



By Email

Jane Meek
Director of Economic Development
Carlisle City Council
Civic Centre
Carlisle CA3 8QG

6th April 2015

Dear Ms Meek,

Railway Safeguarding in Carlisle District Local Plan: Carlisle - Borders Railway

I am writing in response to the letter of 3rd March from your colleague Mr Legg notifying us of the public consultation on the proposed submission draft for the 2015-2030 Local Plan.

Campaign for Borders Rail was very pleased to note several important changes to the plan policies had been made following our consultation response and meeting with your team in the earlier part of last year. The strengthening of the policy on the protection of disused railway alignments to include potential reinstatement for public transport use, and the specific reference to the Carlisle – Longtown – Borders railway in Policy SP 5 is particularly welcome.

We note that the current consultation on the plan has a very closely defined scope, concerned with the correct application of process and general conformity to national policy, for which we do not have any comments to make. However, we do have some more minor comments, which would seem to fall out with the scope of the plan's official examination at public enquiry. We would welcome your view as to whether these could still be considered as relevant to the enquiry, or positively addressed in some other way.

1. Paragraph 3.60. To insert the underlined, italicised phrase: "...Of particular relevance within the District is the alignment of the former Carlisle-Longtown-Borders railway and its connection to the West Coast Main Line via the MOD Longtown rail link, in the light of the Campaign for Borders Rail and cross boundary longer term aspirations to reinstate the Carlisle-Borders-Edinburgh rail connection..." This would reflect the more likely scenario that any reinstatement scheme would use an upgraded connection from Longtown to the WCML, rather than the more complex and costly option following the original Waverley Route alignment south of Longtown, which has been breached in a number of locations.
2. To include a key plan identifying the general location within the district of the Carlisle-Longtown-Borders and Mossband Junction (WCML)-Longtown MOD lines, aiding the interpretation of paragraphs 3.59-61.

We note the statement in paragraph 3.61 that no formal land safeguarding is thought necessary at present and, as the majority of the former alignment falls out with settlements and allocated development land, this does not represent a major concern for us. There was a suggestion that a mechanism could be put in place to notify CBR of any planning application potentially affecting the route of the former railway, allowing us to comment as appropriate. We would very much welcome any such arrangement. We would also like to be consulted on any planning brief, masterplan, etc brought forward for the commercialisation of the MOD Longtown site.

Yours sincerely,

Nick Bethune

cc Richard Wood
Garry Legg

Nick Bethune, London Officer
37A Dartmouth Park Road, London, NW5 1SU
The Campaign for Borders Rail
one of the most successful grassroots rail campaigns in Great Britain
www.campaignforbordersrail.org
n.bethune@btinternet.com