

East Lothian Council
Community & Partnership Services

Longniddry Rail Station - Car Park Extension
Feasibility Report

October 2016

Table of Contents

1. General Information	3
1.1. Purpose	3
1.2. Background	3
1.3. Longniddry Station Information	4
1.4. Longniddry Station Existing Car Park	5
1.5. Land Ownership	6
2. Aims & Objectives	7
3. Key Stakeholders.....	7
4. Proposal Overview	8
5. Requirements.....	10
5.1. Planning Applications	10
5.2. Infiltration & CBR Tests.....	12
5.3. Considerations	12
5.4. Programme of Works.....	14
6. Project Costs	15
7. Risk Register	16
Appendix A – Proposal Drawings	
Appendix B – Bill of Quantities	

1. General Information

1.1 Purpose

The project includes the extension of the existing car park at Longniddry Railway Station, located just off the Main Street and B1377 eastward (Fig. 1). The area considered for the extension is adjacent to the car park on the East and is currently being used as a storage area for East Lothian Council. The aim of this report is to provide an overview and background of the site, to investigate and develop an understanding of the technical characteristics and requirements, and to provide indicative costs of the proposed infrastructure options.

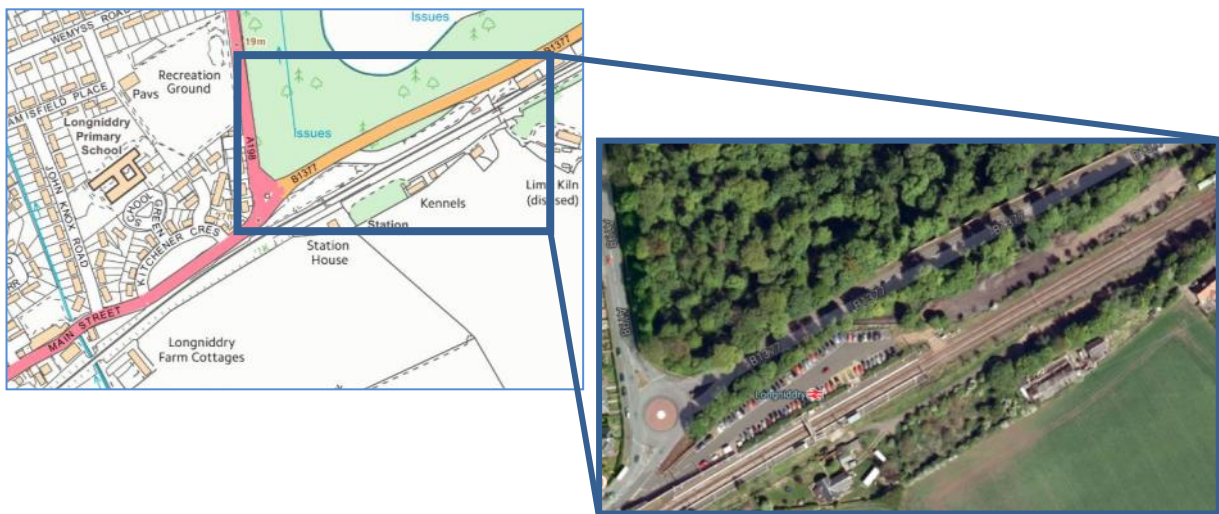


Fig. 1 – Longniddry Station & Car Park Location

1.2 Background

The requirement for additional car parking provision at Longniddry rail station was identified through the Proposed Local Development Plan 2016 as part of the infrastructure requirements in East Lothian. The adjacent land is listed as a Transport Safeguard site to allow for additional car parking spaces.

