



Austin-Smith:Lord

Dumbarton Town Centre
Conservation Area Proposal

West Dunbartonshire Council

July 2018

1. INTRODUCTION

Context & Purpose of the Appraisal

West Dunbartonshire Council have appointed Austin-Smith:Lord to undertake an initial appraisal of the heritage, architecture and townscape of Dumbarton Town Centre to underpin the potential for the designation of a new conservation area within the town centre.

The Definition of a Conservation Area

Conservation Areas were first introduced by the Civic Amenities Act 1967. The Planning (Listed Buildings and Conservation Areas) (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 this Act to determine which parts of their townscape merit Conservation Area status.

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 and combined give integrity to the entire area. Planning control is directed at maintaining this integrity and enhancing its special character.

Conservation Area Status does not mean that new development is unacceptable however it does insist that new development must be of the best quality and in keeping with the character of the area.

Conservation Area Status means that buildings may benefit from grant funding through the Conservation Area Regeneration Scheme (CARS) set up in 2007 by Historic Environment Scotland. The fund may be accessed by local authorities, community groups and other voluntary sector organisations experienced in multi-funded projects.

Funding is provided over a five year period to support the set up of a Conservation Area Regeneration Scheme contributing to building repairs to priority projects, smaller grants scheme, public realm improvements and skills training opportunities.

Under current legislation Conservation Area Designation automatically brings the following works under planning control:

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

There is a misconception that conservation area status is likely to make planning matters more difficult and life harder for property owners and in particular commercial property owners. This is not the case. What it can mean is in certain circumstances funding for repairs and shop front improvements under a CARS scheme will assist owners and encourage redevelopment. It can also ensure suitable scale of development, selection of materials and aid redevelopment leading to property value stabilisation or gain.

Where a development would, in the opinion of the planning authority, affect the character or appearance of a Conservation Area, an application for planning permission will be advertised in the local press providing an opportunity for public comment. Views are taken into account by the local planning authority when making a final decision on the application. In order to protect the Conservation Area designation, the Council would be obliged to formulate and publish proposals for their preservation and enhancement.

When dealing with a new development in conservation areas the Council has to consider how the proposal:

- Affects the historic street pattern and spaces and existing building lines
- Affects the distinctive areas, groups of buildings and trees and other features which are an important part of the character of the area;
- Relates to the scale, proportions, materials and character of adjacent buildings and other features of the area; and
- Will secure the retention or reinstatement of traditional detailing and architectural feature.

Local residents and property owners also have a major role to play in protecting and enhancing the character and appearance of the Conservation Area by ensuring their properties are regularly maintained and original features retained, restored and repaired wherever possible.

The Council may offer grants towards the cost of repairing historic buildings in certain conservation areas. This funding is mainly through Conservation Area Regeneration Schemes which are part funded by Historic Scotland. These grants are discretionary and may not always be available. The grants are to help with extra costs that may be incurred to enable a higher standard of work with attention to historical detail, materials and techniques. The principal aims of the grants scheme are to:

- Help conserve the area's important historic buildings and conservation areas
- Ensure repairs are carried out using traditional methods and materials
- Help maintain or reinstate original architectural features
- Promote the use of traditional skills and crafts in the area

Purpose of a Conservation Area Proposal

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

Planning authorities and the Scottish Ministers 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 study is to define and evaluate the character and appearance of the study area; namely Dumbarton Town Centre, to identify its important characteristics and ensure that there is a full understanding of what is worthy of preservation.

The study will propose a conservation area boundary in Dumbarton Town Centre in order to protect and enhance key historic buildings, urban form & townscape.

Methodology

This document has been prepared by Austin-Smith:Lord for West Dunbartonshire Council. A site survey has been carried out in order to assess the character of Dumbarton Town Centre. Specifically the character assessment comprises urban setting, street patterns, historic townscape, urban fabric, historic urban form, buildings of significance and the effects of their setting. Through the character assessment the study aims to propose a boundary for the formation of a conservation area in relation to the town centre.

2. LOCATION & LANDSCAPE

Location

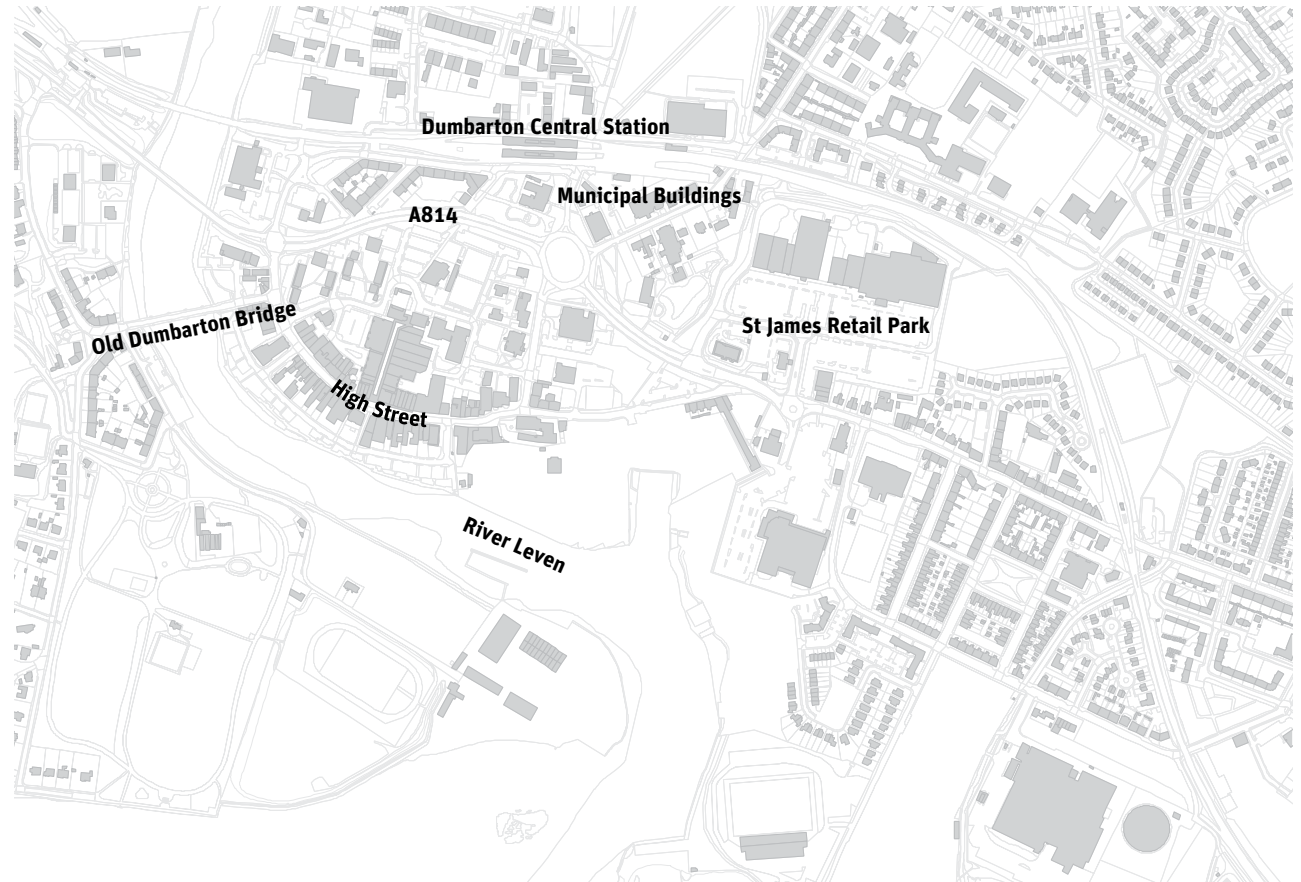
Dumbarton is approximately 15 miles west of Glasgow on the confluence of the river Leven to the Clyde directly to the south.

