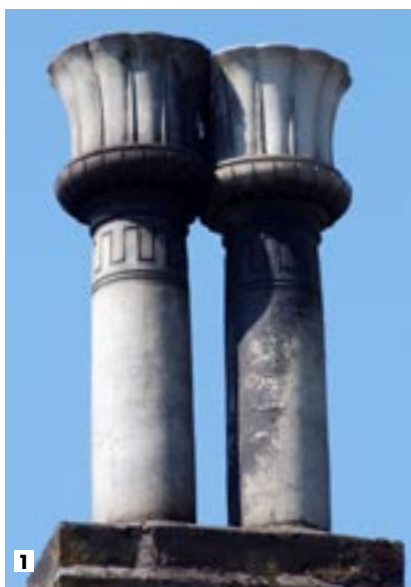


# STRATHBUNGO

conservation area appraisal





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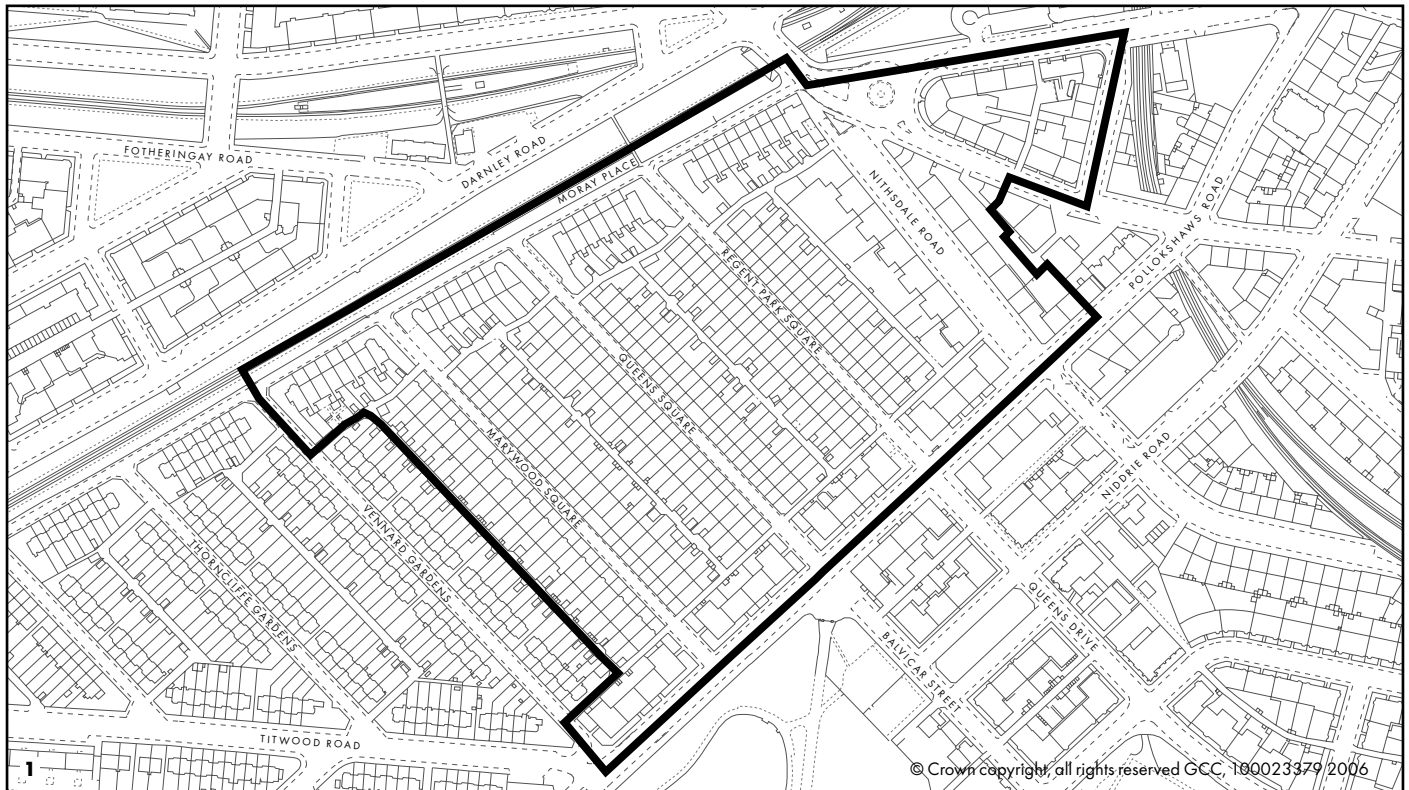
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1. Chimney detail 'Moray Place'

2. Architectural detail 'Moray Place'



## INTRODUCTION

### Location

Strathbungo Conservation Area is based on a 19th Century suburban settlement, lying some 1½ miles south of the city centre. It sits between the Glasgow – Barrhead railway line to the northwest and Pollokshaws Road to the southeast.

### Definition of a Conservation Area

Conservation areas were first introduced by the Civic Amenities Act 1967. The Planning (Listed Buildings and Conservation Area)(Scotland)Act 1997 provides the current legislative framework for the designation of conservation areas.

A conservation area is defined in the Act as “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. All planning authorities are required by the

Act to determine which parts of their area merit conservation area status. Glasgow currently has 21 conservation areas varying in character from the city centre and Victorian residential suburbs to a rural village and former country estate.

### What Does Conservation Area Status Mean?

In a conservation area it is both the buildings and the spaces between them that are of architectural or historic interest. Planning control is therefore directed at maintaining the integrity of the entire area and enhancing its special character. Conservation area status does not mean that new development is unacceptable, but care must be taken to ensure that the new development will not harm the character or appearance of the area.

Under current legislation, conservation area

designation automatically brings the following works under planning control:

- Demolition of buildings
- Removal of, or work to, trees
- Development involving small house extensions, roof alterations, stone cleaning or painting of the exterior, provision of hard surfaces, and
- Additional control over satellite dishes

Where a development would, in the opinion of the planning authority, affect the character or appearance of a conservation area, the application for planning permission will be advertised in the local press providing an opportunity for public comment. Views expressed are taken into account by the local planning authority when making a decision on the application.



In order to protect the conservation areas, designation also requires the City Council to formulate and publish proposals for their preservation and enhancement.

### **Purpose of a Conservation Area Appraisal**

Conservation area designation should be regarded as the first positive step towards an area's protection and enhancement.

Planning authorities and the Scottish Executive are required by law to protect conservation areas from development which would be detrimental to their character. It is necessary therefore for planning authorities, residents and property owners to be aware of the key features which together create the area's special character and appearance.

The purpose of this conservation area appraisal is to define what is important about its character and appearance; to identify its important characteristics. It is also a vital tool to enable the active management of the Strathbungo Conservation Area. It identifies the area's special features and changing

needs through a process which includes researching its historical development, carrying out a detailed townscape analysis and preparing a character assessment.

This information informs consideration of conservation area boundaries as well as providing a context for the assessment of development proposals within the area. It identifies opportunities and priorities for enhancement, and sets out the policy framework for the determination of development proposals. This appraisal should however be regarded as supplementary to the policies set out in the Glasgow City Plan (adopted August 2003).

It is recognised that the successful management of conservation areas can only be achieved with the support and input from stakeholders, and in particular local residents and property owners. Following consultation at the Draft Appraisal stage comments and suggestions received have been considered and included as appropriate.



