and two original corner fireplaces. The brickwork should be consolidated and the missing section in the partition rebuilt. While the work is being carried out, the thickness of the existing floor slab should be tested and, if necessary, taken up and a new, thicker slab laid to strengthen the wall footings. It is essential that structural work is co-ordinated by a conservation engineer.

It is recommended that the timber lining and internal doors are restored, but depending on ScotRail requirements, this could be done as a second stage. The original double entrance doors and existing windows should be repaired as item 4.9.5.

Public toilet, north platform

Originally part of the general waiting room, the space was partitioned c2009 to form a store room, lobby and accessible toilet pod with electronic sliding door and gear. The toilet pod is often out of order and the space around it is inaccessible. It is therefore recommended that the pod should be removed,

complete with electronic door and gear, and replaced with traditional fittings. As above, the thickness of the existing floor slab should be tested and, if necessary, taken up and a new, thicker slab laid – complete with drainage connections -to strengthen the wall footings. All to be in accordance with S.E. recommendations.

A new partition should be erected to form an accessible toilet and a cleaner's store with wash-down wall finishes and sheet flooring. The work should include all necessary alterations and repairs to the lobby adjacent. New internal doors should match the existing store door. The windows should be unblocked as item 4.9.5.

4.9.7 External Repairs to Facades at Street Level

Network Rail are currently (Spring 2019) carrying out repairs to the outside face and soffits of the steel bridges, which can be accessed without interrupting normal rail services. This will improve the appearance of the underpasses, but does not address the primary problem of water ingress through the infrastructure. So although this work includes cleaning and repair of the adjacent masonry *abutments*, the masonry below the tracks will continue to decay. A temporary water management system installed in the underpasses as part of an advanced package of work would arrest masonry decay while the infrastructure repairs are planned and funding is raised for the full restoration work.

An advanced package of masonry repairs to the brick elevations on Church Street, Station Road and Bankend Road should include: careful cleaning, necessary repairs and repointing of the masonry in like-for like materials. The cement render finish should be removed from the bricked up openings and replaced with lime render. These measures would conserve the existing masonry and allow a drying-out period. A temporary artwork/lighting installation could be installed in the openings.

Advance work to the embankment walls could include: removing vegetation from wallheads and carrying out necessary consolidation work. Inspecting brick piers reduced in height and providing them with a temporary cap. A sample area of cementitious render should be removed to inspect the condition of the masonry, and weep-holes introduced along north and south walls.

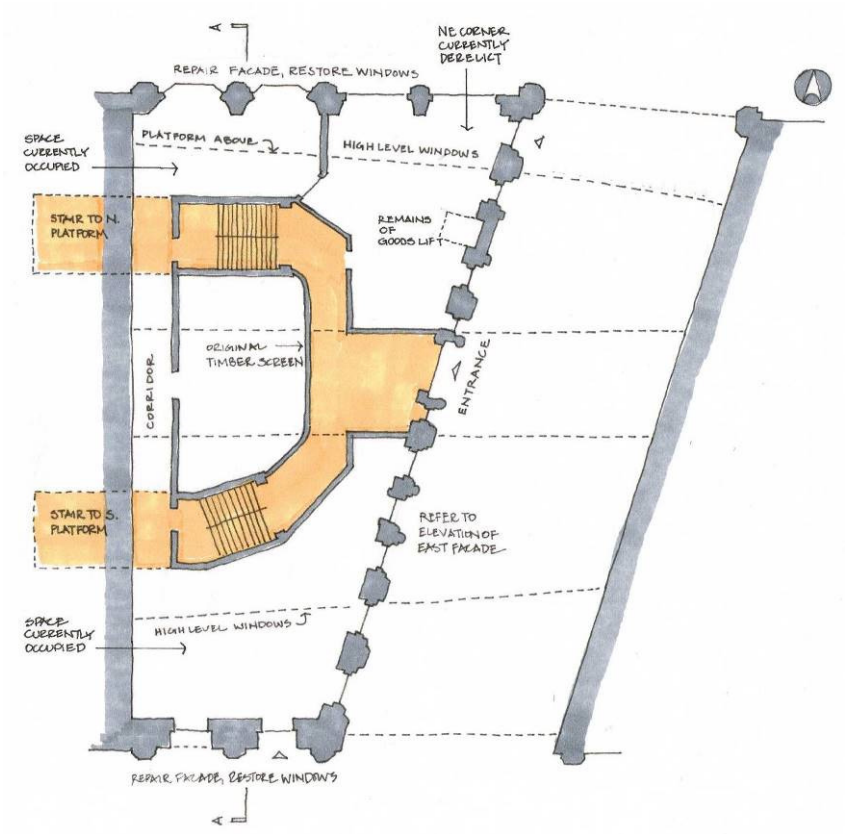
Once the source of water penetration is addressed, the parapets can be repaired and missing details restored. The windows and doors can be restored once the ground floor rooms have dried out and are made habitable, and options for the repair of the embankment walls can be investigated.