Dumbarton Town Centre is located between Dumbarton Central train station to the north, the river Leven to the south and west and A814 Glasgow Road and St. James Retail Park to the east. Dumbarton High Street takes up the south-west portion of the area with the central-north part all the way to the east is occupied by the A814. Dumbarton Central and a zone of tenements forms the northern part of the town centre along with a group of municipal buildings of historic value.

Dumbarton Town Centre connects to the west portion of the town, Kirktonhill, over the Leven with the Old Dumbarton Bridge.

Geology & Topography

Dumbarton lies on the alluvial plains of the two rivers with the striking volcanic basalt twin-peaks of the Dumbarton Rock where the two rivers meet, on a carboniferous plateau formed by widespread volcanic activity in the Glasgow area about 330-340 million years ago. Evidence of this is also found in the lavas of Kilpatrick Hills, Campsie Fells and Renfrewshire Heights.



3. HISTORY & DEVELOPMENT OF DUMBARTON TOWN CENTRE



Figure*1 - *Levinia Vicecomitatus*, [or], *The Province of Lennox called the Shyre of Dun-Britton*, Johannes Blaeu, 1654

It is not known when the settlement to the west of the castle began but, in 1222, Alexander II made "his new town beside his castle at Dumbarton" a free royal burgh. There is evidence for Christian occupation of the area from the 4th century and there are references to a very early chapel located beside the castle. The parish itself would possibly have been created just before or around the same time as the new burgh foundation although the first reference to a parish church dates from the 1300s, probably on the site of the present church on the banks of the Leven.

The Leven formed the western boundary of Dumbarton parish: to the west of this was Cardross parish which is first mentioned around 1226 when the Church of Cardross with its lands and fishings was granted to Walter, Bishop of Glasgow, by Maldoven, Earl of Lennox. The parish church originally stood in the eastern extremity of the parish very near to Dumbarton, and separated from it by the River Leven. It had a holy well called St Shear's or St Serf's well: later it supplied Under Kirkton village with water but was converted in the 1800s to act as a drinking fountain in Levensgrove Park. In 1644, a new church was built in a more central position in Cardross village and the old one was abandoned.

From 1238, Dumbarton was made a royal fortress and, as such, it was the centre of many battles and wars during the following four centuries. Its last appearance on the national stage came in 1639 during the War of the Three Kingdoms.

There is little evidence for the growth of the town during these centuries and what there is indicates that it remained fairly small and largely limited to the High Street. However, its strategic location meant that it was also an important harbour from the earliest times and its role as a port and shipbuilding centre was probably established early on. In the 1490s and first decade of the 1500s, James IV used Dumbarton as his base for his forays into the west against the forces of the Lordship of the Isles.

The first map we have that shows Dumbarton is Pont's drawing that dates from around the early-17th century (Fig*2). It shows both Dunbritton Castle and, to the north-west, the town of Dunbritton itself, still a small settlement on the banks of the Leven. During the 1600s, competition from the growth of Glasgow and other "several new ports and harbours upon the river of Clyde" meant that the local economy suffered with the result that,

By 1681, the town was said to be 'under much decay both as to [its] former traffic and number of substantial and qualified inhabitants.
(Dennison & Coleman, 1999, 25)

Dumbarton, a post-town, a market-town, a seaport, a royal burgh, and the capital of Dumbartonshire...
(Imperial Gazetteer of Scotland, 1868, 411)

Dumbarton stands on the banks of the river Leven, just north of its junction with the river Clyde, around 25 km (16 miles) west of Glasgow and some 12 km east from the Tail of the Bank (Fig*1).

Along with the fortified centres at Stirling and Edinburgh, strategically it was for a long time one of the most important locations in Scotland: it controlled access to Loch Lomond and the north and also the upper reaches of the Clyde which allowed access east and south. This strategic importance was reinforced by Dumbarton Rock, a 73 m (240 ft) high basaltic plug which dominates both rivers and the surrounding landscape.

It is not surprising, therefore, that Dumbarton Castle has a longer historical record as a stronghold than any other place in Britain. It is first mentioned in documents around 440-460 AD, but would clearly have been occupied for hundreds if not thousands of years prior to this. In the early medieval period it was the caput of the Brythonic kingdom of Strathclyde and, later, an important mediaeval royal castle. It was called *Altcluih* or, in Gaelic, *Dun Breatann*, i.e. 'fort of the Britons', from which we have the modern day *Dumbarton*.



Figure*2 - Timothy Pont Map*32, The east central lowlands (Stirling, Falkirk, Kilsyth), pre-1614

Although the economy continued to struggle there were a number of civic improvements during the 18th century. In 1715, a pipe was laid on the bed of the river to bring fresh water from St Serf's Well in Cardross parish into the town and, in 1765, the first bridge over the Leven was constructed. Located close to the old fording point, it took the form of a 90 m (300 feet) long five-arch stone span and a new road was built from the High Street to allow access to and from it. It also resulted in the establishment of a new settlement at the western end of the new bridge in the old Ferrylands in Cardross Parish called West Bridgend:

Although there were croftlands to the west of the bridge, for example Arthur's Croft, sometimes called Bridgeland, much of the new property here was substantial housing, such as Springbank, Rosebank, Bellfield and Leven Grove. It was in this last that Robert Burns stayed on his visit to the town in 1787, when he was made freeman of the burgh.

(Dennison & Coleman, 1999, 33)

As well as these large detached properties there were some smaller houses built close to the bridge and further development came in 1794 when a new Relief Church was opened there.

The new bridge can be seen in Ross's map of the town of 1777 (Fig*4). Comparison between it and Roy's earlier map of 1747-55 (Fig*3) shows how small the town was at this time and how little it was changing in the last decades of the 18th century.

However, it was in the same year that Ross drew up his plan that the second major addition to the medieval town was effected with the construction of the Dumbarton Glassworks Company on the east bank of the Leven (Fig*5). It was very successful, employing around 300 men at its peak and had warehouses in Liverpool, Hull and London, before closing in 1831 (re-opened and finally closed in 1850).

The glassworks were the first step on the transformation of Dumbarton from a post-medieval to an industrial town. The next and most important phase was the development of the shipbuilding industry. There had, of course, been shipbuilding in the burgh since at least the 15th century, but it was the impact of the Denny family that was to transform the town:

Modern industry, it could be claimed, had the shipbuilding firm of William Denny & Brothers as its nucleus.

(Dennison & Coleman, 1999, 37)



Figure*3 - Military Survey of Scotland, William Roy, 1747-55



Figure*4 - Map of Dumbartonshire, Charles Ross, 1777

The success of Denny's and the other shipyards resulted in rapid growth for Dumbarton: in 1775 there were 1,480 people living in the parish as a whole, but by 1811 there were 2,541 in the town alone, a figure which rose to 4,391 in 1851.



Figure*5 - Plan of Dumbarton, John Wood, 1818



Figure*6 - OS 1st Edition, 6", 1860

During that period there were a number of significant developments: new County Buildings were constructed in 1824 and a gas works was opened eight years later in 1832; Ure & Co.'s iron foundry was started in 1835 and in 1853 Dennystown was founded on the west bank of the Leven, bringing the urban settlement over the river for the first time (Fig*6).

The year after that, 1854, Dennystoun Forge was created to the north of the new suburb but the two were soon separated when the Glasgow, Dumbarton and Helensburgh Railway was opened in 1855.

By 1883, the local shipbuilding industry was at its peak and, as well as William Denny & Bros., it included Archd. McMillan & Son, Birrell, Stenhouse & Co., Henry Murray & Co., Burrell & Son, and Murray Bros. Within ten years, however, this had been reduced to just two, i.e. McMillans and Dennys (Macleod, 1893, 21).

