

Elaine Murray
Development and Regeneration Services, Development Control, Glasgow City Council
229 George Street, Glasgow G1 1QU

July 2007

Application number 07/01810/DC: Erection of retail development and associated access

Dear Ms. Murray,

I would like to object to these newly submitted proposals to build a Tesco superstore on Beith Street.

- The local community continues to have grave concerns that this proposed retail development will cause and exacerbate unacceptable environmental consequences and cause a loss of amenity to residents.
- The local community in Partick, Kelvingrove and Hillhead is making representation to the City Plan 2 Team to change the designation of the brownfield site in Partick bounded by Beith Street to the north and the railway line/River Kelvin to the south-east from DEV8 – Mixed Development to DEV2 – Residential and Supporting Uses.
- As you are no doubt aware, the Partick/Byres Road town centre is “unique within the hierarchy of Glasgow Town Centres” (CITY Plan 2 finalised draft plan, Policy SC2, page 69. This proposal from Tesco Stores Ltd and their agents, the Development Planning Partnership will neither enhance nor improve the offer in the western part of the Centre (along Dumbarton Road) (Policy SC2).
- The local community in Partick, Kelvingrove and Hillhead is making representations to the City Plan Team to object to the "continued Council support for supermarket at edge of centre location" in SC4, Schedule SC(ii) Part 1 Identified Development Opportunities (for Partick) - Page 74.
- This proposal by Tesco is contrary to City Plan Dev 4 Town Centres; the City Plan (Part 2, page 11) and City Plan 2 DEV4 (page 2). This proposal will not improve the quality of the environment in town centre (Partick/Byres road and will do nothing to enhance the vitality and viability of their retail.
- This application by Tesco Stores Ltd. for a 6,503 sqm retail development does not specify if this is gross or net floor area; if gross, then the application does not satisfy several criteria within the Glasgow and Clyde Valley Structure Plan, particularly the criteria of Strategic Policy 9A. The application should therefore be regarded as a significant departure from the development plan. There is no strategic requirement identified for additional convenience floorspace within the Tesco catchment area, and (most important of all) the Glasgow North West Convenience Catchment Area Summary at 2011 includes consent for a Tesco Store at Castlebank Street with 6,000 sqm gross floorspace only; there is no strategic requirement for further floor space identified. Moreover, the need for the proposal for the additional floorspace does not seem to be demonstrated with regards to parts (i) or (ii) of Strategic Policy 10A of the Structure Plan.
- I would also object to the following in this application: Days/hours of operation: To be confirmed; I would argue that this has to be specified at this outline phase.
- I do not agree with the main conclusion of the Transport Impact Assessment (TIA) accompanying this application as these will put pedestrian safety at risk and increase traffic congestion. The TIA (dated November 2006 and date stamped at GCC 6 June 2007) states the following on page 7: “The Development can be incorporated within the existing road network with an impact on the Byres Road corridor. Improvements to mitigate this impact have been examined and involve the introduction of pedestrian islands and signal staging alterations at the junction of Byres Road/University Avenue, addition of pedestrian islands at Church Street/Byres Road junction and additional signals and altered priorities at Partick Cross.”
- The proposal to remove the all green pedestrian stage at the University Avenue/Byres Road junction raises many safety issues. It is my understanding that the removal of the all green stage will result in pedestrians having to cross in two stages to get from one side of the road to the other or up to four stages if they wish to cross diagonally. It is expected that such a proposal would include pedestrian refuges with guard railings to be installed. The scheme will divert many pedestrians from their desire lines and cause additional delay to pedestrians at the expense of reducing delay to motorists.

I hope that both yourself and the Development Application Planning Committee will take into account this objection and reject this outline planning application in its current form.

Yours sincerely,