### **Designation**

Strathbungo Conservation Area was designated on 10 July 1973 by Glasgow Corporation and subsequently extended on 24 August 1978 by Glasgow District Council.

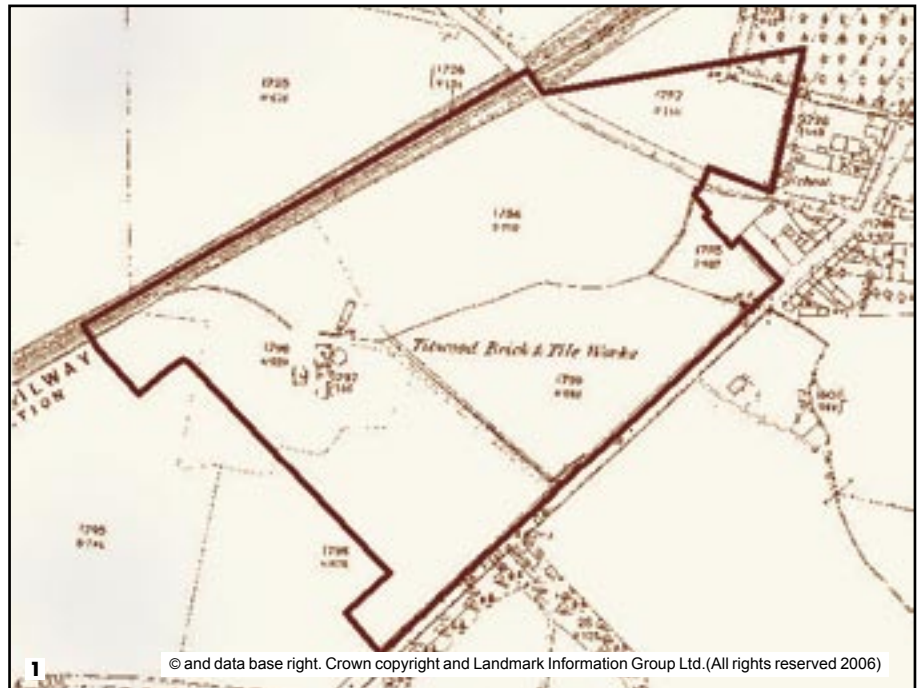
1. Extent of Strathbungo Conservation Area
2. Moray Place
3. Architectural detail 'Moray Place'

## HISTORICAL DEVELOPMENT

### Early History

Early maps indicate the emergence of 'Marchtown', now called Strathbungo, in the early 18th-Century. The area had been feued out from the lands of Titwood owned by Sir John Maxwell of Nether Pollok. The original village sat at the intersection of Pollokshaws Road and another artery which ran from east to west approximately on the alignment of Allison Street/Nithsdale Street. The southwest quarter was named South Cameron and the northern part North Cameron. Based mainly on crofting and mining, the village was named Marchtown in recognition of its position between the boundaries or 'Marches' of the counties of Lanark and Renfrew. Present day "March Street" recalls this early phase of development.

By the end of the 18th Century, weaving had become the main occupation of the 35 families living in the village at that time.

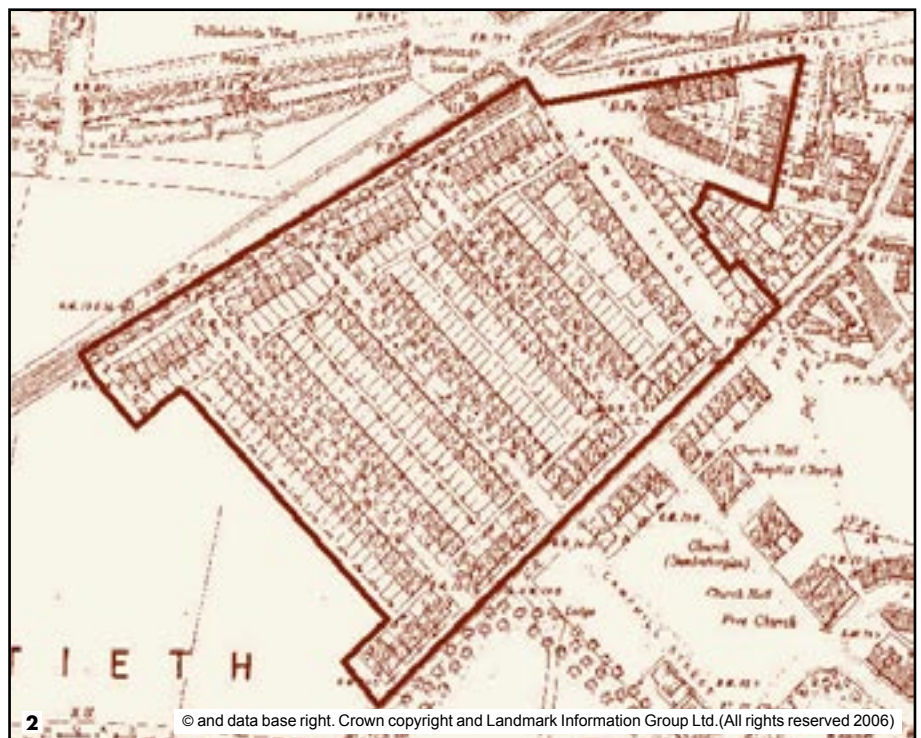


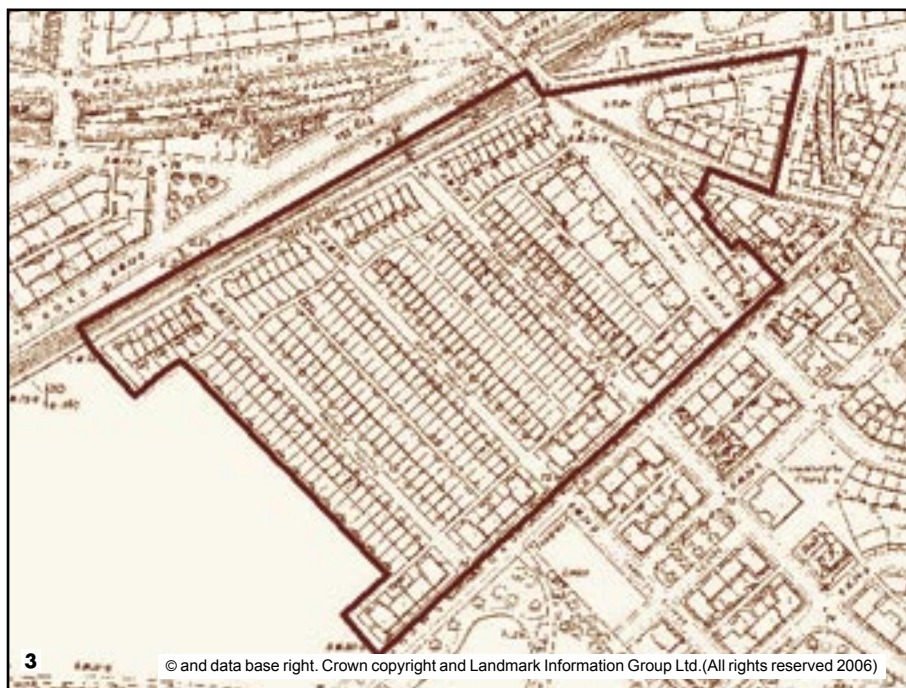
### 19th Century

By 1850 other trades and crafts had replaced mining and buildings of two storeys known as 'lands' were being constructed to house cartwrights, cabinetmakers, grocers, gardeners and blacksmiths.