4.9.8 Internal Repair of East Stairways and Entrance Lobby

There is very little documentary evidence on the ground floor of the station so a physical investigation will be necessary to understand what exists and how the space can be put to best use. Access to the unused ground floor space is currently limited, consequently the recent Network Rail survey shows only the entrance lobby and stairs.

An advanced package of work to reopen the entrance lobby and stairs for access to the station would be dependent on an undertaking from Network Rail to clear out the unused space to make it safe for inspection, and to install a water management system, such as that employed elsewhere. This work would allow the building fabric to dry out and electricity for lighting & fire protection to be installed.

Once this is done, a temporary suspended ceiling could be erected over the existing entrance lobby, new entrance doors from Church Street and new doors and screens at the foot of the stairs could be installed to enclose the space. The finishes within would be cleaned and repaired. The stairways could be restored, the metal box enclosures removed and the railings and kerbs repaired.



- Water ingress from railway tracks resulting in deterioration of the building fabric
- 2-stage restoration of interior: Stage 1 - repairs to arrest decay; Stage 2 - restoration following necessary infrastructure repairs by Network Rail
- Original station entrance and tiled stairways brought back into use (shaded yellow)
- Unused space let for local business or community use
- 2-stage restoration of bridge: Stage 1 - infrastructure repairs by Network Rail; Stage 2 - fabric repairs, lighting scheme and artwork project
- Traffic calming combined with quality shared ground surfaces would transform the bridge underpass

Figure 61 Indicative ground floor plan at east station entrance showing Church Street Bridge

4.9.9 Re-Use of the North Track

The disused north track was recently cleared of vegetation, but the roots left embedded in the structure should be killed and removed. Infrastructure repairs to the track beds can be carried out here without disruption to rail services. It is therefore recommended that this work is done as soon as possible. This would allow the restoration of the parapet, turrets and station façade on Bankend Road.

As long as the line is out of use, it could be adapted as a high-level garden with seating and views to the hills, in line with Local Plan policy ENV7 on temporary greening. This could be achieved using a decking system at platform level with raised beds. A perimeter safety barrier would be required on independent footings. This work would be reversible to permit Network Rail the option to re-commission the line.

The feasibility of bringing the line back into use for a period to allow phased infrastructure repairs should be investigated. This would involve re-electrification of the line.

4.10 Consultation Summary

4.10.1 Introduction

This section summarises the public consultation for the Conservation Management Plan which was undertaken in January 2019. The consultation was to highlight the historical importance of the station and the key conservation issues it faces as well as options to improve access, restore façades and reuse redundant spaces. A copy of the full report is contained in the appendices.

4.10.2 Methodology

The consultation was both online and exhibition based. The exhibition was designed and installed at Dumbarton public library, on show between 10.30am Monday 14th January to 10.30am Monday 28th January. This exhibition was staffed by DSIT volunteers, to answer questions and help explain issues and proposals, and was accompanied by a self-completion questionnaire and post-box. The exhibition was well publicised with notices placed at the station and at key locations around Dumbarton as well as through social media and articles in the local press. Over 100 people attended the exhibition with some travelling a considerable distance (e.g. Aberdeen). The paper survey was also replicated online through *SurveyMonkey* and included images to help illustrate the questions. The online survey was live from 5th January to the 4th February 2019.

4.10.3 Key results

- In total there were some 332 responses, of which 29% (97) had seen the exhibition before completing the survey and 71% (233) had not
- Respondents were from a wide range of station users with 30% using it once a week or more and a third using it less than once a month
- 95% of respondents regarded the station as extremely or very important to the community and economy of Dumbarton
- 83% of respondents were either extremely or very much in favour of an improved pedestrian route between Dumbarton Central Station and the town centre
- 82% of respondents were either extremely or very much in favour of better visitor signage between Dumbarton Central Station and the town centre
- 94% of respondents were either extremely or very much in favour of improvements to the area below Church Street bridge and thought that this would enhance the station
- 96% of respondents were either extremely or very much in favour of restoring the original entrance stonework
- 90% of respondents would like to see improved access (including lifts) to the station platforms
- 94% of respondents would like to see the redundant spaces on the ground floor and the original tiled stairs brought back into use, with the most popular (unprompted) uses suggested as café (23%), retail / shops (23%) and local small businesses / start-ups (15%)
- 97% of respondents would like to see better welcome information for visitors to Dumbarton at the station
- 73% of respondents were either extremely or very much in favour of garden planting replacing the redundant north track – 4% were not in favour and a further 3% opposed (favouring the reinstatement of a working track)
- A total of 187 people provided (often detailed) further comments.