The success of the local economy had meant that by this time Dumbarton had grown to a population of over 14,000 in 1881. Much of the land in the medieval core had been built over for housing and industry and the town had expanded beyond this to the west, north and east. The Dennys had been particularly instrumental in two areas: their Dennystoun suburb in West Bridgend was now a thriving community in its own right but they had also erected streets of workers' housing to the east of their Leven Shipyard in a new industrial community that included Knoxland Square (Fig*7). In addition to this, they had also been the prime movers in the development of much of the old Levengrove House estate to the south of Dennystoun, where they had also erected luxury houses for themselves such as Levenford, Garmoyle and Helenslee.



Figure*7 - OS 2nd Edition, 6", 1896

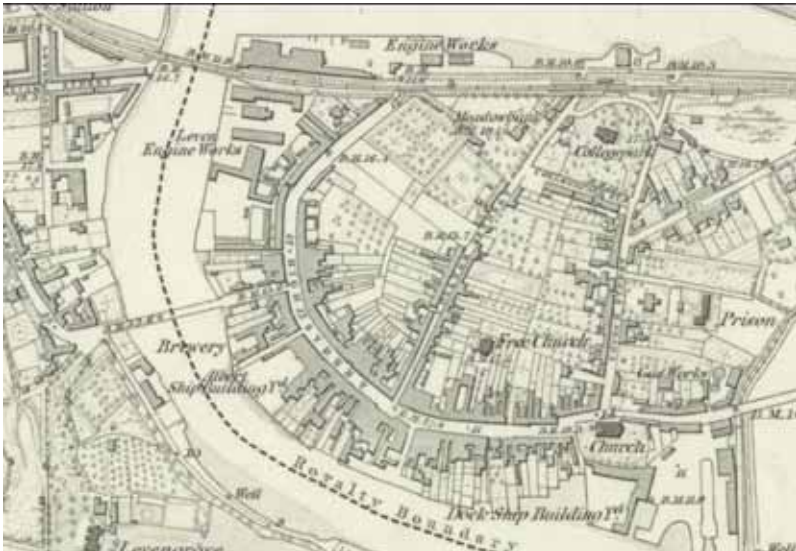
Historic Maps of Dumbarton - Historic Expansion



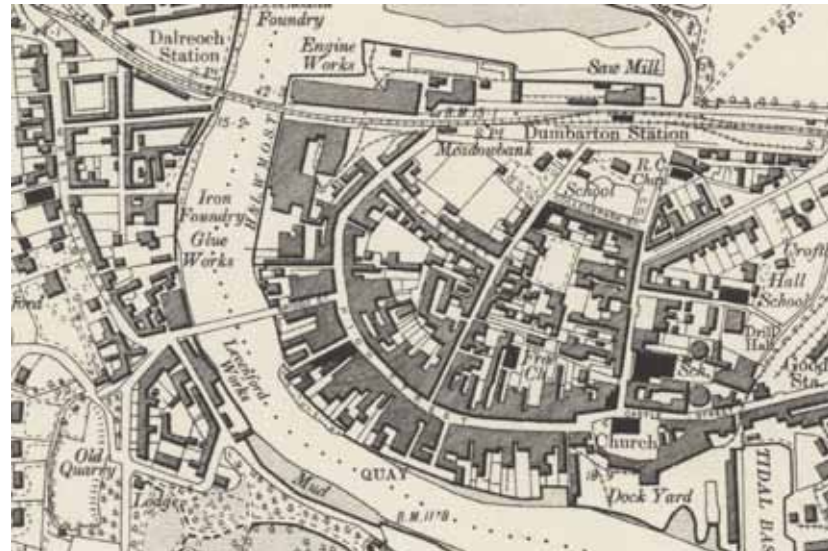
1818



1832



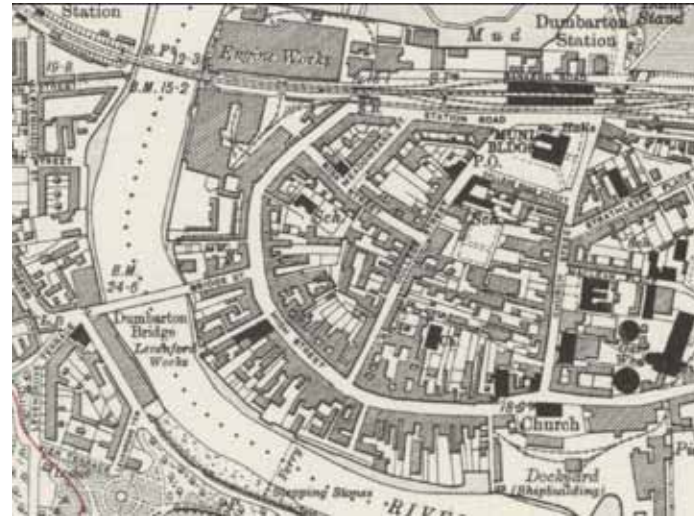
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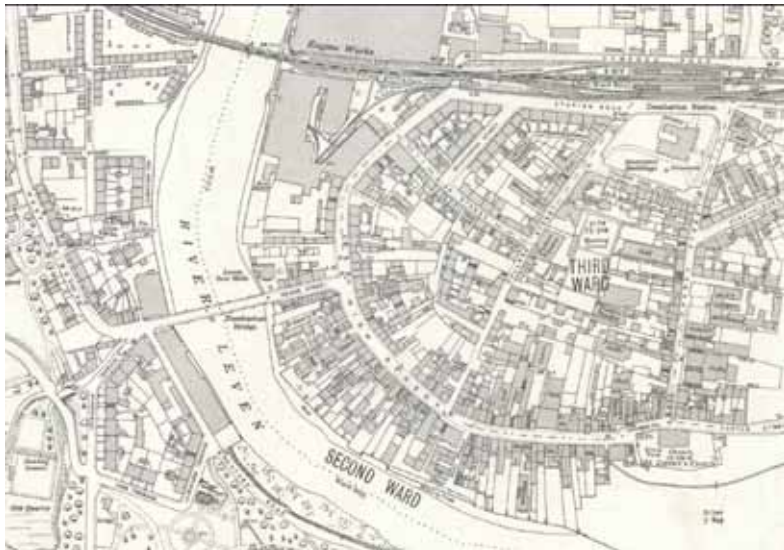
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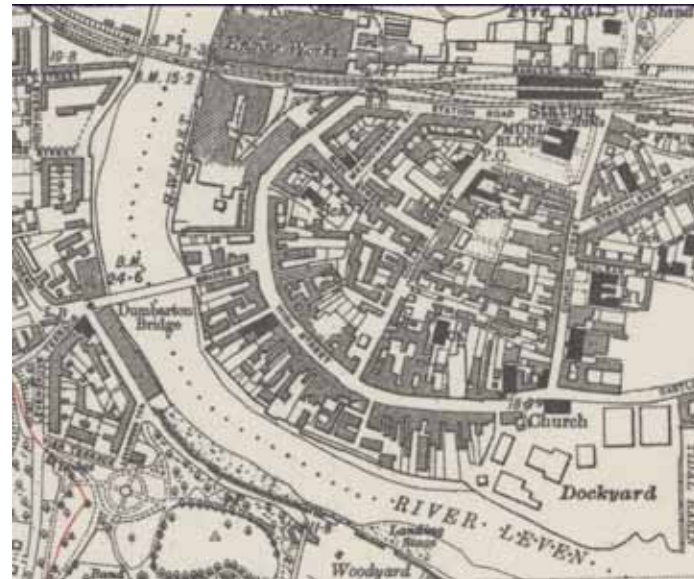
1919