In 1859, 1-10 Moray Place was built as the forerunner of Regents Park - the urban village planned by Alexander 'Greek' Thomson. In the following two decades, the bulk of the suburb emerged as long lines of Georgian-style terraces, known as 'squares' with entrances off Pollokshaws Road. Tenements to Pollokshaws Road were also constructed as part of the same scheme.

The private estate was linked to the city by the Glasgow, Barrhead and Kilmarnock Joint Railway with the opening of Strathbungo station in 1877.





The radial network of roads to the northeast of the Conservation Area emerged later in the 19th Century. At that time, tenements and shops were constructed along Nithsdale Drive, Nithsdale Street and Nithsdale Road including the distinctive curved form of Salisbury Quadrant which was designed by Thomson's office.

The tenements and shops around Nithsdale Road, some also designed by Thomson's office, were developed in the 1870's.

### 20th Century

In the period from 1930–50, the popularity and prestige of Strathbungo suffered a decline and, as a result, property values were depressed. This continued to a degree into the early 1970's when the problems of excessive subdivision and accompanying parking and traffic problems led to a tendency for short-term residency with associated maintenance problems.

The designation of the Conservation Area in 1973 and the cancellation of a planned motorway link which previously blighted the area, helped rejuvenate the oldest properties recreating the upmarket residential area of the original concept.

Today, Strathbungo is a burgeoning community with a 10.4% increase in its Ward population since 1991. Survey results from 1998 indicate a total of 582 households within the boundaries of the Conservation Area which resulted in a total population of 1377 persons.



1. Historical map circa 1860
2. Historical map circa 1895
3. Historical map circa 1912
4. Historical map circa 1933



## TOWNSCAPE APPRAISAL

### Topography

Strathbungo lies on land which slopes very gently from the south to the north, towards the River Clyde. It appears to be flat, running smoothly into the adjoining built up area.

The Conservation Area is contained to the west by the railway cutting and more significantly to the east by the prominent drumlin forming the heart of Queens Park.

According to one source, the name Strathbungo means 'Valley of the Marsh', indicative of historic ground conditions.

### Gateways

Three gateways are created at the breaks in the tenement wall fronting Pollokshaws Road, forming the southeast boundary of the Conservation Area. The gateways are reinforced by the boundary walls and gate piers at the entrance to Regent Park Square.

The junction of Moray Place and Nithsdale Road provides another gateway into the Conservation Area. At this location there is a distinct sense of an ordered architecture, reflected in the formal geometry of the terraces of Moray Place and the narrow roadway bounded by the railway embankment.

### Conservation Area Boundaries and Edges

The Conservation Area boundaries enclose the 19th Century terraced development and other buildings along Nithsdale Road, Nithsdale Street and Nithsdale Drive.

The northwest boundary is well defined by the railway line which physically separates the tenements of East Pollokshields from the terraces of Strathbungo.

The southeast boundary is also well defined following the centre line of Pollokshaws Road

where the tenements on the northwest side of the street provide a strong edge to the terraced development. The tenements on the southeast side of Pollokshaws Road lie within the Crosshill Conservation Area. The southwest boundary is defined by building age and style. It includes tenements and terraces which appear on the 1895 map, but excludes all later development to the south west.

Building age and style also defines the north eastern boundary.

### Street Pattern

The Conservation Area consists of two distinct areas.

The 19th Century suburb is set out in a regular grid of long terraces known as 'squares' running in a northwest to southeast direction. Narrow front streets and even narrower rear lanes are interwoven into the grid to create an intimate scale.

The shorter terraces of Moray Place, sit parallel to the railway line. The rear lanes serving Moray Place break with the formal street geometry with changes of angles and setbacks. The current alignment of rear lanes is plotted on the map on page 18. The tenements facing Pollokshaws Road conform to the grid with return bays in alignment with the squares.

The major junction of Nithsdale Drive, Nithsdale Street and Nithsdale Road, generates a radial street pattern. This pattern reflects the historical evolution of the area based on rail and road connections.

### Plot Pattern

The plot sizes in the terraces and squares are generally small and regular. Variation only occurs at the street corners, particularly the corners on Moray Place, where double sized plots form attractive entrances to the three subsidiary terraces.

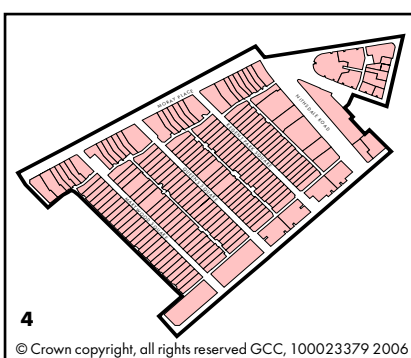
The plots to the north of the area around Nithsdale Drive, Nithsdale Street and March Street have been determined by road layout, resulting in attractive curves and angles.



**Open Space**

Private open space comprises front and rear gardens and tenemental backcourts. The rear access lanes are also privately owned. The railway embankment and the planted verge on the western side of Moray Place provide a green edge to the Conservation Area.

There is very little public open space within the Conservation Area. However, the tightly built grid of streets is close to Queens Park to the east, which dominates views in that direction and provides a further green edge and open setting to the Conservation Area.



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1. Surviving gate piers into the former private estate of "Regents Park", as conceived by Alexander (Greek) Thomson
2. The south/east boundary is well defined by Pollokshaws Rd.
3. North west boundary is defined by railway line
4. Plot Pattern





**Circulation/Permeability**

Pollokshaws Road is one of the city’s main arterial routes and, with Nithsdale Drive and Nithsdale Street, provides the main vehicular access through the area. The rest of the road network within the Conservation Area serves the resident population.

Pedestrian movement is concentrated along the main routes where bus stops and shops are located. The road network and back lanes provide a variety of pedestrian routes through the area.

Pedestrian access along pavements is restricted by car parking on kerbs, the narrowness of pavements and by untrimmed hedges. Vehicular access is a serious problem for removal and delivery lorries, the fire service and refuse collecting.

**Views**

Views into the area from the southeast are restricted to openings in the tenement wall fronting Pollokshaws Road. These gaps were originally defined by boundary walls and gate piers at Regent Park Square set back from Pollokshaws Road. The terminal vistas from these gateways are created by the trees

and shrubbery which form a green barrier in front of the railway line, with terraces and tenements of Darnley Road offering a distant backdrop.

The trees and shrubs adjoining the railway embankment also screen views from the northwest onto Moray Place.

Looking southeast into the area from the former railway station, the significant architecture of Salisbury Quadrant, 81-85 Nithsdale Drive and 52-58 Nithsdale Street provides an attractive focal point which could be enhanced by the surrounding open space.

The green hill of Queens Park provides an attractive open vista to the southeast when viewed from the southern part of the area.