4.10.4 Conclusions

The consultation demonstrates the considerable value and importance that local residents and station users place upon Dumbarton Central Station. There is a strong feeling that the station has been neglected and there is significant support for its refurbishment and enhancement, particularly regarding improved access, better visitor welcome information, clearer signage links with the town centre and addressing the area under Church Street bridge. People also favoured the use of the redundant north track for planting, although some people preferred it being returned to a useable track.

People are also very much in favour of opening up the original entrance and providing new uses for redundant spaces, particularly a café, shop or spaces for small business start-ups (e.g. cycle hub), but also reinstating the original entrance. The consultation also raised concerns over past, present and future maintenance, the need to address the problems caused by pigeons, the necessity for improved lighting and the desire for better ticketing, train and bus information, bus links and an additional waiting room on platform two, which could also serve as a visitor information / Dumbarton heritage centre space.

Overall, the consultation highlighted a sense of 'embarrassment' with the current appearance of the station and the potential wider benefits to Dumbarton that its refurbishment could deliver.

SECTION FIVE: POLICY

5.1 Conservation Approach

The purpose of a conservation plan is first to identify what is significant about a site and then to propose policies that will enable that significance to be to be retained, revealed or recovered. Dumbarton Central Station is a fine example of a late 19th century station, built in prosperous times when local industry was thriving. More than two thousand people, on average, pass through the station every day and it serves as a gateway for visitors to the old town centre and the river walkway.

The public consultation demonstrated the considerable value that local residents and station users place on Dumbarton Central and that there is significant support for its restoration.

The long-term goal must be to fully restore the ground floor of the station which, although no longer used by the rail operator, is significant within the townscape and an important part of the original station design. However, the essential work required to repair the infrastructure in advance of restoration will result in a disruption to rail services and must be carefully planned.

The approach to organising the repairs must therefore be pragmatic and flexible. This does not imply a less rigorous conservation approach, simply that the repairs can be considered in manageable packages of work and some work may be phased. The proposals in Section 4.9 of this report assume this approach. It will be necessary for the key bodies to work together in partnership achieve the best results.

This approach, together with the issues previously addressed in this report, has informed the conservation policies laid out below.

5.2 General Policies

P1 Resolution

A conservation-led approach to future maintenance and repair, alteration and upgrading of the building fabric should be adopted by the key bodies, based on a sound understanding of its significance.

P2 Statutory and Non-Statutory Constraints

In general, work should be carried out in accordance with the British Standard *Guide to the Conservation of Historic Buildings BS7913:2013* and recognised conservation principles of like-for-like repair. Reference should also be made to the *Scottish Historic Environment Policy (December 2011)* and Historic Environment Scotland's specific conservation guidelines to promote best conservation practice.

Listed Building Consent will normally be required in advance of any alterations to the building fabric. Good communication should be maintained with the Statutory Authorities regarding proposed work. The *Conservation Management Plan* can be used as a tool to assist this process.

Where alterations requiring a Building Warrant are proposed, reference should be made to Historic Environment Scotland's Guide for Practitioners No.6: *Conversion of Traditional Buildings: Application of the Scottish Building Standards*.

P3 Inspections and Surveys

Before any work commences, a detailed inspection of the structure and fabric should be carried out by a suitably experienced conservation professional, to record in-situ evidence and make recommendations. This is particularly relevant in areas where access is restricted, such as the parapets of the embankment and the ground floor rooms of the station.

P4 Existing Building Fabric

Original building fabric, forming part of a listed building, should be treated respectfully. It should be retained and repaired wherever possible. There should be a general presumption against the loss of original fabric unless it is proved to be unavoidable.

P5 Repair & Restoration

Repairs to the historic building fabric should be conservative in nature, to avoid the appearance of over restoration, but should be carried out to the highest conservation standards using appropriate traditional materials and construction, generally on a like for like basis. In some instances, it may be appropriate to leave in place previous repairs where their removal would damage the original fabric and where they do not interfere with the architectural aesthetic.