1923



1938



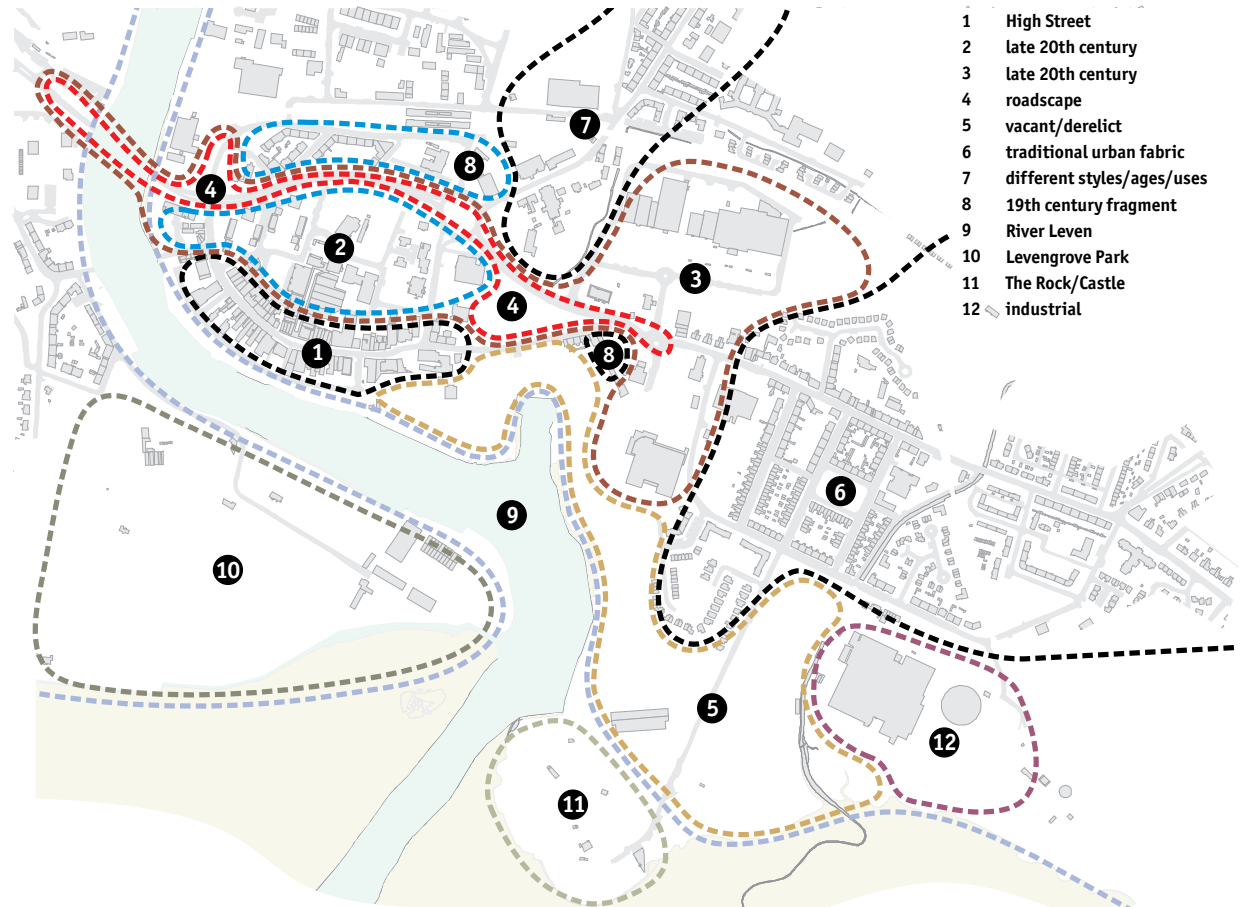
1948

4. CHARACTER AND APPEARANCE

Character Areas

West Dunbartonshire Council's Dumbaron Town Centre & Waterfront Revised Urban Strategy from November 2014 identifies 12 character areas within Dumbaron. These are distinctive in terms of their general periods of development and land use. Of these, areas 1, 2, 4, 7 & 8 form Dumbaron Town Centre.

In considering the designation of a new Conservation Area, our assessment has concentrated on character areas 1, 2, 4, 7 and 8, as these areas form the original historic core of the town. The western late Victorian expansion of the town has been classified as the Kirktonhill conservation area, and the historically significant shipbuilding related area of housing for the Denny Leven shipyard to the east of the town has been designated as the Knoxland Square conservation area which we understand is to be increased in boundary area to include the Victorian suburb of Knoxland. These areas are now protected by conservation area status. However development within the more important medieval core of the town does not benefit from the protection conservation area status provides.

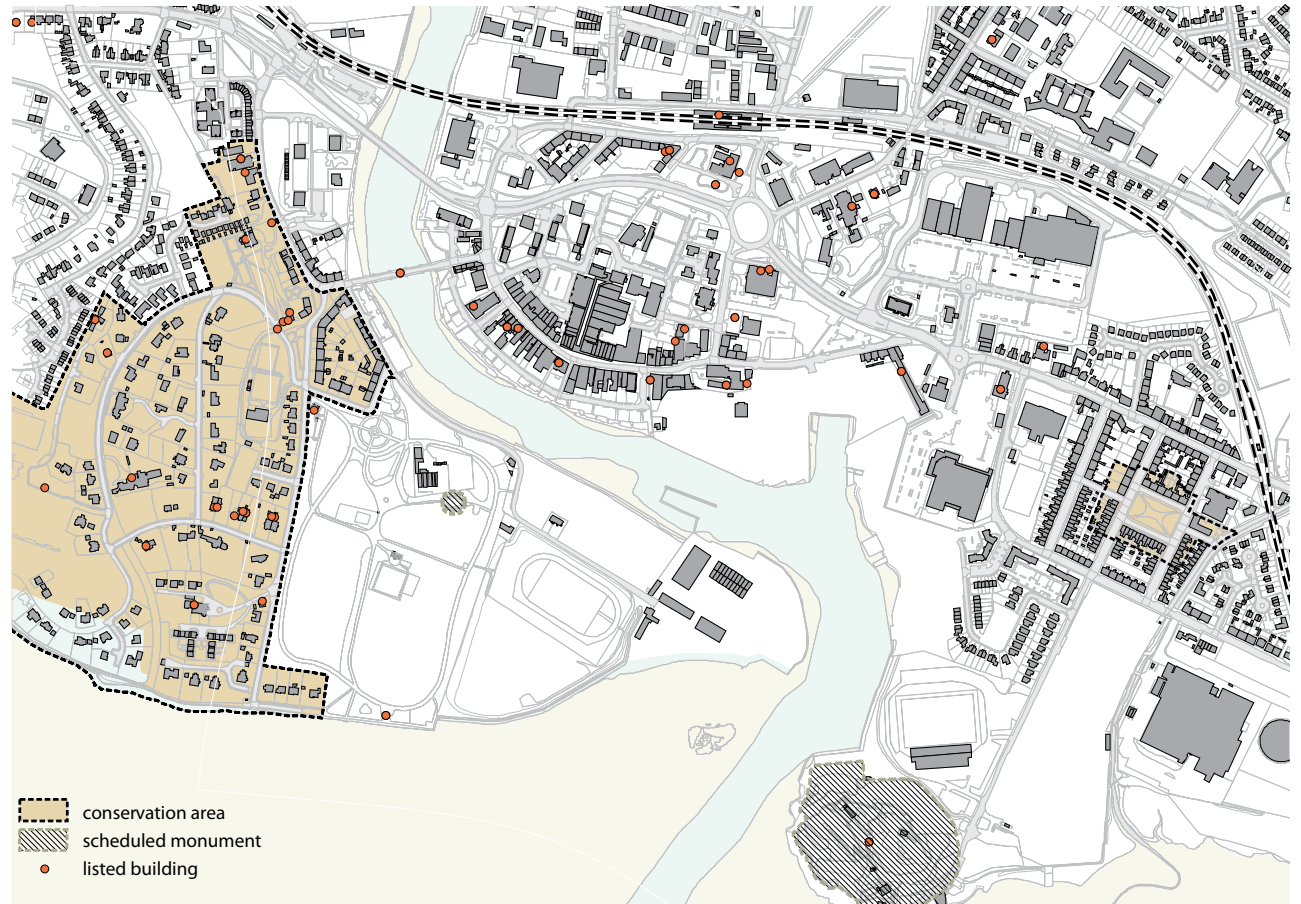


Character Areas

Conservation Areas

The wider area of Dumbarton Town Centre comprises approximately 40 listed buildings & structures, two Conservation Areas and a Scheduled Monument.

