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18 August 2020

Dear Sir/Madam,

**GLASGOW CITY COUNCIL,
RENEWAL OF PLANNING APPLICATION 17/00610/DC**

GoBike's attention has been drawn to the application to renew this Planning Consent and we wish to register our objection.

GoBike sees very little, if anything, in the proposals that are in line with current Scottish Government or Glasgow City Council policy relating to the improvement of our existing residential, leisure and shopping areas and, in particular, it reduces rather than improves the opportunities for active travel along the River Clyde.

When the Riverside Museum was moved to this site there was much talk of public transport links, but this has now reduced, as far as we are aware, to the tourist bus stopping here on its circuit of the city. Thus, for the regular citizen it's either walking from the bus/train/subway interchange at Partick, cycling, walking or, if you have one, bringing the car. We thus have an excellent museum which is spoilt by the untidy car park adjacent to it. These proposals, in direct contravention of current policy do nothing to address this and will, in fact, increase pollution in the area.

We do recognise that the area needs to be developed rather than left as wasteland, but providing more shops and more fast-food outlets is not the way to enhance the area and improve the health of Glasgow and its citizens.

Our main concerns are:

- There is no mention of public transport that we can see in the proposals, nor of improved public transport links to the interchange facilities for train, bus and subway in Partick. This will exclude many people from being able to visit.
- There is no mention of cycling and walking access. National Cycle Route 7 runs through the site and there is no mention or visibility of this. It is difficult on the plan to see the existing path from the riverside path cycleway that runs along the north side of the area used for car parking and then under the Expressway to join up with walking and cycling routes on the north side of the Expressway. Over recent months many people have taken to cycling in the city and have been able to explore this area. The City should be planning for more cycling not less, for less motor traffic and not more.
- The development is not in line with the Scottish Government's document Designing Streets nor is it in line with Glasgow City Council's forthcoming [Liveable Neighbourhoods Strategy](#).

Glasgow is reducing its dependence on the private motor car and any new development in the city must reflect this.

- It is not in accordance with the [Town Centre Action Plan](#), currently being consulted on across Scotland.
- There is no mention of the impact this development will have on nearby shopping and leisure areas or on the city centre. Any development here should complement the city and not be in competition with existing amenities.
- It is not in agreement with the findings from City's Climate Emergency Working Group, see: "our central recommendation is that Priority 67 of the Council Strategic Plan be amended to state that the Council commits to working with the business community, third sector and Glasgow's citizens and communities to achieve a carbon neutral Glasgow by 2030."
- It is not in agreement with current City Council policies on increasing active travel and reducing cars entering the city.
- Glasgow still aims to host COP26 next year; a car-centric development of this type will not be appreciated by the delegates to that conference.
- Further housing is planned for South Street, which is already busy with industrial motor traffic; this area around the museum should be developed with the minimum of buildings as a park for people who live in the area, with cycling and walking routes running through it. Bringing so many cars into the area will damage the residential eastern end of South Street with pollution and destroy the ambience that many will expect from a home near the river.
- The city has been keen to encourage river traffic but there appears to be no enthusiasm in these plans for such activity.
- There is no mention of the proposed Govan to Partick pedestrian and cycle bridge, which we are all waiting for to improve active travel connections between the 2 parts of the city. How will this be impacted?
- The Riverside Museum is of notable architectural and engineering interest, and it can be seen from the cycling and walking route, from the Expressway and from the railway. It should not be obliterated from view by buildings of lesser note, such as are proposed here.

Overall, these plans do not enhance the area and do not enhance Glasgow. They will encourage motor traffic, increase pollution and noise, destroy a pleasant ambience for people living in or moving to the area and destroy the potential for good cycling and walking routes along the River Clyde. The City Council should not countenance approving them in their present form.

Yours sincerely



Tricia Fort
for Consultations, GoBike