

Response ID ANON-7TG7-FAYZ-3

Submitted to **LDP2 - Main Issues Report**

Submitted on **2019-01-28 15:25:55**

Data protection

About you

Are you responding as an: individual, organisation, or an agent acting on behalf of a client?

██████████

Organisation

If you are responding as a representative of a group or organisation, please provide details below:

Organisation:

██████████

Name:

██████████

Job title:

██████████

Address line 1:

██████████████████

Address line 2:

Address line 3:

Town/city:

██████████

Postcode:

██████████

Contact number:

██████████

Email address:

██

Vision aims and spatial strategy

Question 1

Q1 Agree aims LDP2:

Network Rail supports the vision of the MIR in achieving sustainable growth, and its objectives for communities, the economy and sustainability. The rail network can make a key contribution to achieving the objective of creating a sustainable place which is attractive to live, work and do business in. The importance of the railway to sustainable development and of railway stations to urban regeneration is gaining wider understanding.

It is welcomed that the Council recognises the links between connectivity and these placemaking principles, and for the support for economic development opportunities along the railway corridor. Opportunities for housing development and town centre regeneration along the rail corridor and in the settlements with improved public transport links is likewise supported.

The importance of the existing and potential rail infrastructure is particularly important given the ageing nature of the population in the Scottish Borders which is forecast over the Plan period. For development plan objectives relying on sustainable transport and improved rail connections to be realised, Network Rail must rely on Plan policy and guidance which ensures the impacts of proposals on rail infrastructure are clearly assessed and that delivery, including funding, responsibilities are clear.

The spatial strategy identified in the MIR is likewise supported with the majority of growth within the Central Borders Rural Growth Area which is served by the Borders Railway. This provides a focus for development in the most sustainable locations capitalising on the improved public transport links both within and beyond the Scottish Borders area.

Growing our economy

Question 2

Q2:

The Council's preferred approach is supported in order to flexibly encourage economic development opportunities that arise. This should have regard to the public transport accessibility of settlements as set out in terms of question 3 below.

Q2 upload:

No file was uploaded

Question 3

Settlement business allocated:

The Council's approach to supporting economic development along the Borders Railway corridor and in the settlements of Tweedbank and Galashiels in particular are welcomed. Not only is this the location of the densest population within the Council area, but the location to which the spatial strategy directs future growth. The improved rail connectivity provides opportunities for a range of employment uses, and measures to capitalise on this via tools such as the Simplified Planning zone at Tweedbank and masterplans at Galashiels and Tweedbank are supported.

Whilst we recognise that existing sites are identified and available at Galashiels and Tweedbank, and this will form part of the remit of the Master plans for both settlements, consideration could be made towards further at Galashiels and Stow to make the most of beneficial opportunities for the use of the Borders Railway and public transport towards the end of the plan period.

We support the continued allocation of land at BGALA003, at the Langhaugh Industrial Estate in Galashiels, which includes land owned by Network Rail.

Upload Q3:

No file was uploaded

Question 4

Business Use Towns:

No submission made

Upload Q4:

No file was uploaded

Question 5

Land delivery effectively:

No submission made

Question 6

Agree?:

See submission made in respect of question 3 above.

Upload Q6:

No file was uploaded

Planning for housing

Question 7

Housing agree?:

Network Rail do not wish to make comment on the generality of the preferred/alternative options for housing but wish the Council to take cognisance of the likelihood of new housing at settlements served by the Borders Railway to be significantly more sustainable than other sites within the area. Sites which allow residents to walk or cycle to stations should be prioritised. Notwithstanding existing allocations (noted at Tweedbank in particular), we are disappointed that not more correlation with this principle exists with only one 'Alternative' proposal at Galashiels put forward (Netherbarns).

Details of a potential housing allocation at land off Wood Lane, Galashiels are attached. This land is Network Rail owned and partly located within development boundaries adjacent to the railway. It is currently wooded and there is an existing path on the site, but could form a comprehensive form of development with frontage units, an access road and strategic boundary landscaping subject to development boundaries being reconsidered as shown. Further discussion with the Council as to the potential of this land will be initiated.

Upload Q7:

1 2500 Wood Lane 28 01 19.pdf was uploaded

Question 8

Housing countryside:

Support is given for the Council's proposal for a more flexible approach towards Housing in the Countryside which would allow for high quality development to be supported in individual locations.

Upload Q8:

No file was uploaded

Question 9**Agree removed housing :**

No submissions made

Supporting our town centres**Question 10****Core Activity Areas:**

No submission made

Question 11**Berwickshire supermarket:**

No submission made

Upload Q11:

No file was uploaded

Question 12**Develp contrib town:**

No submission made

Delivering sustainability and climate change agenda**Question 13****Support alternative option:**

Network Rail fully supports the measures put forward by the Council in regard to sustainability. Earlier comments as to the role that the railway can play at the very heart of achieving sustainability are again relevant. This is particularly the case as regards all forms of development at and around Tweedbank and Galashiels where public transport nodes have been positively planned in order to reduce reliance on the private car.

Question 14**National park:**

No submissions made

Upload Q14:

No file was uploaded

Regeneration**Question 15****Agree redevelopment:**

As invited in the MIR, the content of the Galashiels masterplan has also been considered by Network Rail. We support the aims and intentions of this document which is seeking to facilitate the redevelopment and regeneration of opportunity sites within the existing town of Galashiels in a comprehensive and coherent fashion. Such an approach to development makes full use of the opportunities offered by the Borders Railway both in terms of triggering residential and commercial development opportunities with sustainable travel choices, both into and out of the settlement.

These detailed proposals which consider good design and improvements to the public realm are supported as a means of achieving the Council's vision, economic development and housing objectives as commented upon above.

