

THE ARCHITECTURAL HERITAGE SOCIETY OF SCOTLAND

009566



FOR THE STUDY AND PROTECTION OF SCOTTISH ARCHITECTURE

The Glasite Meeting House, 33 Barony Street, Edinburgh, EH3 7JN
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Job No.	39055 IEE
16 MAY 2005	
Faber Maunsell - Edin-Ravelston	
Reviewed by:	PP SIG MP
	SD
Actioned by:	BA Cuthbert
	17/5/05

Please reply to:-

Strathclyde Group – AHSS, Tobacco Merchant's House, 42 Miller Street, Glasgow G1 1DT
Or telephone Group Secretary, Audrey Gardner at 0141 339 1205

Dr. Brian A. Cuthbert,
Faber Maunsell,
Dunedin House,
25 Ravelston Terrace,
Edinburgh, EH4 3TP.

11th May, 2005.

Dear Sir,

GARL: Environmental Impact Assessment, Scoping.

Your letter of 17th February (Ref. 390551EE/G1/BACU) only came to hand in April. I hope that this Society's comments will still be taken into consideration in advancing your project which, in general, we welcome.

For us the critical areas are the west and east ends of the proposed route as we believe you can be left to determine the optimum provision of track construction and routing within the existing corridor between Paisley Gilmour Street and the approach to Glasgow Central Station. (That said, we do wonder if a dedicated track along the north boundary of the corridor and leading into Platform 13 of Central Station would not simplify traffic management in future.)

We expect also that you will be preparing a brief for a building of the highest architectural quality in terms of function, materials, user friendliness and presence at the airport end of the line. We would urge that this be treated integrally with the motorway bridge and the viaduct leading through St. James Park. We look for this to be an elegant stilted structure avoiding the use of heavy embankments. We hope that allowances will be made in the budget for compensatory provision of leisure facilities affected by the chosen route.

The last part of the branch line passes through a somewhat run-down area but clearly this route will pass close to the listed former Four Square Factory. We would ask that this proximity be most carefully considered in detailing this part of the works.

Glasgow Central Station has recently had an architectural face-lift. We suggest that it would be appropriate to have the architects responsible advise on the effects of what we expect will be a purely engineering solution. We recognise that it is important to the success of the scheme that tourists be made most welcome at this terminus. We would draw attention to the under-used (if not unused) Virgin Passenger Lounge at the end of Platform 11A which is remote from the platform most often serving Virgin passengers and suggest that some arrangement be come to with those responsible.

(OVER)

Chairman: Jean K Gowans

President: The Countess of Wemyss and March

Director: Andrew R Martindale

The Society is a registered charity: SC 007554 REG

