

Project:	GARL	Job No/Ref:	39055MGLR
Purpose:	Historic Scotland / Planning Site Visit	Date held:	16 November 2005
Held at:	Site Visit – Glasgow Central Station	Made by:	KGP
Present:	Leigh Johnston (LJ) Historic Scotland Marion Ferguson (MF) Glasgow City Council Ruth Smith (RS) Glasgow City Council David Gardner (DG) SPT Keith Prentice (KP) Faber Maunsell (FM) Peter Drummond (PR) Austin Smith Lord (ASL) Graham Ross (GR) ASL	Distribution:	All attendees Andrew Stevenson, Historic Scotland Charles Hoskins, SPT Ian Dudgeon, FM Ian Watson, FM Brian Cuthbert, FM
Apologies:			

No.	Item	Action By
1.	This site visit was organised in response to a letter from Andrew Stevenson, Historic Scotland dated 5 July 2005 with regards to comments on the GARL ES. In that letter Historic Scotland asked to be consulted on two Category A listed buildings which have an impact from the proposed rail link, Glasgow Central Station (category A) and the Four Square Tobacco Factory, Paisley (category B).	
2.	<p>The following comments were made by Historic Scotland and Glasgow City Council Planning during the site visit at Glasgow Central Station;</p> <ul style="list-style-type: none"> The area of the proposed new turning vehicle arrangement at the top of the existing ramp currently has a number of different finishes which looks unsightly. The alignment of the proposed extended platform 11a within the trainshed will be between the rows of existing lights, and therefore will have no impact on the lights. Platform sizes, overhangs, clearance, etc. are all restricted by regulations but should match those used elsewhere. Details and finishes around the proposed buffer structure at the end of the extended platform 11a should be consulted with HS / Planning. The existing railings around the retaining wall of the exit ramp should be retained and used elsewhere within the station if possible. It will be an improvement with regards to visual intrusion by removing the waste facility, trolley storage and training buildings as proposed. The station arch is an important gateway into the station and therefore the proposed works should consider removing the staff building on the north east face of the station arch. Consideration should also be given to re-cladding the substation. The remedial works to the existing station arch face will need to be considered where any buildings against the arch are removed, such as the training and storage buildings as proposed. Details and finishes to the arch should be consulted with HS / Planning. Historic finishes around the former ladies toilet, which may be converted to a training facility, have been severely damaged and there is no objection to redevelopment. 	

-
- | | |
|----|---|
| 3. | <ul style="list-style-type: none">Original gates at the north ramp entrance should be retained, but the modern tile cladding on the ramp itself is not of significant value and there would thus be no objection to a new barrier. <p>DG noted a number of these areas were outside the GARL project Limits of Deviation and not part of the project. DG noted these were general matters for Network Rail.</p> |
|----|---|
-