The concept of 'the green line' and the creation of new public and civic spaces is actively supported, and detailed discussion with the Council concerning Network Rail owned land alongside the railway and Gala Water to feed into this is invited.

Upload Q15:

Scottish Borders MIR 28 01 19 FINAL.pdf was uploaded

Settlement Map**Question 16**

Oxnam settlement:

No submissions made

Question 17**Core frontage Newcastleton:**

No submission made

Planning policy issues**Question 18****Agree amendments appendix3:**

Network Rail supports the approach taken by policy IS3 of the adopted Local Development Plan and is pleased to see that it is proposed to be substantially retained in the Main Issues Report. Likewise, Network Rail support the continued usage of policy IS2 which recognises at part c) that subsidy to public transport providers a valuable form of contribution.

In terms of Developer contributions more generally, The White Paper 'People, Places and Planning' focussed on the importance of infrastructure to the delivery of the Scottish Government's development priorities. Many of the changes proposed in the White Paper have the potential to impact significantly on how Network Rail delivers new, and maintains the existing, railway infrastructure in Scotland. In addition, the recently published draft Planning (Scotland) Bill provides the primary legislation for the introduction of infrastructure levies; and it will be for secondary legislation to set out the mechanisms by which infrastructure providers, such as Network Rail, will be involved in working with local authorities to secure developer contributions.

Network Rail is embarking on a drive to attract third party funding to deliver enhancement projects. This is based on the principle that third parties deriving benefits from enhancements should make a financial contribution that is proportionate to the benefits that they can reasonably be expected to derive. The Network Rail-commissioned, independent report by Professor Peter Hansford, 'Unlocking rail investment: building confidence, reducing costs' considers contestability and third party investment in rail infrastructure delivery and was published in August 2017. This is currently directed towards England and Wales but similar principles can be applied in Scotland.

It is right that where the cumulative impact of new developments will exacerbate a current, or generate a future, need for additional infrastructure that appropriate contributions are made by developers. We understand the need for local planning authorities and infrastructure providers to work closely together to understand development impacts and appropriate mitigations and to ensure effective delivery.

Network Rail should be clearly excluded from having to make developer contributions as a publicly owned company arm's length body of the Department for Transport (DfT).

Any other comments**Question 19****Other main issues:**

Network Rail supports the continued identification of the location of a new railway station at Reston within LDP2. Network Rail has been working closely with Scottish Borders Council in respect of the new station and this will be progressed in line with Scottish Government aspirations in Control Period 6 (2019-2024).

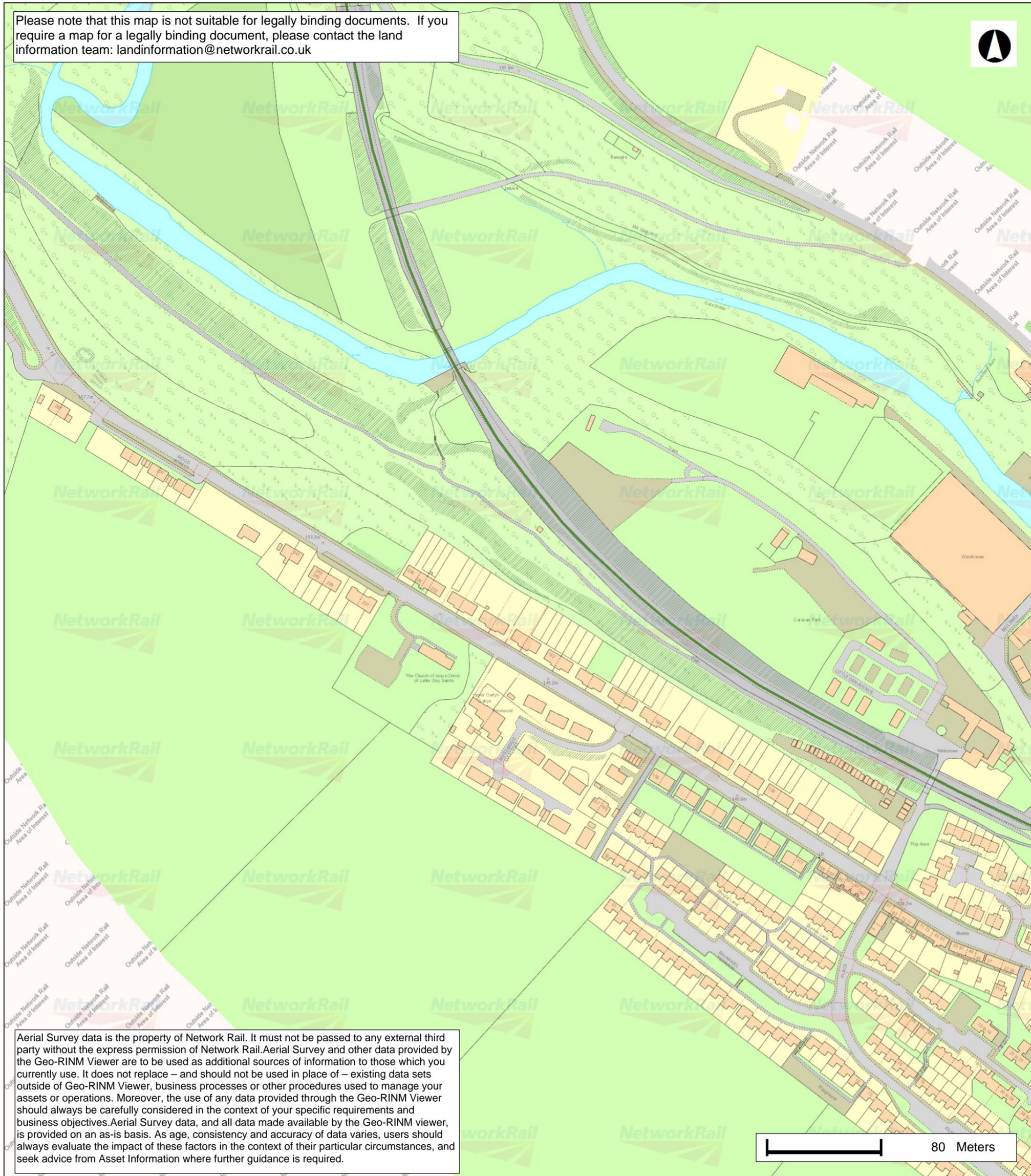
Landowner details**Have you submitted any site suggestions in this consultation?**