Church spires outwith the Conservation Area provide attractive vistas including the open crown spire of Strathbungo Parish Church on Pollokshaws Road which rises above the tenement roof lines as seen from the southwest. The soaring spires of both Camphill Queens Park Church on Balvicar Drive and Strathbungo Queens Park Church on Queens Drive punctuate the skyline, when looking east from the Conservation Area.

The enclosed views within the squares and lanes are inward looking and self-contained owing to the rigid street geometry and the uniformity and length of the buildings.

The view southwest along Moray Place is distinctive owing to the quality and form of the architecture complemented by the unilinear road alignment and adjacent green barrier.

1. Pedestrian access is restricted by the narrowness of pavements and untrimmed hedges
2. Salisbury Quadrant provides an attractive focal point
3. Church spires outwith conservation area provide attractive vistas
4. Moray Place - ‘book - end’ pavilions
5. A unique end to the street block at the junction of Nithsdale Street and Nithsdale Road
6. Outstanding Greek ornamentation in Moray Place



### Activities/Uses

The principal land use is residential, however, uses such as a nursing home, a nursery, a bed & breakfast establishment and dentist surgery are also located within the Conservation Area. Commercial uses are confined to the ground floor of tenement blocks.

### Architectural Character

The architectural character of the Conservation Area derives from a strong uniformity of built form, particularly within the formally planned core.

The listed townhouses of Regent Park Square and the northern side of Queen Square are set out in a rigid pattern of uniform width, height and materials. Built between 1861 and 1869, these 2-storey terraced houses with basements are in a late Georgian style and have minimal ornamentation. The strong rhythm of windows, doors and steps is a defining aspect of the area's character.

Much has been written of 1-10 Moray Place designed by Alexander Thomson in 1857 and described as an outstanding example

of neo-Greek terrace design. This 2-storey terrace is distinguished by its outstanding Greek ornamentation and dramatic window pattern. Its symmetry is carefully balanced by projecting 'book-end' pavilions.

The other terraces on Moray Place were developed over time between 1864 and the end of the 19th Century and adopted the same format of symmetrical 2-storey blocks with projecting end pavilions of varying architectural styles. Again the strong rhythm and considered use of detail defines the character of these terraces.

The buildings on the south side of Queen Square and the north side of Marywood Square date from circa 1878 and the south side of Marywood Square dates from circa 1885 and comprise unusually long 2-storey terraces with basements. They differ from the rest of the squares owing to the presence of bay windows to the front elevations set out in a repetitive rhythm.

Owing to the formality of the street plan, rear as well as front chimneyheads are dominant. The highly decorative chimney cans of Moray Place are particularly prominent.

Some of the town houses have been subdivided resulting in alterations to the front elevation. There is evidence of conforming and non-conforming windows appearing on different floors and alterations to main doorways. The creation of direct basement access has meant excavation of front gardens and the formation of external stairs and handrails.

Other distinctive buildings include the western end of the terrace running from 18 to 80 Nithsdale Road where a single storey gusset building with a shallow conical roof terminates the street block. Salisbury Quadrant on 81-85 Nithsdale Drive and 52-58 Nithsdale Street is distinctive owing to its decorative 'Thomsonesque' stonework detailing and curved façade.

The 3-storey tenement blocks fronting Pollokshaws Road are typical of their time. With close entrances separated from the pavement by shallow front gardens, these buildings are U-shaped on plan and currently display modern tiled roofs.

The only modern building in the area is the 4/5-storey block of flats at the corner of Nithsdale Drive and March Street. Its distinctive curving architecture is reinforced

by the use of a render finish which is complemented by stone plinths and a lead-like cladding to the raised drum on the corner and attic storey. The use of non-traditional windows and modern railings contrasts with the adjoining buildings.

The quality of the architectural character of the Conservation Area is reflected in the high number of listed buildings within its boundaries. Other buildings of more modest architectural character, but which contribute positively to the character of the area, have been identified as 'unlisted buildings of merit'. Maps indicating the extent and location of these buildings are included on page 13.

**Building Materials**

The traditional building materials found in the conservation area are:

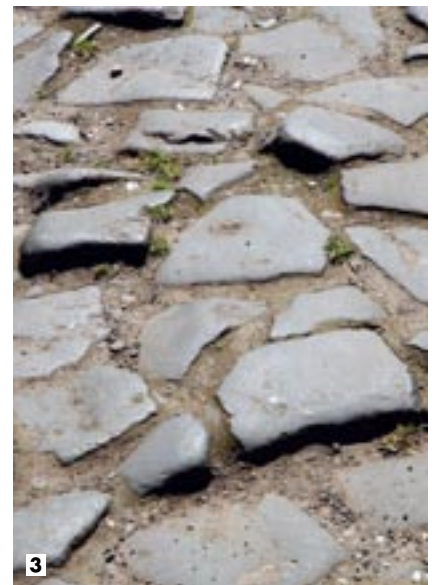
- Blonde sandstone
- Slate
- Cast iron
- Timber
- Glass
- Clay/terracotta
- Granite/whin setts and cobbles
- Brick

Modern materials are also found in the conservation area, although their inclusion below does not mean that their use is acceptable: -

- Concrete
- Metal
- UPVC
- Tarmac
- Render/roughcast
- Timber

**Condition**

Generally the properties are in a good state of repair. Various co-ordinated repair schemes have been implemented over the years including re-roofing, stonecleaning and hard landscaping. General maintenance, however, is required particularly in relation to windows, where mastic pointing and repainting is necessary.



Upgrading the back lane between 18-25 Moray Place has been initiated improving surfaces, drainage and lighting.

### Townscape Detail

The presence of the following features adds significantly to the character of the conservation area:

- Greek ornamentation
- Decorative chimney cans
- Pedimented stone dormers
- Original decorative iron balustrading to front entrance steps
- Traditional cast iron lamp standards
- Oval and rectangular lighting fuse boxes
- An historic ambience created by high brick walls and narrow setted surfaces within the rear lanes
- Crow-stepped gables and stone balcony to 22 March Street
- Traditional red telephone box (K6 model)
- Curved masonry walls and gatepiers at southeast end of Regent Park Square
- Massive stone porticos
- Cast iron pedestrian bridge

### Landscape and Trees

Strathbungo is adorned with a random selection of garden trees, such as Lombardy Poplars and occasional mature Limes and a Monkey Puzzle tree. There is no street tree planting. Often the trees are poorly maintained or damaged, frequently obscuring architectural features and giving the area a rather cluttered appearance.

Hedges are prominent plot boundaries, replacing railings which have been removed. Sometimes these hedges invade the already narrow footpath area, making pedestrian access difficult.

The small front gardens to the terraces are frequently reduced further by the provision of access stairs and paths to separate basement flats. These have required excavation of the garden ground.

Tenement buildings fronting Pollokshaws Road present a wider frontage to the street with shallow front gardens bounded variously by hedging and railings. Communal backcourts are generally shallow, except behind Nithsdale Road.

1. Window detail to Salisbury Quadrant
2. Decorative iron balustrades to the front entrance steps of the "Squares"
3. Cobbled surfaces within the rear lanes of the "Squares"
4. A magnificent Monkey Puzzle tree in the front garden of 33 Moray Place
5. Decorative stonework to Moray Place



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## CHARACTER ASSESSMENT

### Introduction

Having examined the townscape of the Conservation Area it is now possible to identify those features which contribute to its character and appearance as an area of special architectural and historic interest. This will include features which contribute positively and are worthy of retention as well as those features which make no positive contribution or which detract from the character and appearance of the conservation area.