The Conservation Area of Kirktonhill can be found on the west of the Town Centre, directly off the Old Dumbarton Bridge. The Conservation Area of Knoxland Square can be found east of the Town Centre within Character Area no.6. These are important examples of the wealth and expansion that the town saw in the mid and late 19th century. These areas are important to protect. However, we are also strongly of the opinion that the historic medieval core of the town which is the High Street has been overlooked and is worthy of appraisal for conservation area status.



Dumbarton Heritage

Character Areas within Dumbarton Town Centre

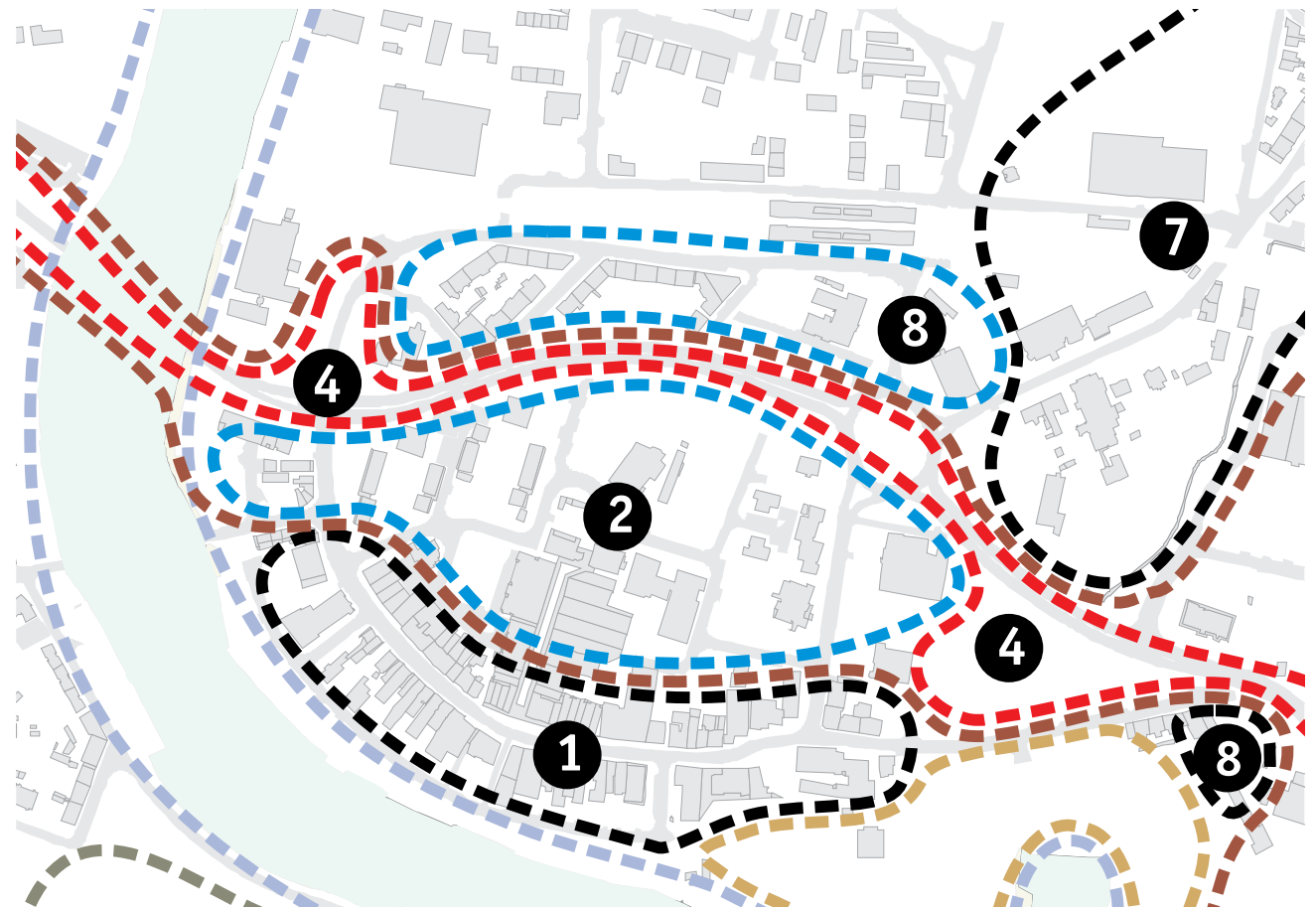
1. High Street & Leven waterfront

Dumbarton High Street retains much of its original form in terms of its solid frontage and its retail designation. Many of the listed buildings within the Town Centre which are located on the High Street and later additions like the Artizan Shopping Centre that introduce a different design, have maintained and adapted to the scale of the original setting. The water front on Leven comprises a series of green public spaces and walkway and parking facilities. It offers excellent views to the Leven, the B-listed Old Dumbarton Bridge and Dumbarton Rock to the south-west. The north side of the waterfront lacks frontage due to its location on the back of the High Street. However, this area is of great significance. It has retained its original medieval street pattern with narrow feus and vennels leading from the High Street to the Leven. Our map regeneration clearly demonstrates this on Figure 4, page 7. From the late 18th century the street pattern has been established and is retained to this day, which makes this part of the town historically very significant.

2. Mid-Late 20th century development north of the High Street

This mostly unbuilt area consists of a series of 70s housing blocks, the rear elevation of the Artizan Shopping Centre and other High Street buildings, a Bingo Hall and a series of car parks and green spaces. The easternmost part of the area, east of Church Street retains much of its historic form and comprises two important historic assets: Dumbarton Sheriff Court and the Old Academy A-listed building. This area contains various non-defined or designated open spaces that are detrimental to the continuity of Dumbarton's urban fabric.

However, the area represents a massive opportunity to infill the urban grain and re-establish pedestrian routes and linkages to the northern side of the town. Conservation area status conferred in this part of the town would ensure and safeguard the area from further bad infill developments.