Missing or damaged elements or features, forming an integral part of the original design, should be restored so that understanding and appreciation of the historical asset can be enhanced. The most visible example at Dumbarton Central would be the restoration of the missing crenellations and turrets on the top of the embankment walls. Proposals for restoration should be supported by documentary or physical evidence.

P6 Alterations & Interventions

Alterations and interventions should be strictly controlled. They should respect the architectural composition and integrity of the original building design. It should be recognised, however, that contemporary legislative and operational constraints have to be addressed in any proposals developed for a historic building. Any future alterations and interventions need to be pragmatically considered and, wherever possible, sensitively accommodated within the concept of the original design. Interventions should be of matching materials and sympathetic to the original fabric. All such new work must be carried out to the highest standards of design and construction. Where temporary interventions or divisions of original spaces are required, they should be easily reversible without damage to the original fabric. Photographic and drawing records should be kept of all works undertaken – before, during and upon completion of work.

P7 Unused Space Generally

Where space is unused, it has been allowed to fall into disrepair, ultimately generating a large repair cost. There should therefore be an impetus towards making spaces habitable and keeping them occupied. This will also improve security and a sense of personal safety for passengers and staff.

P8 Services

The location, design and fixing of infrastructure and building services should be sympathetic to the layout and fabric of the Listed building. There is an accumulation of service boxes on the platforms that have a negative impact on the appearance of the station. Historically, this may have been due to a "permitted development" approach to Planning permission. A review should be carried out in order to adopt a holistic approach to services generally and less prominent locations should be considered. In general, redundant services should be removed as the services are updated.

P9 Maintenance

Every building needs regular maintenance to keep the weathering surfaces in good order, ensure that all services are operating effectively and to protect the vulnerable internal fabric from damage. Systematic care is both cost-effective and fundamental to good conservation. A comprehensive maintenance regime should be prepared for the whole building by a suitably qualified person and formally adopted, with sufficient funds put aside for regular inspections and consequential works. This in turn should be incorporated into a longer-term strategy for the upkeep of the building.

P10 Workmanship

All future work to repair, conserve or restore the building fabric should be carried out by suitably skilled and experienced people. These are often small specialist companies or individuals who may need to be engaged through a main contractor.

5.3 Policies Relating to the Station Setting

P11 The Connection Between the Station and the Town

There should be a presumption against further development encroaching on the visual links between the station and the town centre. The route along College Street should be landscaped to physically and visually strengthen the connection to the station for pedestrians and cyclists. Waymarking should be strategically located to direct visitors. In the longer term, consideration should be given to reducing the impact of the Glasgow Road (A814).

P12 The Immediate Setting of the Station

The hard landscaping around the perimeter of the station and through the underpasses should be treated homogeneously in a material in-keeping with the listed buildings. Traffic calming and shared surfaces should be introduced in Station Road and Church Street to shift priority to pedestrians, and barriers at the station entrance should be removed.

New lighting should be installed in the perimeter streets and in the underpasses to improve the safety and security of pedestrians.

The existing station signage is inadequate. New signage should be designed and mounted on the embankment walls or bridges that is in-keeping with the listed building.

It will be necessary for the key departments in the Local Authority and the Rail operators to work together to create a *Place* in Station Road that is a transport hub and a fitting gateway to Dumbarton.

5.4 Policies Relating to Station Access

P13 Access

Rail transport, mostly constructed in the 19th century, is being made more accessible to all through government assisted grants. During the last five year period, Network Rail have been installing lifts and improving access generally in six Scottish stations. Dumbarton Central is a busy junction station with steep ramps rising over College Street underpass at the west end, and stairs at the east. Installing passenger lifts from the street level to each of the island platforms would greatly benefit commuters - in particular the elderly, disabled and those with pushchairs or luggage.

Lifts should be located to minimise their impact on the layout and fabric of the listed building – the foot of the ramps in the west underpass has been suggested as the most suitable location at this time, but the feasibility should be further explored. The platform canopies should be extended to form covered walkways to the lifts. The design and specification should be appropriate to the listed building.

Ticket machines would be beneficial on both platforms *or* in the underpass.

P14 Signage

Directional signage for visitors and train information should be provided at the station entrance, as well as on the platforms. It would be beneficial to have a platform indicator at the entrance for the next Glasgow train, as at Paisley Gilmour Street. The design and location of the signage as a whole should be carefully considered and be appropriate to the Listed building.