Yes

If yes, please confirm the site and provide the landowner details (if known) for each site you have suggested.:

Land at Wood Lane, Galashiels - NR owned

Please note that this map is not suitable for legally binding documents. If you require a map for a legally binding document, please contact the land information team: landinformation@networkrail.co.uk



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Land at Wood Lane, Galashiels

Scale 1 : 2,500

Plot Date 28/01/19 13:50

Printed By [Redacted]

Output created from GeoRINM Viewer

Legend

— Track Link



Planning Department
Scottish Borders Council
Council Headquarters
Newtown St. Boswells
Melrose
TD6 0SA

3rd Floor,
151 St Vincent Street
Glasgow
G2 5NJ

By email to
[REDACTED]@scotborders.gov.uk

[REDACTED]
Town Planner

E-Mail: [REDACTED]

28th January 2019

Dear Sir/Madam

Scottish Border Local Development Plan 2: Main Issues Report 2018

This letter comprises Network Rail's full response to the consultation on the above report. We trust it will all be considered as background to the comments made in terms of the specific questions which have been addressed in the consultation response.

Introduction

Network Rail is the statutory undertaker which owns, operates, maintains, renews and enhances the country's railway infrastructure and associated estate. This includes track; bridges, viaducts and tunnels; signals; level crossings; maintenance and stabling depots and stations.

The rail industry's Long-Term Planning Process which takes a high-level view of funder and market requirements over a 30 year planning window is informed by the connectivity aspirations set out in Scottish Government transport policy comprising the Infrastructure Investment Plan; the National Transport Strategy; Scotland's Railways; and the Strategic Transport Projects Review.

The process is also informed by Network Rail's forecast of rail demand on individual corridors and the likely capacity constraints that are likely to arise as a result of increases in passenger and freight demand. This long-term, high-level view informs the more detailed work required to make investment decisions in the short and medium terms. Because Network Rail is funded and regulated in five year Control Periods this process typically has a ten year window. The next Control Period (CP6) runs from April 2019 to March 2024. Following the Rail Industry initial response to Scottish Ministers 'Scotland's

Rail Infrastructure' consultation the High Level Output Specification was published in July 2017. Further work is being done to develop the interventions proposed in the Scotland Route Study as Choices for Funders in CP6 and CP7 (2019-2029).

The newly completed Border Railway (connecting Edinburgh with Stow, Galashiels and Tweedbank) has brought real and apparent benefits to the Scottish borders area in terms of new development, regeneration, tourism and business opportunities within the area as recognised by both the Council (see paragraph 2.11 of the MIR) and within SESPlan (see paragraph 2.21 of MIR). It is noted at paragraph 2.11 that the Council supports and is promoting a new station at Reston as well as the potential extension of the Borders Railway line to Hawick and possibly on to Carlisle beyond.

The Scotland Route Study does not identify either of these projects as contenders for funding, however it should be noted that the route study specifically excluded the potential opening of new lines or new stations as it ..."would be inappropriate for a rail industry process to assume that the solution to a local transport need is either a new/re-opened railway station to a new/re-opened railway line." The Scotland Route Study comments that there will be the opportunity for promoters and stakeholders to work with the Scottish Government and the rail industry to develop options.

To this end, Network Rail has been working closely with Scottish Borders Council in respect of a new station at Reston and this will be progressed in line with Scottish Government aspirations in Control Period 6.

Network Rail is not currently tasked to work on the extension of the railway beyond its current terminus in Tweedbank.

The vision

Network Rail supports the vision of the MIR in achieving sustainable growth, and its objectives for communities, the economy and sustainability. The rail network can make a key contribution to achieving the objective of creating a sustainable place which is attractive to live, work and do business in. The importance of the railway to sustainable development and of railway stations to urban regeneration is gaining wider understanding.

It is welcomed that the Council recognises the links between connectivity and these placemaking principles, and for the support for economic development opportunities along the railway corridor. Opportunities for housing development and town centre regeneration along the rail corridor and in the settlements with improved public transport links is likewise supported.

The importance of the existing and potential rail infrastructure is particularly important given the ageing nature of the population in the Scottish Borders which is forecast over the Plan period. For development plan objectives relying on sustainable transport and improved rail connections to be realised,

Network Rail must rely on Plan policy and guidance which ensures the impacts of proposals on rail infrastructure are clearly assessed and that delivery, including funding, responsibilities are clear.

The spatial strategy identified in the MIR is likewise supported with the majority of growth within the Central Borders Rural Growth Area which is served by the Borders Railway. This provides a focus for development in the most sustainable locations capitalising on the improved public transport links both within and beyond the Scottish Borders area.

Economic Development

The Council's approach to supporting economic development along the Borders Railway corridor and in the settlements of Tweedbank and Galashiels in particular are welcomed. Not only is this the location of the densest population within the Council area, but the location to which the spatial strategy directs future growth. The improved rail connectivity provides opportunities for a range of employment uses, and measures to capitalise on this via tools such as the Simplified Planning zone at Tweedbank and masterplans at Galashiels and Tweedbank are supported.