Character Areas in Dumbarton Town Centre

4. Roadscape around A814

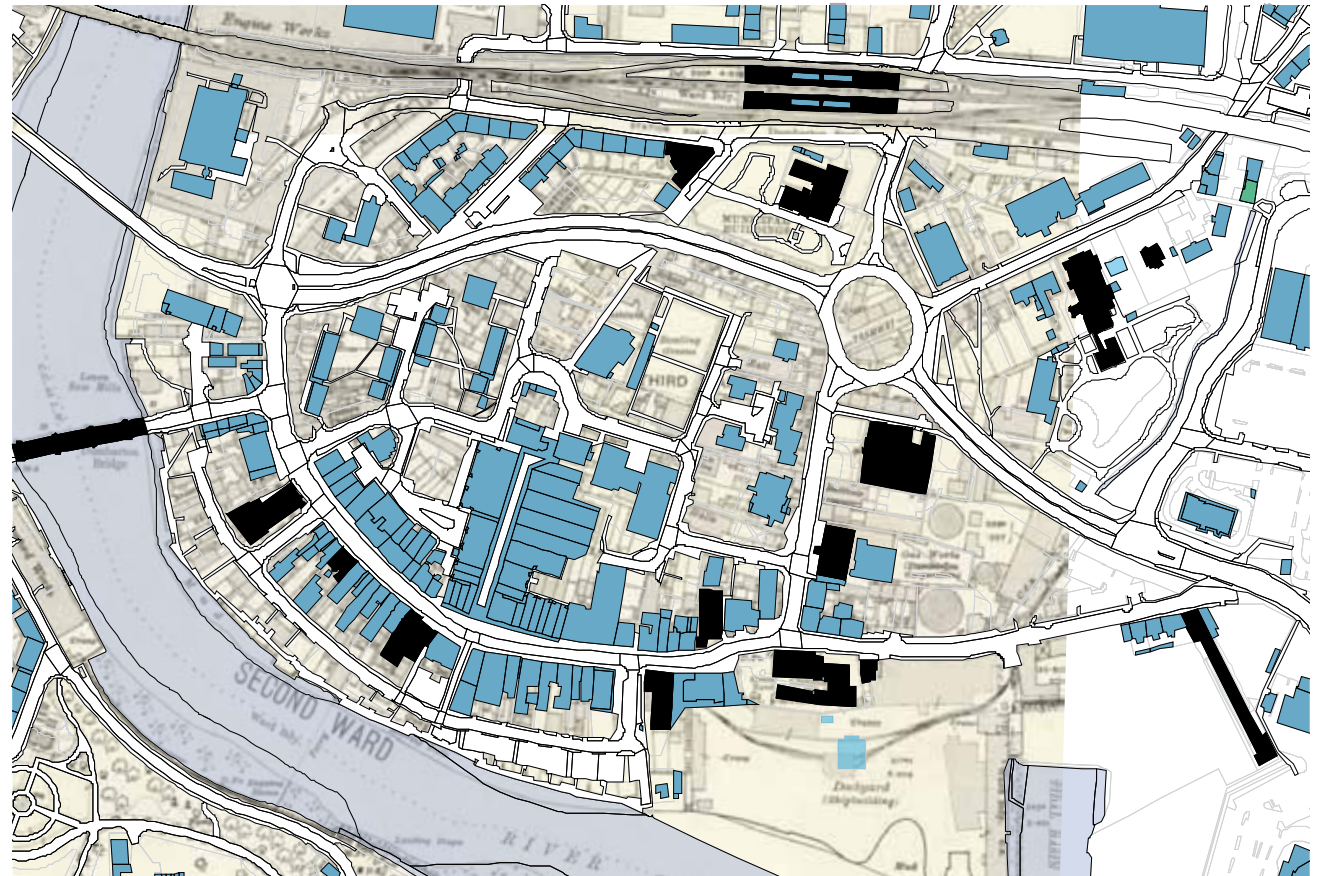
This part of Dumbarton includes the high traffic A814, a large roundabout on the east and the junction between High Street/ Station Road & A814 to the west. This is the main disruption in Dumbarton's urban setting as it splits the town centre in half, severing connections between the High Street and Dumbarton Central and forcing them underground. The effect of A814 can be seen in the lack of frontage of the areas around it and the formation of non-defined open spaces that are detrimental elements to the town centre.

7. Buildings along Strathleven Pl.

The north part of Strathleven Pl. comprises Dumbarton Library and two mid-late 20th century modern buildings that host BT services. The south face of the street includes two 19th century semi detached houses, the B-listed Saint Patrick's Catholic Church, two detached 19th century houses one of which, Drumoyne is B-listed and some late 20th century residential developments further east. Strathleven Pl. is consistent with the 19th century street pattern, it still retains some of the 19th century masonry walls along the street and its south face is mostly in tact and in very good condition.

8. 19th Century fragment between the train tracks and A814

The northern part of the town centre consists of two blocks 19th century style tenements, some retail to the west, well maintained municipal B-listed buildings to the east and the A-listed Dumbarton Central to the north. Despite the disruption of the A814 south of this area, it fully maintains its street pattern and urban form. Although most of the tenement buildings are not of architectural significance, the combination of their maintained form with the heritage concentration on the east side of the area creates an overall positive character. This is an important area to safeguard against unsuitable development.



1919 Map of Dumbarton overlaid with the current map

- Listed Buildings
- Current Urban Fabric
- Historic Urban Fabric

1. High Street & Leven waterfront



2. Mid-Late 20th century development north of the High Street



4. Roadscape around A814



7. Buildings along Strathlevel Pl.



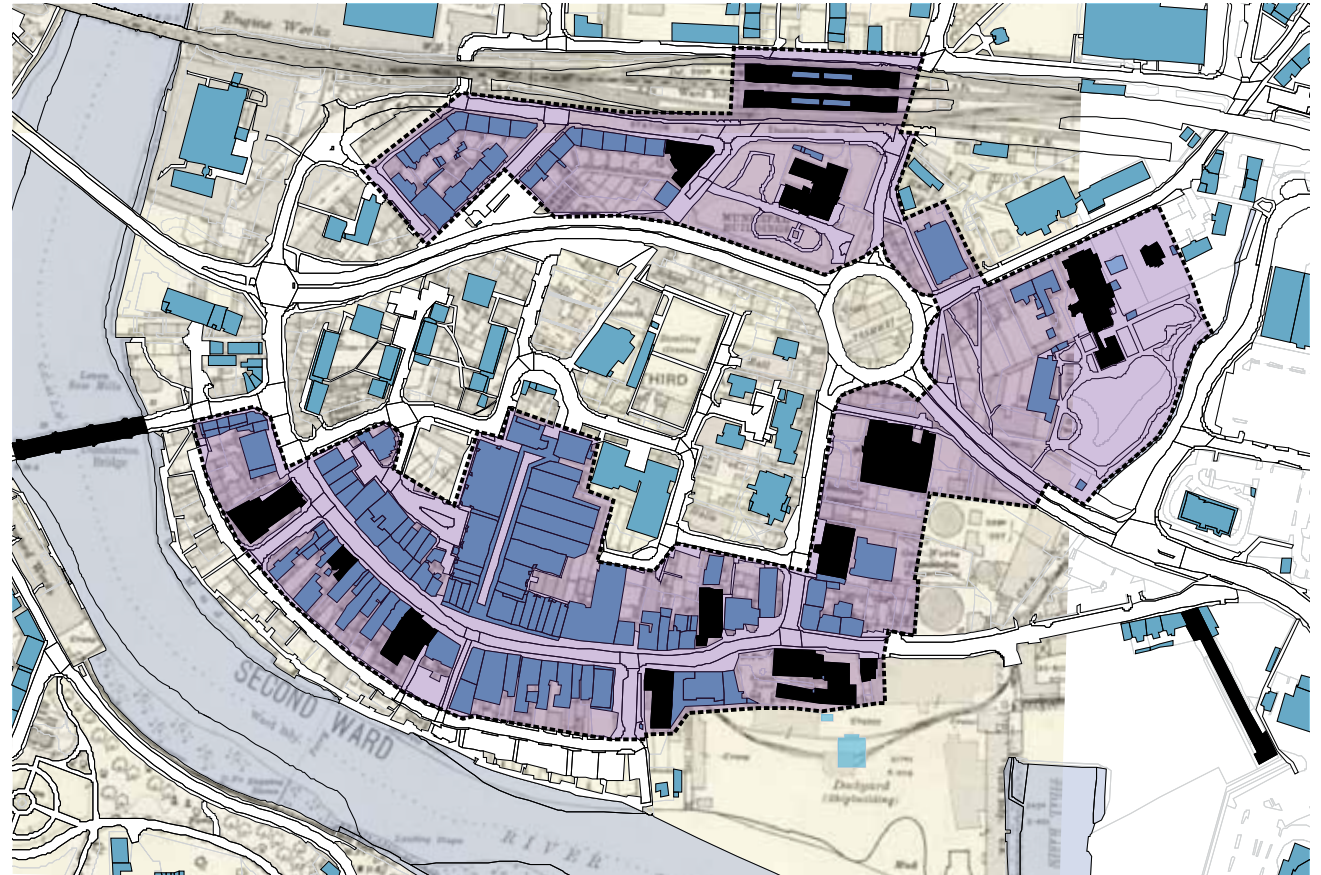
8. 19th Century fragment between the train tracks and A814



As seen from the overlay of the 1919 and the current map of Dumbarton below, while a significant part of the historic urban fabric has been lost in the last 99 years, some parts, specifically the area around the High Street and the area south of the train tracks retain much of their original form. This fact gives us an immediate tangible link to the past.