5.5 Policies Relating to the Structure and External Fabric

P15 Infrastructure Repairs

Water ingress through the track bed has been impacting on the condition of the structure and fabric below over a long period of time. Although it will be possible to carry out some advance works by installing temporary water management, (as exists at the west entrance), full restoration of the underpasses, embankment walls, street elevations and ground floor rooms cannot be carried out until the source of the problem is addressed.

This work, which is within the remit of Network Rail, requires forward planning to minimise the inevitable disruption to rail services. An analysis should be carried out to determine the best way forward and a programme discussed with other key bodies, in order that repairs can be progressed.

P16 Structural Repairs

The recommendations for further building investigation and research made in the structural engineer's report, appended to this document, should be put in hand. Of particular concern are the consequences of uncontrolled water ingress on the structure, the embankment fill and the adjacent building fabric. The full extent of the decay should be established and a repair strategy put in place.

Options for structural repairs to the platform buildings should be further developed to determine the most appropriate way forward. Necessary repairs to the steel frame supporting the platform canopies should be carried out.

P17 Drying-Out Period

An allowance for a drying out period should be made in the restoration programme, following infrastructure repairs.

P18 Roofs and Canopies

The slate roofs over the platform buildings are currently (2019) being replaced by Network Rail, using like-for-like materials. The platform canopies, glazed and flat, are being repaired. They should be inspected at least twice a year and kept in good order by suitably skilled tradespeople using matching materials. The timber boarded soffits of the canopies should be repaired and repainted. It would be desirable to reinstate rooflights over the central passages and over the domes at the west end.

P19 Rainwater Dispersal

The rainwater goods for the roofs and canopies on the platform buildings are currently being overhauled by Network Rail (2019). Regular checks should be carried out to ensure that rainwater is being adequately dispersed from the roof and ground surfaces around the building perimeter. The surface water on the platforms runs back towards the buildings, collected in a continuous drain, located close to the line of the projecting bay windows. Consideration should be given to increasing the size of this drain.

P20 External Walls Generally

Brickwork, stone dressings and details should be repaired to *exactly* match the original design and specification on a like-for-like basis. Where details are missing, for example on the parapets and turrets of the embankment walls, they should be restored to match the originals. Material should be matched from site samples.

Joint sizes and pointing should be consistent with the original design. Inappropriate materials, such as cement mortar used for pointing or patch repairs, should be removed.

P21 Platform Building Elevations

The roof is carried on a steel frame and the brick outer walls are self-supporting. The surface of the brick has been disfigured by inappropriate cleaning techniques and surface coatings, applied in the past. Where bricks are cracked due to movement or have lost their fire-skin, they should be replaced. Some sections of brickwork may have to be taken down and rebuilt – for example, for structural repairs, or where piers have been rebuilt in non-matching materials or incorrect joint size. Where surface damage is superficial, the bricks should be retained. Impervious surface coatings and surface salts should be carefully removed. The brickwork should be repointed in full panels to match an approved sample. A brick-by-brick survey should be carried out by a conservation specialist to determine the number of replacements required.

There are a number of contributory factors causing moisture to be trapped in the masonry at the base of the wall, for example, moisture rising from the fill below. Where the sandstone base has eroded, it should be cut out and replaced. The paint finish should be carefully removed. The impervious platform finish may be exacerbating the decay of the soft stone. Consideration should be given to removing a

strip around the perimeter and replacing it with a porous asphalt or similar material on an appropriate base connected to the drainage. The spreading of salt on the platform should be controlled as it may also be contributing to the decay.

Missing joinery details, such as brackets, should be replaced to exactly match the original details. Any rotted sections of moulded timber details, such as the dado rail, should be cut out and replaced, using traditional joinery methods.

P22 Street Level Elevations

The north, east and south elevations of the station at street level are all negatively affected by the water ingress through the track beds. Work could be carried out in advance of the infrastructure repairs to clean and conserve the masonry, carry out any necessary structural repairs and repointing in like-for-like materials. The cement render finish to the blocked openings could be replaced with a breathable render, to reduce the consequential decay to the adjacent sandstone. Network Rail are currently undertaking repairs to the Church Street bridge abutments (2019), which includes some of this work.

Unless the infrastructure repairs are imminent, a temporary water management system should be installed under Church St Bridge to protect the advance repairs. This would also permit an entrance door to be reinstated to access the east stairways and would generally improve the environment under the bridge.

Following the infrastructure repairs, the openings can be unblocked, the masonry repaired and the windows and doors restored.