Whilst we recognise that existing sites are identified and available at Galashiels and Tweedbank, and this will form part of the remit of the Master plans for both settlements, consideration could be made towards further at Galashiels and Stow to make the most of beneficial opportunities for the use of the Borders Railway and public transport towards the end of the plan period.

We support the continued allocation of land at BGALA003, at the Langhaugh Industrial Estate in Galashiels, which includes land owned by Network Rail.

Housing

Network Rail do not wish to make comment on the generality of the preferred/alternative options for housing but wish the Council to take cognisance of the likelihood of new housing at settlements served by the Borders Railway to be significantly more sustainable than other sites within the area. Sites which allow residents to walk or cycle to stations should be prioritised. Notwithstanding existing allocations (noted at Tweedbank in particular), we are disappointed that not more correlation with this principle exists with only one 'Alternative' proposal at Galashiels put forward (Netherbarns).

Details of a potential housing allocation at land off Wood Lane, Galashiels are attached to the consultation form. This land is Network Rail owned and partly located within development boundaries adjacent to the railway. Further discussion with the Council as to the potential of this land will be initiated.

Support is given for the Council's proposal for a more flexible approach towards Housing in the Countryside which would allow for high quality development to be supported in individual locations.

Galashiels masterplan

As invited in the MIR, the content of the Galashiels masterplan has also been considered by Network Rail. We support the aims and intentions of this document which is seeking to facilitate the redevelopment and regeneration of opportunity sites within the existing town of Galashiels in a comprehensive and coherent fashion. Such an approach to development makes full use of the opportunities offered by the Borders Railway both in terms of triggering residential and commercial development opportunities with sustainable travel choices, both into and out of the settlement.

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The concept of 'the green line' and the creation of new public and civic spaces is actively supported, and detailed discussion with the Council concerning Network Rail owned land alongside the railway and Gala Water to feed into this is invited.

Developer Contributions

The White Paper 'People, Places and Planning' focussed on the importance of infrastructure to the delivery of the Scottish Government's development priorities. Many of the changes proposed in the White Paper have the potential to impact significantly on how Network Rail delivers new, and maintains the existing, railway infrastructure in Scotland. In addition, the recently published draft Planning (Scotland) Bill provides the primary legislation for the introduction of infrastructure levies; and it will be for secondary legislation to set out the mechanisms by which infrastructure providers, such as Network Rail, will be involved in working with local authorities to secure developer contributions.

Network Rail is embarking on a drive to attract third party funding to deliver enhancement projects. This is based on the principle that third parties deriving benefits from enhancements should make a financial contribution that is proportionate to the benefits that they can reasonably be expected to derive. The Network Rail-commissioned, independent report by [REDACTED], 'Unlocking rail investment: building confidence, reducing costs' considers contestability and third party investment in rail infrastructure delivery and was published in August 2017. This is currently directed towards England and Wales but similar principles can be applied in Scotland.

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that appropriate contributions are made by developers. We understand the need for local planning authorities and infrastructure providers to work closely together to understand development impacts and appropriate mitigations and to ensure effective delivery.

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Network Rail should be clearly excluded from having to make developer contributions as a publicly owned company arm's length body of the Department for Transport (DfT).

Conclusions

We trust that the comments made above, together with the consultation responses submitted can be taken into account in the preparation of the revised Local Development Plan. Network Rail would be happy to discuss further any of the comments made.

Yours faithfully



Town Planner

[REDACTED] (Planning HQ)

From: [REDACTED]
Sent: 26 February 2019 10:16
To: [REDACTED] (Planning HQ)
Subject: FW: Main Issues Report enquiries
Attachments: 1 2500 Wood Lane 28 01 19.pdf; Fountainhall - Former station (002).pdf; Galashiels - Brewery Brigg.pdf; Heriot - Site of former station (003).pdf; Stow - Station building with TJ additions 22 02 19.pdf; Land adjacent to Gala Water 22 02 19.pdf

Hi Laura,

I have spoken with [REDACTED] and we are going to accept the Galashiels Wood Lane site and Heriot Station site.

[REDACTED] is going to go back to Network Rail regarding the other sites.

Thanks

[REDACTED]

From: [REDACTED]
Sent: 22 February 2019 15:12
To: [REDACTED] <[REDACTED]@scotborders.gov.uk>
Subject: FW: Main Issues Report enquiries

Hi [REDACTED]

This is the Wood Street plan from Network Rail. We should hold off registering the others until I've heard back from [REDACTED].

Thanks

[REDACTED]

From: [REDACTED] [[mailto:\[REDACTED\]@networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)]
Sent: 22 February 2019 11:52
To: [REDACTED]
Cc: R [REDACTED]; [REDACTED]
Subject: RE: Main Issues Report enquiries

Hello [REDACTED],

Thank you for your message, and apologies for the issue with the Wood Lane site plan. I had been in touch with [REDACTED] about this and have now attached the plan with the suggested boundaries – I am unsure why this had not shown up on the MIR consultation response when it is saved on my PDF. Please note that we own additional land in this location and depending on your initial views could alter the extent of any land for consideration.

I have also attached red line plans for the other sites we would wish to discuss and will supplement this with our proposals prior to a meeting when we have a date agreed. These are mostly small as listed below and I would expect a Development Management officer to be best placed to deal with but there is probably merit in meeting you both if this is possible. The only larger area is land alongside the Gala Water in Galashiels where the potential for land to feed into a green route might exist.

Heriot – site of former station;
Fountainhall former Station House;
Stow station buildings;
Brewery Brigg House, Galashiels;
Land adjacent to Gala Water, Galashiels

I hope this helps in the interim,

Kind regards

[Redacted]



[Redacted]

Town Planner
1st Floor George House
36 North Hanover Street
Glasgow, G1 2AD

[Redacted]

E [Redacted] [@networkrail.co.uk](mailto:[Redacted]@networkrail.co.uk)

www.networkrail.co.uk/property

Please note my core hours are Mondays and Wednesdays (9.30-4.30) and Friday (9.30-1.15).