Listed below are:

- **Key Features** - Essential elements which define the special architectural and historic character of the area.
- **Key Challenges** - Inappropriate elements which detract from the character and appearance of the area.
- **Positive Buildings and Areas** - These are considered to be buildings or areas which contribute positively to the character of the conservation area and which it is considered desirable to preserve and enhance. There is a presumption against the demolition

and/or redevelopment of any building or area which is considered to make a positive contribution to the character and appearance of the conservation area. Proposals for the alteration of such buildings and areas will be carefully considered in the light of the adopted policies of the City Council.

- **Negative/Neutral Buildings and Areas** - These are considered to be buildings or areas which do not contribute positively to the character or appearance of the conservation area. Neutral buildings or areas while not forming part of the special character do not detract from it. Negative buildings or areas on the other hand have a negative effect on the character and appearance of the area. There is no presumption against the demolition and/ or redevelopment of these buildings or areas.

### Key Features

**Uniformity** The character of the Conservation Area derives from a strong uniformity of built form, particularly within the formally planned inner core.

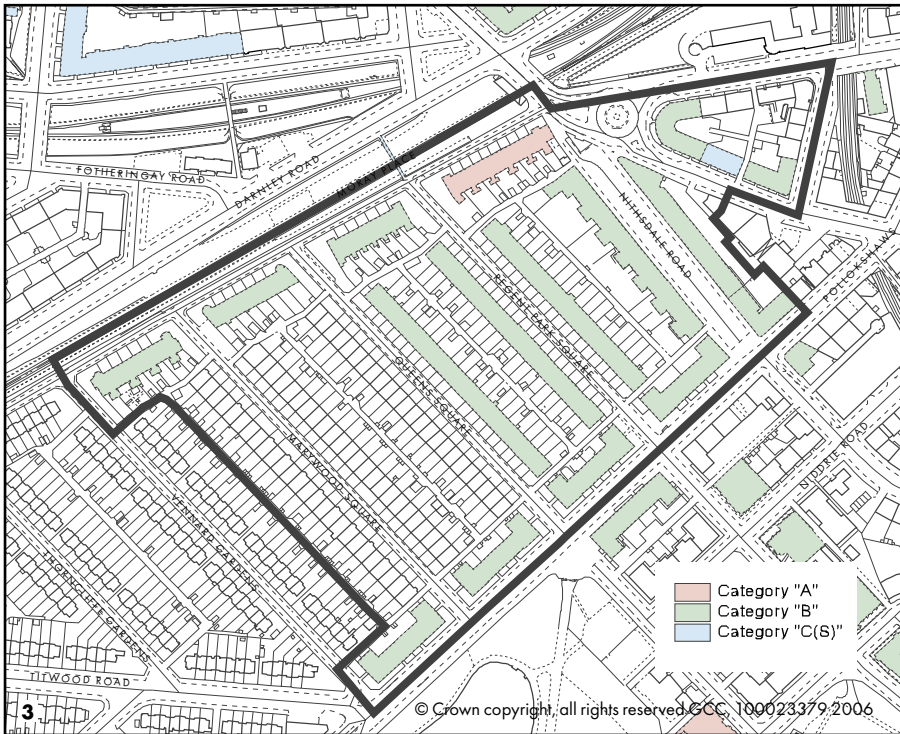
**Formal Street Pattern** The tight grid of small scale streets and lanes set out as long and

short terraces with front gardens in the planned suburb is a dominant feature within the Conservation Area.

**Building Scale and Layout** Diminutive scale of building width and height and the repetitive nature of plot patterns are significant characteristics of the area.

**High Quality Architectural Design and Detailing** There is a high percentage of listed buildings within the Conservation Area reflecting the quality of architectural design. There is also a number of unlisted buildings of merit which contribute to the character and appearance of the Conservation Area. There is a presumption within the City Plan that these buildings will be retained and re-used wherever possible.

**Building Materials** The use of high quality traditional building materials contributes to the character of the Conservation Area. They include blonde sandstone, Scottish slate and cast iron railings.



**Building Line** Terraces create a strong frontage set within small gardens. The other building types within the Conservation Area all acknowledge the street pattern and established building line.

**Key Challenges**

**Loss of original architectural detail** Original architectural detail makes a defining contribution to the character and appearance of any conservation area. Its retention and repair is therefore an important aspect of the preservation and enhancement of an area. By contrast, the proliferation of inappropriate replacement doors, windows, roof coverings and boundary treatments has to some extent eroded the special character of the Strathbungo Conservation Area. The reversal of this trend is important.

**Use of inappropriate materials** The use of materials in any conservation area is another important element of its character and appearance. Where these are replaced with modern materials there will normally be a loss of character. A common example is the replacement of original timber windows with modern plastic substitutes which are not in keeping with the character of nineteenth century terraces and tenements.

**The Public Realm** The quality and upkeep of the public realm within the conservation area is important. Damage to paving surfaces by utilities and other contractors, design and location of street furniture, street lighting, proliferation of street signs and the maintenance of amenity spaces all need to be addressed to ensure the character and appearance of the Conservation Area is maintained.



1. Ornamental ironwork in the 'Squares'
2. Strong uniformity of built form, particularly within formally planned inner core
3. Location of Listed Buildings
4. Location of Unlisted Buildings of Merit

# STRATHBUNGO

conservation area appraisal

## Shopfronts, Signs and Adverts

The survival of original shopfronts and signs in an area contribute to its character. However, frontages which are not in keeping with the area's character are harmful to the quality of the local townscape.

