



Executive Director  
Development and Regeneration Services  
Glasgow City Council

PO Box 15175, Glasgow, G4 9LP

e-mail: [consultations@gobike.org](mailto:consultations@gobike.org)  
web: [www.gobike.org](http://www.gobike.org)

Ref: TF/SI/JD,AW

21 August 2019

Dear Sir/Madam,

**THE GLASGOW CITY COUNCIL,  
19/02063/PPP - Proposed Development (48 Units) South of Crawford St/Rosevale  
St/Beith St**

GoBike wishes to take this opportunity to object to the proposals for the construction of 48 dwelling units on the open space between National Cycle Route 7 and the Expressway. We object on the following grounds:

1. National Cycle Route 7 (NCR 7) runs along the north of this site and will be adversely affected during the development. This will affect the journeys of people who are using the route to commute or otherwise travel for business, who are cycling to school or the shops or for leisure.
2. NCR 7 in this area is below standard width for a shared foot and cycle way, with a sub-standard surface that has been damaged by tree roots. We note that realignment, as proposed with the development will, or should, effectively repair the surface but it will remain of sub-standard width for a shared foot and cycle way. It is to be expected that some of the new residents will choose to cycle, others will choose to walk to the nearby bus, subway and train stations and yet others will be crossing the shared path to access the Car Club vehicles. This will potentially lead to conflict on the route, adversely affecting the journeys of all users.
3. Beith Street at its western end is, as stated in the planning proposal, relatively quiet but, although the development is described as "Car Free Housing" within the application we note the proposed provision of 29 Car Club spaces. This is a significant increase on the 19 car parking spaces shown on the "existing" site plan. Currently people are able to cycle relatively comfortably on the road here since there is little through traffic. The proposed increase in the number of cars parked in Beith Street, along with the increase in delivery vans etc will reduce the attractiveness of the roadway for cycling.
4. The developer states that the current green area between Beith Street and the Expressway is of "very little amenity value". We disagree; this green lung in an otherwise heavily trafficked area between Dumbarton Road and the Expressway is of significant amenity value. It is absorbing some of the pollutants produced by the high number of motor vehicles in the vicinity and the grassed area provides a soakaway for rainfall, preventing or minimising flooding on the adjacent roads. In a busy, urban environment people need the calm that is produced by walking a dog or simply enjoying a small green oasis, although we admit that, with some management it could be enhanced.
5. It would be a contradiction for the City Council to allow this development to go ahead just as the Avenues projects are starting to be seen. These are being developed in line with the aims of the Connectivity Commission in mind and are reducing the amount of tarmac

in the city, reducing the space available to motor vehicles, encouraging the use of public transport, encouraging walking and cycling and, very significantly, introducing green space into the city. The tree planting will enhance the environment and absorb pollutants and the rain gardens and soakaways will, in addition to adding to the attractiveness of our streetscapes, absorb rainwater and prevent the flooding of our footways and roadways that is so prevalent across the city. The proposed development, in an area very well-served by public transport, is the very antithesis of what is being promoted by the Avenues.

6. As we have stated in our first two points, cycling will be adversely affected by this development. The National Cycle Route is sub-standard and, as more and more people choose to cycle rather than use the car, it is time to provide a good cycle route at this location. The area needs a route, segregated from both pedestrian and motor traffic, to connect the area south of the Expressway along Beith Street, past all the new student accommodation to the University and to the forthcoming cycle routes on Byres Road. Beith Street is wide enough for such a transformation.

Thus we wish to add our voice to those views already submitted and we look forward to a future active travel and avenue-type transformation of Beith Street.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tricia Fort', written in a cursive style.

Tricia Fort  
for Consultations, GoBike