From: [Redacted] <[\[Redacted\]@scotborders.gov.uk](mailto:[Redacted]@scotborders.gov.uk)>
Sent: 19 February 2019 13:56
To: [Redacted] <[\[Redacted\]@networkrail.co.uk](mailto:[Redacted]@networkrail.co.uk)>
Cc: [Redacted] <[\[Redacted\]@scotborders.gov.uk](mailto:[Redacted]@scotborders.gov.uk)>
Subject: FW: Main Issues Report enquiries

Hi [Redacted]

Thank you for your response to the MIR. I've noted that you propose land for consideration at Wood Street, Galashiels, but the attached plan doesn't appear to show site boundaries? I'd be grateful if you could send this to me in order that this site can be given due consideration. You mention in your email to [Redacted] that you also have other small sites to consider. I wonder if you could email me site plans of these in order that I can establish whether or not it would be most useful for you to meet with the Development Management Officer for Galashiels ([Redacted] [Redacted]) or with myself, or both!

I look forward to hearing from you.

Many thanks

[Redacted]

[Redacted]
Planning Officer
Forward Planning
Scottish Borders Council
[Redacted]

How are you playing [#yourpart](#) to help us keep the Borders thriving?

From: ██████████
Sent: 19 February 2019 13:24
To: ██████████
Subject: FW: Main Issues Report enquiries

██████████

I am trying to get a meeting organised with ██████████ from Network Rail in connection with the Phase 1 projects at Tweedbank (CGI building etc). ██████████ has asked for a Development Management colleague to be there. Should this be you or will I try and get ██████████?

██████████

From: ██████████ [<mailto:██████████@networkrail.co.uk>]
Sent: 18 February 2019 12:40
To: ██████████ <██████████@scotborders.gov.uk>
Subject: RE: Main Issues Report enquiries

Hello ██████████

My apologies for the delay in coming back to you with dates – I have been on leave and now catching up with the backlog.

Unfortunately my diary has become rather full and the next days I would be able to visit your offices would be Friday 1 March/Monday 4 March (am). Would either of these dates be possible for you?

I would be grateful if you could see if a Development Management colleague is also available to meet then, or give me details of an appropriate officer to organise this. I would intend to forward details of the sites I would wish to discuss prior to this to assist discussions.

Kind regards

██████████

From: ██████████ <██████████@scotborders.gov.uk>
Sent: 13 February 2019 15:32
To: ██████████ <██████████@networkrail.co.uk>
Subject: RE: Main Issues Report enquiries

██████████ – any thoughts on a date to meet?

██████████

From: ██████████ [<mailto:██████████@networkrail.co.uk>]
Sent: 01 February 2019 10:26
To: ██████████ <██████████@scotborders.gov.uk>
Subject: RE: Main Issues Report enquiries

Thanks [REDACTED] – I will be in contact with potential dates shortly

Regards

From: [REDACTED] <[REDACTED]@scotborders.gov.uk>
Sent: 01 February 2019 10:02
To: [REDACTED] <[REDACTED]@networkrail.co.uk>
Cc: [REDACTED] <[REDACTED]@networkrail.co.uk>
Subject: RE: Main Issues Report enquiries

[REDACTED]

Thanks, that's great.

As well as managing the existing projects in what I will call Phase 1, I am looking over all of the subsequent phases that flow from the City Deal and Blueprint.

A coordinated meeting sounds good.

Let me know when you would want to do this and who we need to line up at SBC. I can organise from down here.

Thanks

From: [REDACTED] [mailto:[REDACTED]@networkrail.co.uk]
Sent: 01 February 2019 09:23
To: [REDACTED] <[REDACTED]@scotborders.gov.uk>
Cc: [REDACTED] <[REDACTED]@networkrail.co.uk>
Subject: RE: Main Issues Report enquiries

Hello [REDACTED]

Thanks for your email and copy drawings.

I am a Town Planner at Network Rail, and form part of the Property team which [REDACTED] heads up. I am not really best placed to comment on the access road, but in responding to the Main Issues report on behalf of Network Rail [REDACTED] and I identified a number of small sites which we will wish to discuss with a Development Management planner in the near future.

If I come to your offices to do this, then it would probably be helpful to meet and understand a little more of your aspirations and timescales for this and the future development at Tweedbank.

Kind regards

From: [REDACTED] <[REDACTED]@scotborders.gov.uk>
Sent: 31 January 2019 15:00
To: [REDACTED] <[REDACTED]@networkrail.co.uk>
Cc: [REDACTED] <[REDACTED]@turntown.co.uk>
Subject: FW: Main Issues Report enquiries

██████ – good afternoon

I have been given a copy of your email exchange with ██████ in SBC's Planning team as below.

Can I make contact with you on the back of your emails.

I am Projects Manager here at SBC, responsible for delivering a range of projects across the Council's area.

I have 1 live project just now on the land owned by SBC to the east of the current Tweedbank station. The Council intends constructing an office building on that site. I have been in touch with ██████ at Network Rail in relation to land issues. I sent an email recently to him in relation to the access road to that office building. This access road affects the access to the Station car park. I attach a copy of the drawing sent over to ██████. I asked him in the email to send this on to someone else in NR who may be interested in commenting on this access road alteration.

If ██████ has sent this on to another team at NR, perhaps you would like to comment on it also.

I am happy to meet to go over this adjacent project if that helps.