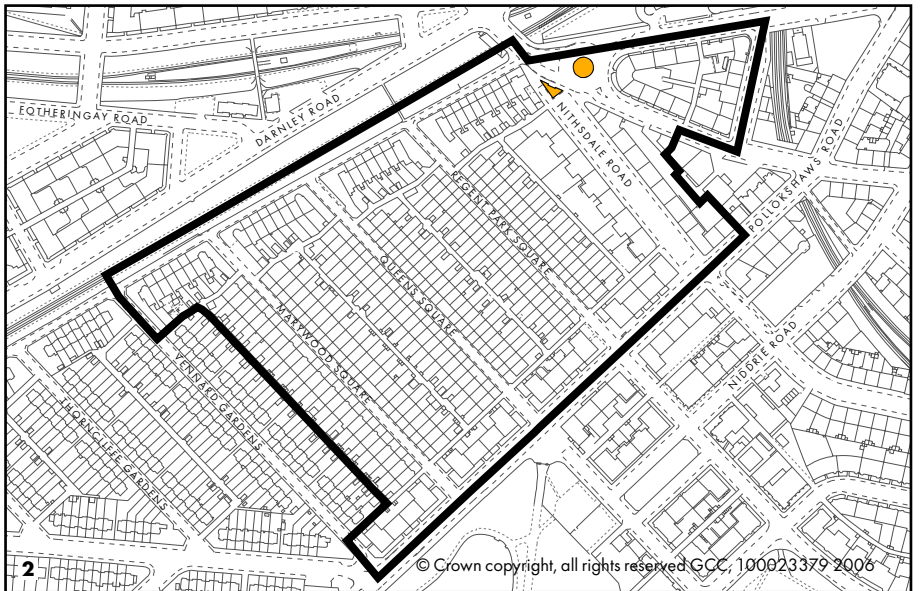
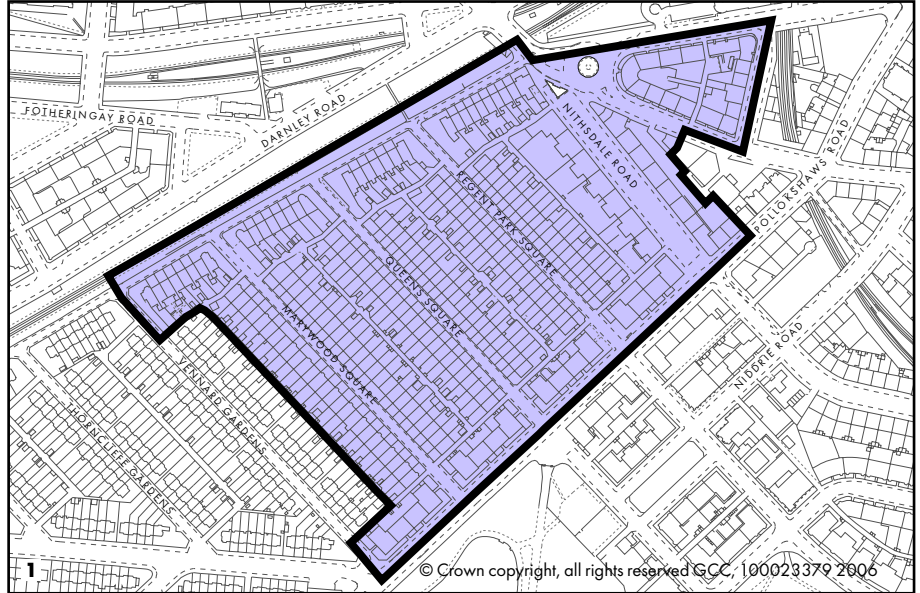
**Back Lanes** The erosion of character of the back lanes caused by frequent demolition and relocation/rebuilding of rear boundary walls and dilapidation of original cobbled surfacing diminishes the historic character and appearance of the Conservation Area.

## Positive Buildings and Areas

The buildings and areas which contribute positively to the character and appearance of the conservation area are plotted on map 1.

## Negative/Neutral Buildings and Areas

The buildings and areas which do not contribute positively to the character and appearance of the conservation area are plotted on map 2.



1. Positive Buildings and Areas map
2. Negative/ Neutral Buildings and Areas



## BOUNDARY

An important element of this appraisal is the assessment of existing conservation area boundaries .

Strathbungo Conservation Area boundary is clearly and logically defined requiring no amendment.

1. Architectural detail 'Moray Place'





## PRESERVATION AND ENHANCEMENT

### Introduction

Detailed analysis of the conservation area's character and consultation with residents have highlighted opportunities for its preservation and enhancement.

The application of planning policies, use of Article 4 Directions and provision of information and advice encouraging sympathetic maintenance and repair are important tools in the preservation of the area's unique character and are dealt with in the following pages.

A number of specific sites/issues have also been identified as opportunities for enhancement.

### Opportunities for Preservation and Enhancement

**Maintenance** The best means of preserving the character and appearance of any area is through the routine maintenance of buildings. Roofs, chimneys, windows, doors, guttering,

stonework, entrance steps, gardens and boundary treatments both front and rear all need regular attention to prolong their life to secure the future of the building and enhance its setting. Regular, coordinated maintenance programmes can help reduce costs in the long term.

**Development** Minor works such as the removal of chimneys and replacement or alteration of traditional windows, doors, and railings with modern styles and materials are evident and can have the cumulative effect of eroding the character and appearance of the conservation area.

Subdivision of property involving the creation of additional entrances also requires sympathetic treatment.

The City Council, is committed to the preservation of the area's unique character through the application of City Plan policies. Information relating to the key policies which promote the sympathetic design, repair and maintenance of property can be found in the

City Plan section on page 20 or online at [www.glasgow.gov.uk/cityplan](http://www.glasgow.gov.uk/cityplan)

The opportunity for major new development in Strathbungo is limited, however other works such as the formation of a new shopfronts will be guided by City Plan policies.

**Information and Advice** Property owners and residents have a major role to play in the preservation and enhancement of Strathbungo Conservation Area. To encourage participation the City Council will prepare and distribute information leaflets explaining the implications of living in a conservation area and/or listed building. Details of the availability of grants will also be included. In addition specific guidance for residents/owners wishing to carry out repairs and alterations to their property will be prepared. Other methods of disseminating this information such as via the Council's web site or in the local press will also be investigated.

### Enhancement Opportunities in Strathbungo

- Nithsdale Drive/ Nithsdale Street/ Nithsdale Road/ Moray Place Junction - This junction is an important gateway to the conservation area. The traffic roundabout dominates the area with a small piece of poorly landscaped ground adjoining a traditional telephone call box located at the northwestern end of Nithsdale Road.
- Railway Footbridge - The footbridge landing at Moray Place, a pedestrian entrance to the conservation area is cluttered with street furniture, poor fencing and damaged walls. This poorly detailed area detracts from the setting of the listed buildings opposite.
- Back Lanes - The erosion of character by frequent demolition and relocation/ rebuilding of rear boundary walls to lanes and dilapidation of original cobbled surfacing diminishes the historic appearance of the Conservation Area. In response to this, the Strathbungo Society has promoted a pilot lane resurfacing project at 18-25 Moray Place. The Council will encourage works

to restore rear lanes, boundary walls and boundary lines using authentic materials. At present the City Council can offer technical assistance for the upgrading of lanes.

- Trees - The existing garden trees do not generally add to the strength of the architectural interest of the area which lies in the repetitive and compact form of the buildings, as they are neither formal enough to contribute to this nor informal enough to add contrast. Selective felling of inappropriate trees and planting of standard tree species at regular intervals, selecting a different species for each street would reinforce the formality of the streets and sense of place.
- Telecommunications - Currently Strathbungo has no fibre optic provision although cables do run under Pollokshaws Road. The possibility of combining service ducts as part of the proposed future lane restoration resurfacing is under investigation. Discreet distribution of modern technology is in accordance with planning policy which discourages prominent display of satellite dishes and other modern telecommunications equipment on listed buildings and on buildings in general in Conservation Areas.
- Street Furniture - The standardisation and coordination of streetscape elements such as signs, boundary treatments to terraces and railway embankments, gates and balustrades to stairs would complement the formal lines of the prevailing architecture and reinforce the character of the conservation area.
- Lighting - The City Council is committed to renewing the entire street lighting network across the City and to upgrade to whiter light sources, to improve visibility and security for both road users and pedestrians.

The Lighting Network Renewal Contract has specified the use of a standard

column painted in gunmetal grey or black for roads and footpaths in the Strathbungo Conservation Area.