Disruptions of the town's historic layout



1919 Map of Dumbarton overlaid with the current map - Retained Urban Fabric

- Listed Buildings
- Current Urban Fabric
- Historic Urban Fabric
- Retained Urban Fabric

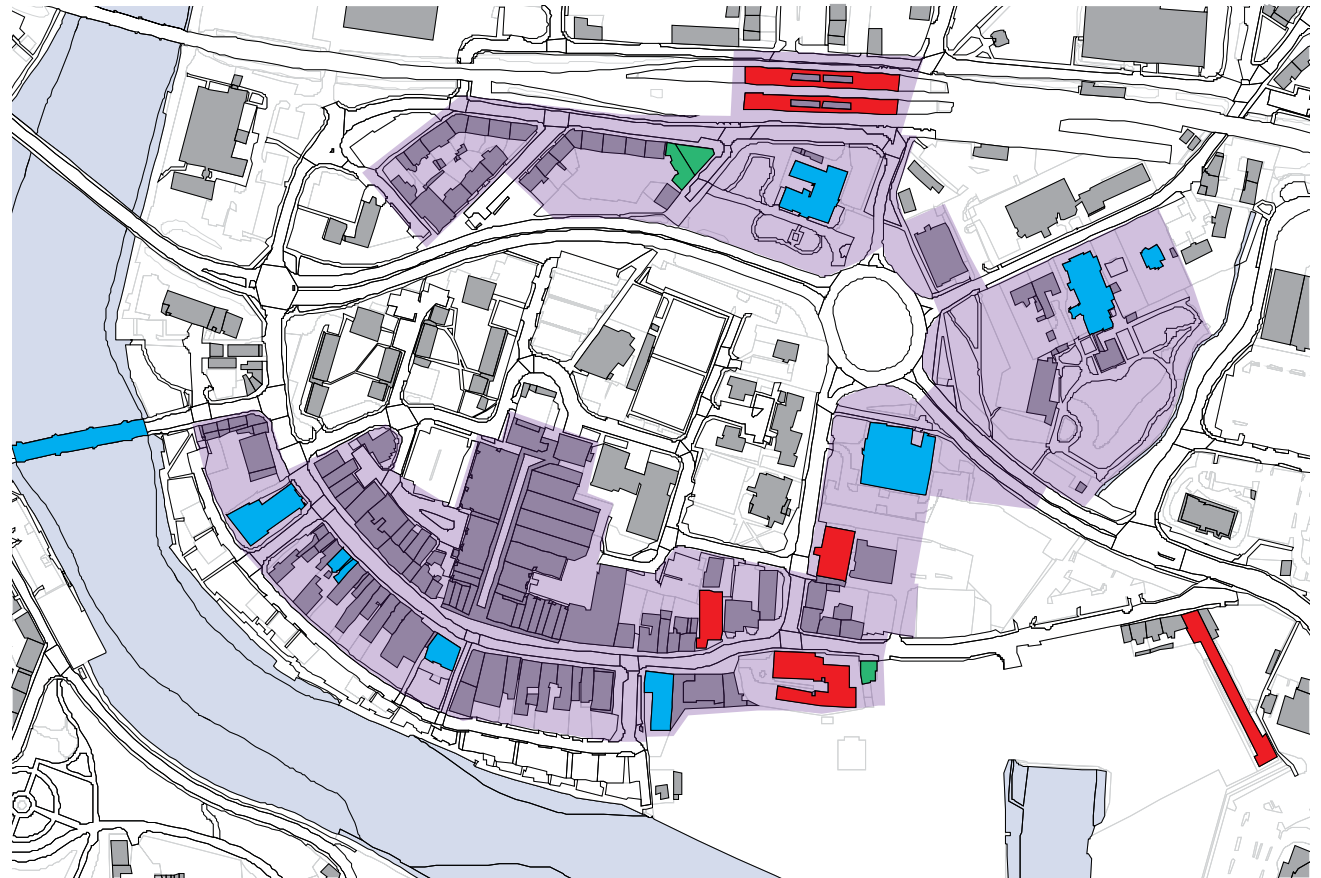
The highlighted areas also contain the entirety of the listed buildings in the town centre. The map also displays the listed building designations within Dumbarton Town Centre. Each of these buildings show the development of Dumbarton throughout history. Each have an important story to tell. Each are a unique and tangible link to the past. As such, their protection is further ensured if they form a part of a conservation area.



A-listed Dumbarton Central Station



B-listed Dumbarton Sheriff Court & A-listed Old Academy



Dumbarton Town Centre Listed Buildings

- A-listed
- B-listed
- C-listed
- Retained Urban Fabric

Streetscape

A large percentage of the non-listed or historic buildings in Dumbarton Town Centre maintain the historic scale and street pattern. The tenement blocks south-west of the Central Station, whilst of no particular significance individually, collectively present a well preserved fragment of Dumbarton in the late 19th - early 20th century. This characteristic plays a positive role to the overall character of the area. The High Street today retains a solid frontage. Later additions of modern and irrelevant to the historic environment design, have been kept to the traditional height, scale and use of the High Street. Particularly the Artizan Shopping Centre, even though of modern design and materiality, its scale of retail and shop sizes are relevant and sympathetic to the those traditionally found on high streets. The central corridor of the shopping centre also traces the pattern of what used to be College Street, an important element to the historic urban layout.

Materials

The materiality of the High Street consists of traditionally constructed buildings which use the traditional materials we would expect to see in a historic Scottish town: slate, sandstone, renders and clay chimney cans - all further reinforce the appealing character of the High Street.



19th Century fragments of the north part of Dumbarton Town Centre



Dumbarton Town Centre Buildings in keeping and not in keeping with its Historic Character

- Listed Buildings
- Buildings in Keeping with the Historic Character
- Buildings not in Keeping with the Historic Character
- Modern Buildings not detrimental to the Historic Character

Streetscape: Non-historic buildings in keeping with the historic Setting - High Street



Listed Buildings



Dumbarton Central Station - Listed A



125-9 (Odd Numbers) College Street/1, 2 Station Road - Listed C



Old Academy - Listed A



Municipal Buildings & Gatepiers including College Bow & Peter Denny statue - Listed B



Sheriff Court & Former Prison - Listed B

Listed Buildings



Riverside Parish Church - Listed A



St. Augustine's Episcopal Church - Listed A



17-21 High Street - Listed B



Glencairn Tenement - Listed B



122-135 High Street - Listed B



Former High Street Church - Listed B



Old Dumbarton Bridge - Listed B

Listed Buildings



Strathleven Place St. Patrick's RC Church, Tower & Gatepipes, Listed B



Strathleven Place St. Patrick's RC Church, Tower & Gatepipes, Listed B



Strathleven Place Drumoyne, Listed B

5. PROPOSED CONSERVATION AREA BOUNDARY

The analysis so far has shown that there are a pattern of character areas within Dumbarton Town Centre which maintain much of their historic street layout and building type, scale and traditional materials. Later additions to these areas have not caused significant alteration to the overall character and their function remains largely unchanged.