Thanks

██████

From: ██████
Sent: 29 January 2019 10:59
To: ██████ <██████@scotborders.gov.uk>
Subject: FW: Main Issues Report enquiries

Hi ██████

This contact may be useful to you and your team.

██████

From: ██████ [<mailto:██████@networkrail.co.uk>]
Sent: 28 January 2019 17:42
To: ██████
Subject: Re: Main Issues Report enquiries

Many thanks ██████ - I look forward to working with you in due course.

Regards ██████

Sent from my iPhone

On 28 Jan 2019, at 16:47, ██████ <██████@scotborders.gov.uk> wrote:

Thank you for the update ██████, that's great. I'll ensure your details are added to our system in order that you are consulted of all relevant planning papers in the future.

██████
Planning Officer
Forward Planning
Scottish Borders Council
██████

How are you playing [#yourpart](#) to help us keep the Borders thriving?

From: ██████████ [mailto:██████████@networkrail.co.uk]
Sent: 28 January 2019 15:55
To: ██████████
Subject: RE: Main Issues Report enquiries

Hello ██████████

Thank you for your email below - I have since removed reference to Tweedbank from the submissions made on our behalf.

By way of background, I have recently taken over the Scottish Borders area from ██████████ ██████████ and as part of this had reviewed the draft masterplan for Tweedbank.

I understand that the Council has been in contact with some members of Network Rail but would ask to be actively involved in the future development of proposals from a planning perspective where they affect and/or are reliant on our assets. Factors such as changes to car parking levels, a potential pedestrian bridge, the station square etc would certainly be of interest to us before things become more formalised.

Many thanks

██████████

From: ██████████ <██████████@scotborders.gov.uk>
Sent: 28 January 2019 13:50
To: ██████████ <██████████@networkrail.co.uk>
Cc: ██████████ <██████████@scotborders.gov.uk>; ██████████
<██████████@scotborders.gov.uk>
Subject: FW: Main Issues Report enquiries

Dear ██████████

I refer to your email dated 4 January 2019 regarding the above. Please accept my apologies for the delay in responding. I would respond to your three points as follows:

1. Comments in relation to the Galashiels Masterplan are sought as these will inform longer term redevelopment options and regeneration in the town. Comments in respect of the Tweedbank Masterplan are not sought as there will be a follow up SPG produced for the Lowood site and this will be the subject of a period of public consultation (expected to be during the Summer 2019).

2. Yes, these are the best links to use.

3. Apologies for this, this has now been resolved:

https://www.scotborders.gov.uk/downloads/file/3708/central_borders_business_park_sg_spz

I trust you find this information useful. Should you require any further assistance please do not hesitate to contact me.

██████████
Planning Officer
Forward Planning
Scottish Borders Council
01835 826512

How are you playing [#yourpart](#) to help us keep the Borders thriving?

From: ██████████ **On Behalf Of** localplans
Sent: 09 January 2019 09:22
To: ██████████
Subject: FW: Main Issues Report enquiries

Hi ██████████,

This is another one in the local plan mailbox. I think it went to ██████████ and she has answered part 4. Think parts 1-3 relate to the Tweedbank/masterplans etc?

Thanks

██████████

From: ██████████
Sent: 07 January 2019 15:59
To: '██████████@networkrail.co.uk' <██████████@networkrail.co.uk>; localplans <██████████@scotborders.gov.uk>
Subject: FW: Main Issues Report enquiries

Hi,

Please could someone respond to ██████████ enquiry.

██████████, I've answered point 4 below.

In terms of Employment Land Audit 2018:

The last published report on our website was in 2016 but I do have figures for 2018. In Tweedbank there is 3.87 ha of land available for take up;

Query1					
Unique Reference	Settlement	Status	SumOfSite Area	Availability	LDP Type
TW001	Tweedbank	Available	1.4872	Immediate	Strategic
TW002	Tweedbank	Available	0.6247	One to Five Years	Strategic
TW004	Tweedbank	Available	0.4272	Immediate	Strategic
TW007	Tweedbank	Available	0.345	One to Five Years	Strategic
TW008	Tweedbank	Available	0.9944	Immediate	n/a [mixed use site]

in Galashiels there is 3.26 ha available for take up;

Query1					
Unique Reference	Settlement	Status	SumOfSite Area	Availability	LDP Type
GA007	Galashiels	Available	0.2196	Beyond Five Years	District
GA011	Galashiels	Available	2.5918	Beyond Five Years	District
GA012	Galashiels	Available	0.4494	Immediate	District

In Stow we do not have any employment land available

There's maps of all the sites above in the [employment land audit 2016 report](#) (pages: 28, 29, 40, 41)

As discussed in terms of **Housing Land Audit 16/17**

- In Galashiels 01/04/2016 – 31/03/2017 there was 58 completions. We count a unit as being complete when it has a completion certificate. Galashiels has an established figure of 957 units. The established figure includes allocations for housing and planning permissions (including windfall small).
https://www.scotborders.gov.uk/downloads/file/2949/appendix_1_-_main_report_-_central (page 27-31)
- Tweedbank does not have any allocation or planning permissions for housing in the 16/17 housing Land Audit.
- Stow had 1 completion 16/17 and an established of 42.
https://www.scotborders.gov.uk/downloads/file/2950/appendix_1_-_main_report_-_northern (page 32-34)

SBC Supplementary guidance (SG): Housing

However through the LDP examination the reporter identified a shortfall of housing in the order of 916 units on 30th October 2015. This was addressed by SBC through a [Housing SG](#) which was approved 9th of November 2017. In the Housing SG Lowood was allocated as a mixed use site with an indicative capacity of 300 (see page 29-31). There was also 3 allocations in Galashiels made through the housing SG (see pages 17-19) which have a total indicative capacity of 50.