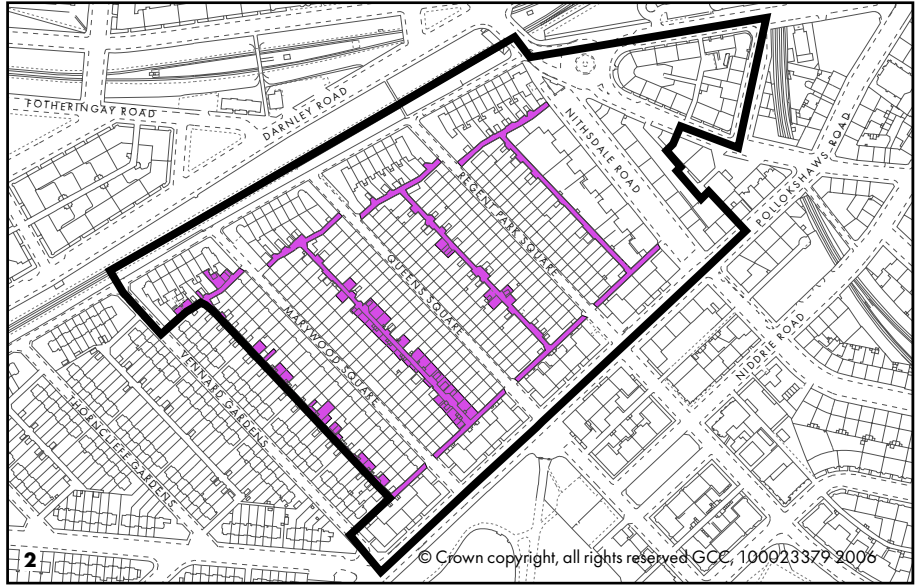
There can be a departure from the standard column/lantern design for sites of historic architectural interest that will be assessed as follows:

- The proposed column/lantern design must be historically accurate and seek to replicate that design. All proposals must be supported by documentary evidence such as old photographs.
- A number of original lamp standards have survived in Strathbungo, located in the 'Squares'. They provide an historically accurate design for replication.
- The additional cost of providing such columns/lanterns would not normally be met by the Lighting Network Renewal Contract and the organisation promoting the non-standard columns and lanterns would be required to fund the difference.
- Land Services must be satisfied that the lighting proposals meet the Council's lighting design standards.

If these conditions are met, the Council will give consideration to the alternative equipment.

1. High quality finishes would enhance the footbridge landing at Moray Place
2. Demolition of rear boundary walls diminishes the historic character of the lanes
3. An example of an original - listed lamp standard





- Pavements - The parking of vehicles on pavements and their repeated excavations by statutory undertakers has resulted in their deterioration. This detracts from the setting of the terraced properties.
- Traffic Management - Double sided car parking in the streets and the use of rear lanes as short cuts has a detrimental affect on amenity, creating circulation and safety problems for local residents and emergency services. Further study is required to establish the degree of traffic problems and any measures which may be appropriate.
- Shopfront Design - Unsympathetic shopfront design in Pollokshaws Road and Nithsdale Road has a detrimental affect on the architectural integrity of the buildings. In common with current trends, some existing signage tends to be over-dominant and gaudy, detracting from the character and appearance of the Conservation Area.

If the potential for enhancement is realised these 'opportunities' could become positive features which would enhance the character of the conservation area.

**Grants**

Property owners of listed or unlisted buildings in this area can apply for grant assistance to Historic Scotland for carrying out external repairs. Those in listed buildings can also apply to Historic Scotland for grant assistance for works to internal features. Glasgow City Council administers a discretionary grant designed to assist owners with the restoration and repair of listed buildings and unlisted buildings in conservation areas.

Owners of property within the Conservation Area can apply although only certain kinds of work are eligible, such as:

- The restoration or repair of original architectural features, including the repair or reinstatement of original windows and railings.
- The repair to the structural fabric including stonework, roofs and dry rot eradication.

Alterations, repairs to services and normal routine maintenance such as painting are not regarded as grant eligible.

The Council also offers a Tree Grant and a Communal Gardens Grant.

**Area Initiatives**

The Strathbungo Society was created under the auspices of the Scottish Civic Trust in 1971. It lobbied successfully for Conservation Area designation and since then has worked to maintain and enhance the local environment and to keep the residents fully informed of all pertinent issues.

- 1. Dilapidated cobbled surface to rear lanes
- 2. Current alignment of rear lanes



## ARTICLE 4 DIRECTIONS

In addition to the specific conservation area controls mentioned above, further controls apply in the Strathbungo Conservation Area called Article 4 Directions. These were originally promoted by the Council and confirmed by the Secretary of State in March 1979. The introduction of new legislation, the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 required their updating in May 1993.

The effect of a Direction is to control minor works which, over time, could erode the character and appearance of the conservation area. Article 4 Directions do not preclude the carrying out of these works but planning permission must be sought.

The Strathbungo Conservation Area has Article 4 Directions covering the following Classes of Development:

Class 1 - The enlargement, improvement or other alteration of a dwelling house.

Class 3 - The provision within the curtilage of a dwelling house of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwelling house, or the maintenance,

improvement or other alteration of such a building or enclosure.

Class 7 - The erection, construction, maintenance, improvement or other alteration of a gate, fence, wall or other means of enclosure.

Class 27 - The carrying out on land within the boundaries of a private road or private way of works required for the maintenance or improvement of the road or way.

A review of Article 4 Directions has been carried out as part of this appraisal and as required by the City Plan.

It is considered that the above Classes of Development should continue to be covered by Article 4 Directions in order to protect the character of the area and that no amendment is required.

1. Salisbury Quadrant



## CITY PLAN

### Context

In July 1978 the Strathbungo Conservation Area Interim Policy Report was published. This was an interim policy statement for the Conservation Area, pending the preparation of the Shawlands Local Plan which was adopted on 30 January 1992. Many of the policies contained within these documents have been included or updated in the Glasgow City Plan which was adopted on 1 August 2003. The City Plan consists of two parts, Part One, Development Strategy and Part Two, Development Policies and Design Guidance.

### Part One, Development Strategy

Of particular relevance to the Strathbungo Conservation Area is a proposal contained in the Environment section, paragraph 7.24 stating that the Council will prepare conservation area appraisals for all the conservation areas in the City and these will be used as supplementary guidance in respect of determining development proposals.

### Part Two, Development Policies and Design Guidance

Part Two of the Glasgow City Plan contains Development Policy Principles and Development Policies and Design Standards that are used by the City Council to consider development applications.

The City Plan applies a '**Residential Development Policy Principle**' over the conservation area. This policy recognises that the predominant land use is '**RESIDENTIAL**' but also recognises that residential properties require other facilities e.g. local shops, businesses, community and health facilities as well as recreational and local green space.