P23 Embankment Walls

The condition of the embankment walls is affected by the water ingress through the track beds saturating the fill below and causing salts to leech on the surface. Work could be carried out in advance of the infrastructure repairs to remove vegetation and consolidate the wallheads. The decapitated turrets should be inspected and consolidated or temporarily capped, if required. A sample area of the cement render should be removed to inspect the condition of the fabric below, and weep-holes could be introduced along the length of the north and south walls.

Following the infrastructure repairs, parapets should be repaired and missing elements restored. Recommendations for the treatment of the rendered walls should be informed by site investigations.

P24 Underpasses

Unless the infrastructure repairs are imminent, temporary water management, bird deterrent and improved lighting should be installed in the underpasses at Church Street and College Street. Advance work should include: consolidating the masonry, any necessary structural repairs and repointing using like-for-like materials, from site samples. Network Rail are currently undertaking repairs to the visible/accessible faces of Church Street and College Street bridges and abutments (2019), which will include some of this work.

At the west entrance, advance work could include: resurfacing the ramps, restoring the glazed brick, redecorating the underpass and installing new lighting. The existing water management system should be replaced, if required.

Once the infrastructure repairs have been done, the brick vaults could be exposed and art work could be added to the underpass walls.

P25 Windows and Doors

Platform buildings – Blocked windows and fan-lights should be re-opened and repaired or replaced, where missing, to exactly match the original design, complete with decorative glass top lights. Where privacy is required, the glass in the bottom sash should be obscure. A window condition survey should be carried out in advance by a suitably experienced person. The external doors were originally half-glazed. Most have been altered. It would be desirable for the doors to the public spaces to be restored to the original design. This would help make the ticket office and waiting room, in particular, more visible. Where necessary, the doors should be repaired and uniform ironmongery should be fitted.

Street level – The original Church Street entrance to the station is currently boarded over with a temporary access door. Should it be feasible to reopen the east stairs in advance of the infrastructure repairs, the stone entrance should be repaired and an entrance door fitted as a temporary solution.

Once the ground floor of the station has dried out and been made habitable, and the Church Street underpass lighting and security has been improved, the bricked up openings can be unblocked and the windows and doors restored. The existing windows and door to the joiner's workshop on Station Road should be replaced to match the approved uniform design.

5.6 Policies Relating to the Internal Fabric

P26 Platform Interiors

There should be a presumption to retain and preserve the original character and features of the station. At the time of writing, there are no original interiors on the north platform, (although some fragments may exist below existing finishes), but the south platform is mostly intact, due to some restoration. Unsympathetic alterations, such as suspended ceilings in the original timber lined rooms, should be removed and the coombed ceilings repaired or reinstated. Where future alterations are necessary, they should be in-keeping with the materials and character of the interior.

There are currently no original interiors accessible to the public. Consideration should be given to restoring the waiting room on the south platform, (in use as a store), for passenger use.

P27 Ground Floor Interiors

The ground floor of the station should be studied, and surviving original fabric recorded, before repairs are undertaken. Unsympathetic alterations should be removed where possible. The original tiled and glazed brick wall finishes, metal detailing at ceiling level and the high-level windows (below the platforms) should all be repaired. The timber panelled screen to the original booking office, complete with leaded lights, internal doors and other timber details should be conserved. The original floor finish should be investigated. Proposals for internal alterations should be informed by the original planning and should be reversible.

The derelict space should be cleared out to allow access for surveys and investigations. Unless the infrastructure repairs are imminent, a temporary water management system should be installed to arrest the decay of the building fabric below the deck. This would also permit temporary electricity for lighting and fire protection to be installed following a drying-out period.

P28 East Stairways and Lobby

The tiled east stairways formed the original passenger access to the island platforms from a common concourse on the ground floor and are a very significant part of the 1890s station. The wall tiles and glazed brick should be repaired and restored where missing. The stair treads, railings and stone kerbs should be repaired.

Consideration should be given to reopening the east entrance to the stairs only, following a drying-out period, and while a project for the ground floor of the station is developed. This would require advance repairs to reinstate a lobby, including the installation of entrance doors on Church Street and doors from the lobby to the stairs. The metal box enclosures on the platforms could then be removed.

5.7 Other Policies

P29 Management

Recognition of the significance of the historic building should be integral to strategic and operational building management. A single point of contact within Network Rail with responsibility for co-ordinating work to the listed building across the various disciplines, would enable a holistic approach to forward planning and repairs and improve communication with other key bodies.