The council bought the Lowood site and the purchase went through on the 17th of December 2018. As far as I know there will be a working group set up to take forward a masterplan for Lowood and the report will be done externally by consultants although I'm not aware of a timescale.

I hope the above is of help to you if you have any further questions don't hesitate to get in contact.

Kind regards,

[Redacted]

[Redacted]

Research Officer
Planning Policy and Access
Scottish Borders Council
TD6 0SA
01835 824000 [Redacted]

[Web](#) | [Twitter](#) | [Facebook](#) | [Flickr](#) | [YouTube](#)

From: [Redacted] [[mailto:\[Redacted\]@networkrail.co.uk](mailto:[Redacted]@networkrail.co.uk)]

Sent: 04 January 2019 12:26

To: [Redacted] <[\[Redacted\]@scotborders.gov.uk](mailto:[Redacted]@scotborders.gov.uk)>

Subject: Main Issues Report enquiries

Hello [Redacted]

Thanks for your time today in respect of my queries. The issues which I would appreciate a little bit of clarification on are as follows:

1. Galashiels/Tweedbank masterplans – It is noted that comments are invited (paragraph 4.3 of MIR) in respect of the Galashiels masterplan – is this also the same for the Tweedbank masterplan? Is there any information available about the likely route forward for both of these documents in terms of consultation and further work?

2. Is the best link to the masterplans via the committee report in the Main Issues Report or is this available elsewhere on the website (for internal colleagues to access only).
3. The link to the Central Borders Business Park is not currently working – is this available elsewhere?
4. Any further information about levels of housing land/employment land availability at the settlements of Stow, Galashiels and Tweedbank would be welcomed. Thank you for the link to housing land. If there is anything available as to the timescales associated with the mixed use Lowood allocation at Tweedbank coming forward this would also be helpful.

If it is easiest to discuss please do call – I work Mondays, Wednesdays and Fridays.

Kind Regards



<image001.png>



Town Planner
1st Floor George House
36 North Hanover Street
Glasgow, G1 2AD

T [Redacted]
E [Redacted]@networkrail.co.uk

www.networkrail.co.uk/property

Please note I work Mondays, Wednesdays and Fridays (9.30-4.30).

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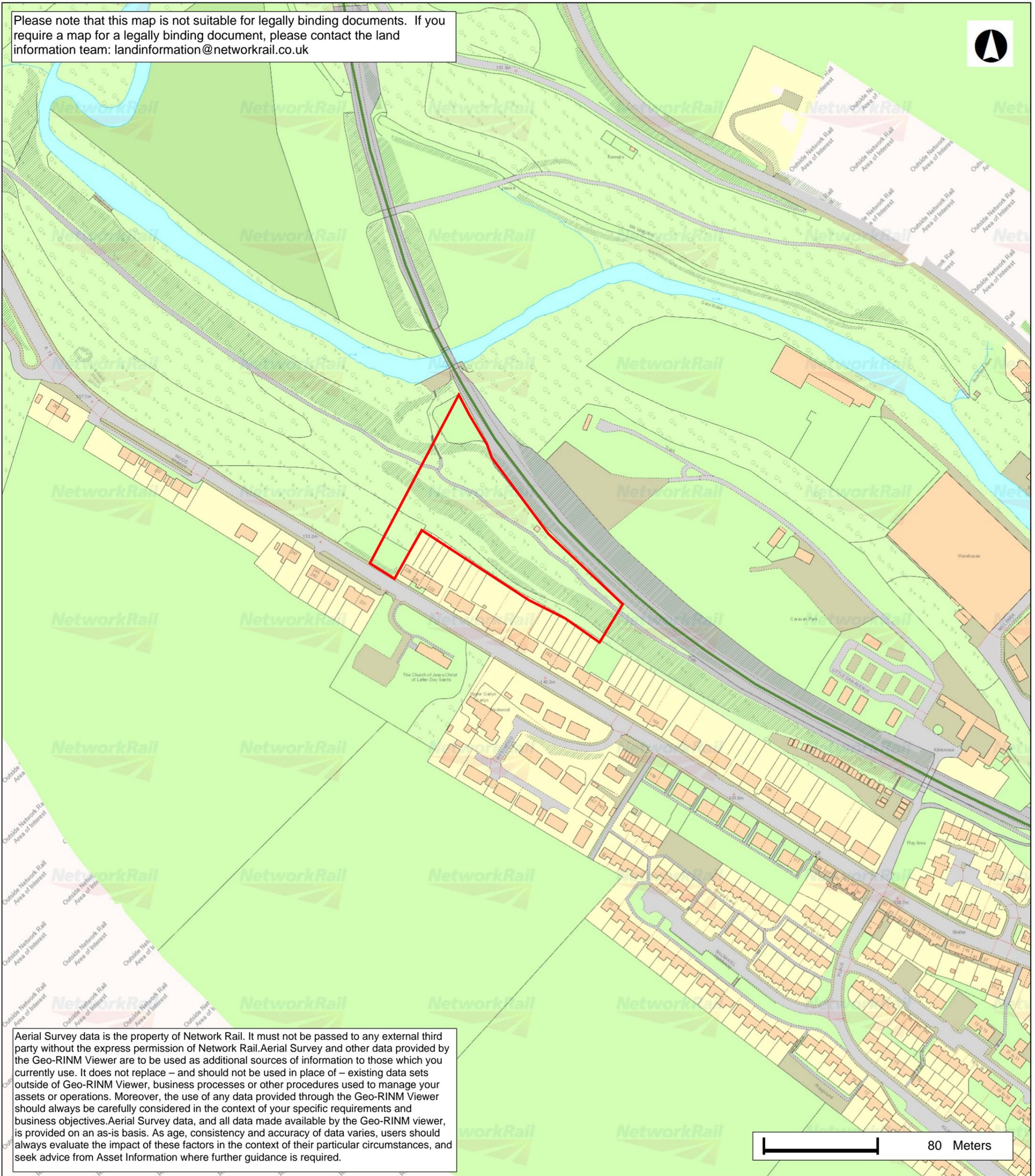
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Legend