Development Policies and Design Standards have been prepared to protect and enhance the character of conservation areas and listed buildings throughout the city. These are primarily located in **Section 8 Built Heritage** as follows:-

- **Policy HER 1 Conservation Areas** which relates specifically to the preservation and enhancement of conservation areas. It also lists the conservation areas within the City and the statutory controls that apply.
- **Policy HER 2 Listed Buildings (Buildings of Special Architectural and Historic Importance)** relates to the protection of listed buildings and their setting.
- **Policy HER 3 Design Standards for Listed Buildings and Properties in Conservation Areas** details Council policy and design standards relating to the maintenance and repair of property as well as proposals for conversion or new development. This is tackled on a topic basis e.g. chimneys, doors, extensions etc.
- **Policy HER 4 and 5 relate to Ancient Monuments and Sites of Archaeological Importance respectively.**

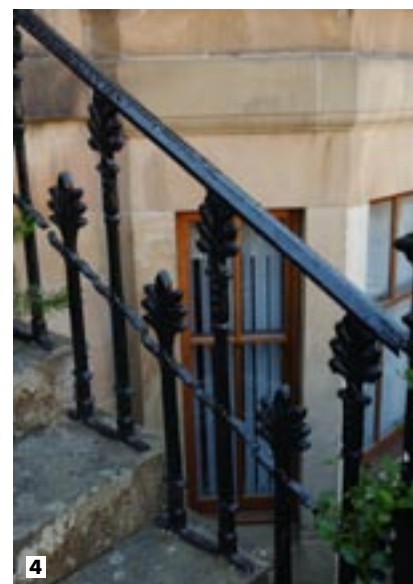
Other relevant policies can be found throughout the City Plan in Sections relating to **Residential, Industry and Business, Shopping and Commercial, Transport and Parking, Urban Design and Greenspace, Landscape and Environment.**

The City Plan can be accessed on [www.glasgow.gov.uk/cityplan](http://www.glasgow.gov.uk/cityplan)

The Strathbungo Conservation Area Appraisal provides an opportunity for the interpretation of these policies at a more local level, focussing on the areas unique character, architectural features and townscape detailing.

### Policies

The City Plan provides detailed guidance on a variety of works relating to listed buildings and conservation areas including standards for, exterior paint work, gutters and down pipes, stonework repair, roofing etc. Some of the policy issues arising within the Strathbungo Conservation Area are listed below.



### Doors

In the Strathbungo Conservation Area there are many fine examples of traditional panelled storm doors with inner glazed vestibule doors which make a significant contribution to the historical and architectural character of the area. **Policy HER 3 (A) 6.1, Storm Doors** and **6.2, Vestibule Doors**, promote their retention or replacement with doors to match the original. The use of traditional door ironmongery and the use of a single colour are also encouraged.

**Policy HER 3 (A) 6.3** provides guidance on the design and installation of close doors.

### Windows

In the Strathbungo Conservation Area the original windows, including their detailing, materials and method of opening are an important element of the buildings design and make a significant contribution to the area's character. Some of these features are being lost (e.g. the removal of multi-paned windows to rear elevations and basements in the squares), with the substitution of inappropriate, modern replacements. The City Council encourages the retention and repair of traditional windows in **Policy HER 3 (A) 16, Windows** which also gives policy guidance on window replacement.

In terraced and tenement property it is important that the original style and type of window is retained to ensure that the original proportions of the building are unaltered.

### Ironwork and Boundary Treatments

Original cast iron railings were largely removed during the Second World War. Some examples, however, did survive including balustrading to front entrance steps. There are instances where replicas of original ironwork have been successfully made for reinstatement in Strathbungo. The City Plan encourages the removal of timber fencing/masonry walls and the enclosure of all front gardens with the re-introduction of original railings, painted black, (**Policy HER 3 (C) 5, Ironwork and Boundary Treatments**). The restoration and upgrading of front gardens would improve the setting of the buildings. The planting of hedging does not require planning consent, but if planted should be trimmed to railing height and should not overhang the footpaths.

### Chimneys

Chimneys are an important feature in the conservation area with chimney heads located both on the front and rear elevations. The decorative chimney pots of Moray Place are an integral part of the terraces design

and an important townscape detail within the conservation area. **Policy HER 3 (A) 4 Chimneys** encourages the retention and restoration of chimneys wherever possible.

### Rear Lanes and Narrow Streets

The grid of narrow streets and rear lanes is a key feature of the conservation area. The City Plan encourages the retention or reinstatement of dividing and boundary walls to back gardens using salvaged/ recycled materials to match the original (**Policy HER 3 (C) 1, Backcourts and Back Gardens**).

1. Decorative stonework
2. Detail of original storm and inner vestibule doors
3. These original windows make a significant contribution to the historic and architectural character of the Conservation Area
4. Detail of decorative iron balustrading



1



2



3

Front Gardens

The front gardens including their boundary treatment and soft landscaping are an important feature of Strathbungo. To prevent any further erosion of this feature, the City Plan discourages the formation of parking areas within the front garden of a listed building or a dwelling within a conservation area (**Policy HER 3 (C) 3.1, Front Garden**).

Car Parking

Car parking is a concern within the conservation area. The City Plan requires that car parking should not occupy more than 50% of the useable garden area with particular attention paid to boundary walls, gates, railings, surface treatment and any additional landscaping that is required to integrate car parking with the character of the area (**Policy HER 3 (C) 3, Car Parking and Driveways**).

Subdivision

The subdivision of town houses has left its mark in Strathbungo with examples of conforming and non-conforming windows appearing on different floors of a single townhouse and modern twin sets of doors clearly visible from the street, replacing the original inner glazed door and screen. The creation of direct access to the basement

impacts on the front garden, with excavation work and the construction of external stairs and handrails.

The City Plan **Policy RES 14 Subdivision** acknowledges that there is a demand for subdividing townhouses in this area and provides guidance on how this can be achieved with minimum effect on the external appearance of the building while providing good quality accommodation.

Local Area Policy for Strathbungo clearly stipulates that subdivision will not be permitted at 1-10 Moray Place and 12 – 16 Moray Place and that the subdivision of terraced houses elsewhere in the conservation area will normally be restricted to two self-contained units per original house. The continued application of this policy is vital to maintaining and enhancing the character of the conservation area. Strict control over repetitive elements such as windows and doors is also seen as integral to this aspiration.

Shopfront Design/Signage

Unsympathetic shopfront design in Pollokshaws Road and Nithsdale Road has a detrimental affect on the architectural integrity of the buildings. Signage tends

to be over-dominant and gaudy, detracting from the historic character. The Council will promote more appropriate designs through its rigorous application of **Policy SC13, Shopfront Alterations and Shop Security** and **Policy DES 8, Signs and Advertising**.

Pavements and Lane Surfaces

Repeated excavations by statutory undertakers has resulted in their gradual removal/destruction, so that today the pavement surface is poor. The re-introduction of quality surfacing should be encouraged.

The rear lanes in Strathbungo have lost a substantial proportion of the original setted surfaces. A pilot scheme to reinstate historic surfacing to one of the lengths of rear lane is proposed which will enhance this part of the conservation area and act as an approved precedent for the rest of the lane network. All of this work will be required to accord with the City Plan, **Policies HER 3 Section (D), 2, Footpaths and Carriageways**, and **DES 5, Public Realm**, which promotes the retention of original, and the use of quality, surfacing materials.



#### Non-Residential Uses

In order to protect the residential amenity and character of the area, the change of use of mainstream dwellings will be strongly resisted, with a presumption in favour of converting properties back into mainstream residential use.

1. Subdivision - leaving its mark
2. Subdivision - creation of direct access to the basement
3. Subdivision - twin sets of doors
4. A variety of shopfront designs

The City Plan contains the following Local Area Policies which apply in Strathbungo:

- **Policy RES 7 Change of Use of Dwellings**
- **Policy RES 8 Guest Houses/Bed and Breakfasts**
- **Policy RES 9 Residential and Nursing Homes**
- **Policy RES 11 Day Care Nurseries**





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1. Architectural detail 'Moray Place'



**Development and Regeneration Services  
229 George Street  
Glasgow  
G1 1QU**