P30 Strategic Approach

A long-term repair and restoration strategy - with items categorised as urgent, necessary and desirable- should be co-ordinated within Network Rail five-year control periods. This would assist a holistic approach with due consideration to the listed building. Conservation advice should be sought on the proposed work and sequencing.

P31 Interpretation and Visitor Information

Information on the history of the station, within the wider context of Dumbarton, should be developed into an interpretation strategy and made available on arrival at the station. There is also a lack of information on the local area for visitors. Restoration of the waiting room on the south platform could combine these functions.

P32 Temporary Greening

Once vegetation and roots have been removed and the disused track has been repaired, there may be an opportunity for a high-level garden with seating adjacent to the café on the platform, run by a community group. Should the track be recommissioned following repair, raised beds could be located on the platforms, beyond the buildings. The management of this should be formally agreed in advance between the rail company and the community group.

P33 Building Manual, Log & Inspections

It is good practice to establish a manual containing essential reference information on the building, its history and architecture, construction and materials. It should be cross referenced to the *Conservation Management Plan* significance and policy sections. It should contain building plans, including a record of services locations, building surveys and guidance on routine housekeeping, management, fire safety and maintenance procedures. A repair and maintenance strategy, with a timetable for implementation, should be included.

A log book should be kept containing contact information for key people, including tradesmen and specialists; concise instructions on maintenance and inspection routines; and on actions to take in an emergency. Building inspections should be recorded and a record of any work carried out should be entered.

The condition of the building should be professionally inspected every five years or so. It is preferable with listed buildings for the inspector, and the contractors, to know the building and have some continuing responsibility for its care and conservation. This is also more time efficient. Further guidance on manuals, log books and inspections can be found in *BS 7913: 2013 Guide to the Conservation of Historic Buildings.*

SECTION SIX: IMPLEMENTATION

6.1 Project Aims

The recommendation in the *longer-term* is for full restoration of the station buildings, including the ground floor facades and rooms for lease, for which there was strong support in the public consultation. This is dependent on infrastructure repairs being carried out by Network Rail in advance followed by a drying out period.

A series of work packages have been identified that could be tackled in the *shorter-term*. The proposals are described in section 4.9. Some packages include stage 1 of a full restoration programme of works. Indicative costs have been prepared for each of the packages and are appended to this report.

6.2 Cost Exclusions

Essential work identified as being within the remit of Network Rail and excluded from costs includes:

- Infrastructure repairs to track beds to resolve water ingress
- Structural repairs to piers, underpasses, bridges, embankment walls and parapets- any other areas adjacent to the tracks (some of this work included in current Network Rail bridge repairs)
- Removal of vegetation from north track
- Ground floor rooms- clearing out and making safe, required prior to restoration proposals
- East stairways and lobby – clearing out and making safe, installing temporary water management system to allow drying out, prior to Stage 1 work to reopen stairs.

Surveys and site investigations will be required, prior to commencing the relevant works, to determine nature and condition of the key parts of the structure and fabric. Most of these will be within the remit of Network Rail, who may already have in-hand the site investigations related to the platform buildings. It is understood that Network Rail have already received an asbestos survey of the station ground floor rooms.

Investigations will include:

- Trial pits to expose the foundations of the platform buildings and the nature of the fill
- Opening-up of brickwork to confirm relationship of inner and outer skin
- Core of embankment walls and sample removal of render
- Geotechnical survey of material behind embankment walls, establish & monitor water levels
- structure & fabric survey and building archaeology analysis of ground floor rooms
- CCTV survey of all below ground drainage

A full list of structural surveys is included in the Structural report. A full list of exclusions is contained in the Indicative Cost report. Both are appended to this report.

6.3 Proposed Work Packages

Six work packages have been identified and indicative construction costs were prepared for each. The scope of work described should be seen as flexible, in that independent items of work, (not part of a sequence), may be combined differently - according to the priorities of the key bodies, funding availability and programming of the works. A table of potential funding sources is included in the appendices. The table at figure 62 below provides a summary of the work package, estimated indicative costs and possible source of funding.