— Track Link

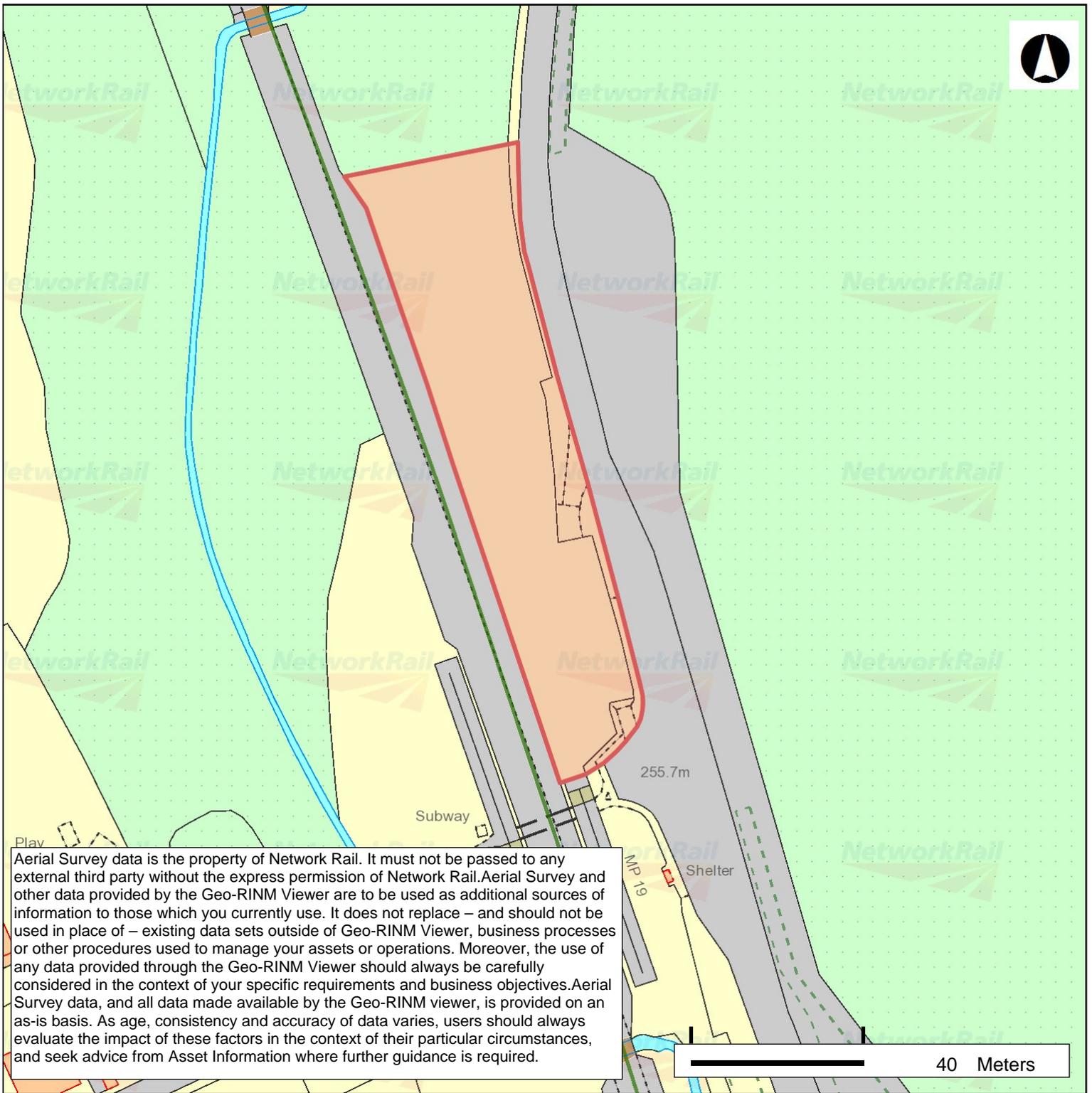
Land at Wood Lane, Galashiels

Scale 1 : 2,500

Plot Date 28/01/19 13:50

Printed By [Redacted]

Output created from GeoRINM Viewer



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Scale	1 : 1,250
Plot Date	22/02/19 10:34
Printed By	

From: [REDACTED] [mailto:[REDACTED]@networkrail.co.uk]
Sent: 01 March 2019 10:25
To: [REDACTED] <[REDACTED]@scotborders.gov.uk>
Cc: [REDACTED] <[REDACTED]@scotborders.gov.uk>
Subject: RE: Main Issues Report enquiries - Heriot Station

Hello [REDACTED]

Here are just a few words of justification for the site at Heriot Station which we would be grateful if you could take into account in the consideration of the site.

The land at the former Heriot Station has been identified in the Network Rail estate as surplus to requirements. The station closed in 1969, and whilst the former station building has been retained as a private dwelling, the platforms and other associated buildings that formerly stood on the site (see attached historic plan included in the Disused Station site record) have been demolished. The hardstanding and access points associated with the former use remains and the visual appearance of the site could be improved by identifying a suitable future use.

The site is considered most suited for residential development and is put forward for assessment through the LDP process on this basis. It comprises previously developed brownfield land and its re-development would tidy up the site and provide additional units to be read alongside the existing housing within the settlement at Heriot Station to the west of the site. The existing subway would provide linkages with the settlement. We are not aware of any environmental impediments to the development of the site.

We do not have anything further to add as regards the site in Wood Lane, Galashiels.

Kind regards

[REDACTED]



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