The space between those areas has been severely interrupted by the A814, but due to the degree to which their historic form and buildings have been conserved it is proposed that a Conservation area is formed in Dumbarton Town Centre to include all of those areas in order to safeguard their character.

To ensure more careful and thoughtful future developments, the boundaries of the proposed conservation area aim to include all the historic fabric within Dumbarton Town Centre, as well as adjacent elements that are currently not detrimental in a ratio that keeps the historic aspect of the area relevant. The conservation area will help provide better protection for the fabric contained within it. It will also help enhance the setting around heritage assets, regulate future development and prevent unsympathetic additions to the historic context.

Excluded are vacant sites around the A814 as well as the mid-late 20th century development north-west of the High Street.

Recognition of the historic character of Dumbarton Town Centre will also form the basis to pursue conservation schemes to further enhance its historic assets.

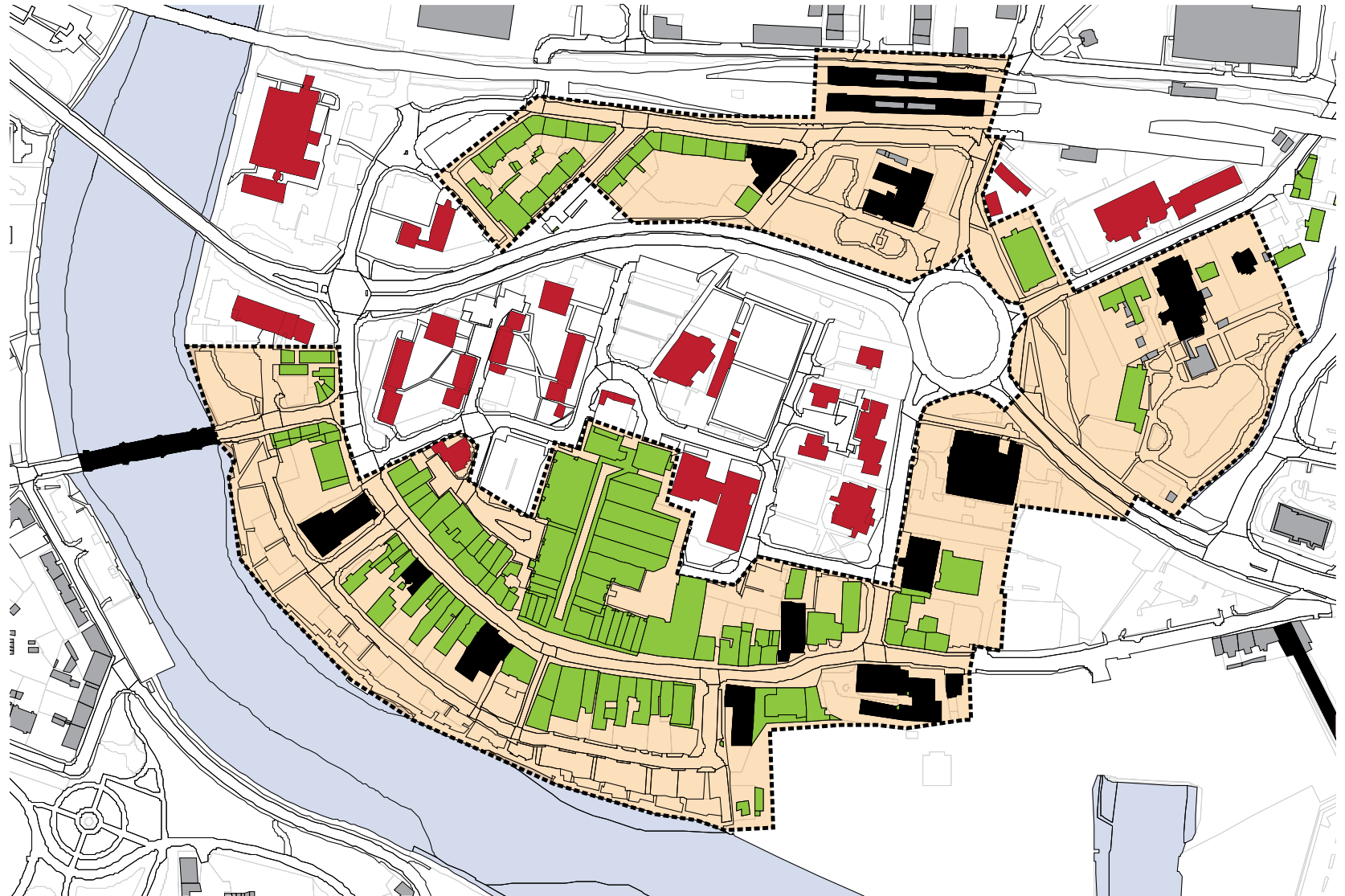
The Conservation Area is proposed to include the area directly south of - and including Dumbarton Central Station and to incorporate the complex of municipal buildings. This includes the area around the listed building, the statues and the College Bow. The two tenement blocks to the west are also proposed to be part of the conservation area. Towards the east it is proposed to include the elevated walkway that leads from the station to the historically important Carnegie Library which is an Edwardian building with modern additions. Even though not listed, it is certainly a positive element in the wider station area and one of the few remaining structures that are important to preserve. The site of the library also connects the northern chapter of the proposed Conservation Area with the two B-Listed buildings on Strathlevel Place, St. Patrick's Church and Drumoyne.

The south part of the Conservation Area is proposed to form around the High Street and to extend north on the west side of Church Street up to and including Dumbarton Sheriff Court and the remains of the prison where it joins in with the yard behind St. Patrick's Church. Towards the west it is proposed to reach up to and include the east landing of Old Dumbarton Bridge which is already listed, and to follow and include the waterfront as shown on the map.

The waterfront has been included because it has historically been part of the high street townscape connected via a network of vennels that can still be seen and used to this day.

Proposed Conservation Area Boundary.

- Listed Buildings
- Buildings in Keeping with the Historic Character
- Buildings not in Keeping with the Historic Character
- Proposed Conservation Area boundary



6. OPPORTUNITIES FOR ENHANCEMENT OF BUILDINGS AND PUBLIC REALM

Introduction of a Conservation Area within Dumbarton Town Centre is the first step to forming a series of heritage related transformations with aim to improve its attractiveness and enhance its architectural and historic character.

The following should be considered as priority projects for improvements building on the town's strengths:

- **Public space improvements/ shop front regeneration**
Improvements to the existing shop fronts and public space around the high street will help create a high quality setting for retail and investment.
- **Key historic assets**
Dumbarton Town Centre comprises numerous buildings of historic value in various conditions. These could be valuable assets if conserved, and new uses found for such buildings as the Glencairn Tenement on High Street.
- **Re-establishing connections**
Dumbarton Town Centre has been split in two by the A814 along with a series of gap sites north of the high street. What remains of College street is now an underpass south of Dumbarton Central and a route through car parks and rear elevations. Alternatively there is an underpass leading from the library to the Sheriff Court. Re-establishing and enhancing the College Street connection should be a priority.
- **High street vennels**
Re-tracing the historic network of vennels between Dumbarton High Street and the waterfront would create a tighter connection and benefit both areas.
- **Waterfront public space improvements**
The zone between the high street and the river provides a unique opportunity for high quality public/ green space stitched together with the high street. Unifying the rear elevations of the south side of the high street would greatly improve the setting as well as provide additional space to facilitate further retail and leisure.
- **Redevelopment of unattractive buildings within the proposed Conservation Area**
Conservation Area designations within Dumbarton Town Centre will ensure a more thoughtful and sympathetic future redevelopment of non-historic buildings within the historic setting.

Emerging Opportunities

- Listed Buildings
- Waterfront Public Space/ Green Zone
- Buildings of non-historic character
- Proposed Conservation Area
- Public Space/ Shop front Improvements
- Vennels
- Connection to Central Station
- High Street Rear Elevations