Figure 62 Summary of work packages, estimated costs and possible funding sources

No.	WORK PACKAGE Scope may vary to suit	ESTIMATED NET CONSTRUCTION COST Incl: prelims	ESTIMATED GROSS CONSTRUCTION COST Incl: design development & contingency	POSSIBLE MAIN FUNDING SOURCES
1 1a	**External repairs to platform buildings** Incl: structural work, platform canopies, windows & doors, platform perimeter *Or* structural works only	£923,051+ prelims @25%= £1,153,814 (£749,921 + prelims = £937,401)	£1,153,814 + 20% = £1,396,115 (£937,401+ 20% = £1,134,255)	Network Rail HES Repair Grant, Railway Heritage Trust Wolfson Foundation
2	**Urban realm** – Incl: Connection to Glasgow Rd, Station perimeter, Church St & College St underpasses, Traffic management	£1,507,375 + 25% = £1,884,219	£1,884,219 + 20% = £2,279,905	HES CARS via WDC ScotRail Transport Integration Fund Paths for All - The Smarter Choices, Smarter Places Sustrans
3	**Station access** – Incl: West entrance underpass, ramps, lifts & canopies East stairways & lobby	£1,233,817 +25% = £1,542,272	£1,542,272 + 20% = £1,866,149	Department for Transport - Access for All via Network Rail & ScotRail HES CARS via WDC
4	**Bringing vacant space into valued use** Inci:3 Platform interiors- store, wc, waiting room - This work can be split/combined with other packages.	£109,966 +25% = £137,457	£137,457 +20% = £166,323	ScotRail & Transport Scotland Stations Community Regeneration Fund Railway Heritage Trust NLCF – Awards for All or National Lottery Heritage Fund
5	**External repairs to facades at street level** Incl: Masonry repairs Church St, North & south facades- some overlap with Network Rail work	£359,650 + 25% = £449,563	£449,563 +20% = £543,971	HES CARS via WDC HES Repair Grant, Railway Heritage Trust
6	**North track** Incl: Deck, garden, seating, etc To follow on from track repairs (Network Rail)	£199,214 +25% = £249,018	£249,018 +20% = £301,312	Stations Community Regeneration Fund Crowdfunding – potentially SpaceHive NLCF – Awards for All volunteer time
TOTAL ESTIMATED CONSTRCTION COST FOR 6 PACKAGES			£6,553,773	

Notes:

- Construction costs are at current prices. No allowance has been made for inflation.
- Costs do not include professional fees and vat.
- Refer to appendix for full list of exclusions and assumptions.

6.4 Funding

The work packages are an indicative structure of project phases that can take place individually or elements combined or switched as the scheme of work evolves through feasibility and design. The funding sources are also indicative and based on our knowledge of the work potentially involved and the objectives of the funders. The funders have not yet been approached to seek their views.

The work packages described and additional outcomes, such as facilitating local start-up businesses or social enterprise, have several potential avenues for funding support: industrial and social heritage, helping to address socio-economic issues, access improvements (physical and intellectual) and economic regeneration.

Likely funders have been identified for each work package. In reality it is likely that some elements of different packages may shift around to meet timing requirements, partners objectives etc and funding may be applicable to more than one package. Consequently, it would be premature to specify funding against each element at this relatively early stage.

6.5 Applying to Funders

To clarify what funding is available, the key bodies should first define the form of their partnership and the governance of any project or projects to be taken forward. In some instances this will dictate to which funds you can apply. Some are open to Network Rail, some to the Local Authority and some to constituted community/voluntary organisations.

In order to secure these funds it will be essential that the project (and the funding applications) address the core funding priorities of the funders. This will require further project development work to ensure that the proposals can be clearly articulated and the benefits in terms of the funders objectives easily identified and communicated. In some instances they specify roughly what proportion of match funding they expect to be in place before an application is made to them.

It is beneficial to approach funders at the right stage. Clarify the role and indicative funding from Network Rail as owners of the building and Transport Scotland. Confirm potential funding from the local authority for the relevant elements.

Once there is an indication from the key bodies of the level of contribution they can make to a project, an approach should be made to public/statutory funders to get an indication of the strength of the project in their view, and an indication of the level of support that could be sought.

DSIT as a charitable organisation would then be in a position to approach trusts and foundations to discuss any remaining shortfall required. More details about each fund are included in Appendix IX.

6.6 Next Steps

- Form a partnership between key bodies to co-ordinate restoration project- meet at regular intervals to review project aims and tasks
- Clear out ground floor and make safe (Network Rail) for surveys and inspections (by conservationists)
- Review options/methodologies to carry out the necessary infrastructure repairs (Network Rail)
- Review the scope of the proposed projects and, where necessary, test the feasibility (structural options for platform buildings, lift access, etc)
- Confirm a project outline and apply for project development/organiser funding
- Appoint a suitably experienced project organiser
- Generate Street elevations & complete GF plan from Network Rail 3D data capture survey

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