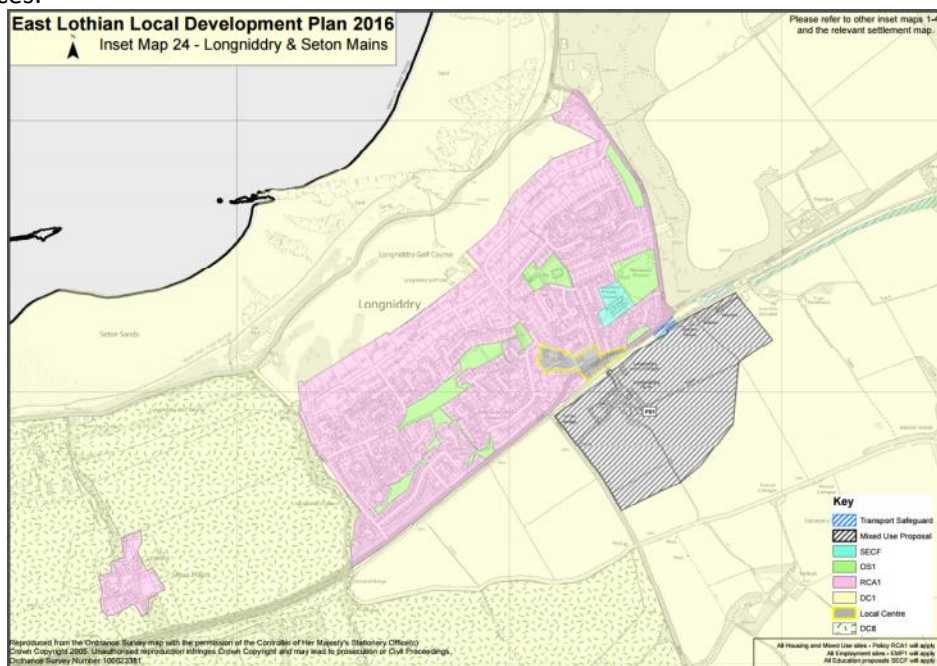


Fig. 2 – Proposed East Lothian Local Development Plan 2016

- 4.20 Land is safeguard adjacent to existing stations at Musselburgh, Prestonpans, Longniddry and Drem (as shown on the Proposals Map) to construct additional car and cycle parking spaces or platform extensions for longer trains or platform improvements as appropriate.

PROP T9: Safeguarding of Land for Larger Station Car Parks
 Land is safeguarded adjacent to Musselburgh (see also Proposal T11), Longniddry (circa 80 spaces) and Drem (circa 12 spaces) stations to allow additional car and cycle parking spaces / storage facilities to be provided, as shown on the Proposals Map. Other than for Proposal T11, relevant proposals will be required to contribute to these interventions as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1. The location of all proposals will be subject to HRA.

PROP T10: Safeguarding Land for Platform Lengthening
 Land is safeguarded adjacent to the existing stations at Musselburgh, Wallyford, Prestonpans, Longniddry, Drem and Dunbar to allow additional platform capacity to be provided for longer eight car trains as a minimum, as shown on the Proposals Map. Other than for platform capacity at Dunbar, relevant proposals will be required to contribute to these interventions as set out in the Developer Contributions Framework Supplementary Guidance in accord with Policy T32 and Policy DEL1. All proposals will be subject to HRA to ensure that effects on the qualifying interests of the Firth of Forth SPA are avoided during construction.

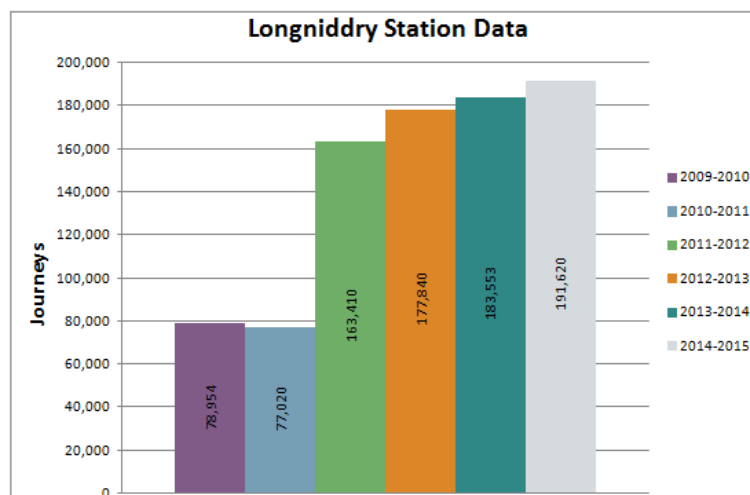
Fig. 3 – Extract from Proposed East Lothian Local Development Plan 2016

The proposed mixed use extension of the Longniddry settlement will generate substantially more journeys in the Longniddry area, and therefore the station car park requires to be upgraded to be able to accommodate the increase in demand. In addition the new infrastructure will encourage sustainable travel options, and promote the use of the Public Transport network as opposed to the private car.

1.3 Longniddry Station Usage

Longniddry Station is an unmanned railway station and all trains calling at Longniddry are operated by *Abellio ScotRail*. Long distance passenger trains operated by *CrossCountry* and *Virgin Trains East Coast* pass through Longniddry non-stop, as do freight trains.

Scotland’s Census data shows that the train is East Lothian’s second mode of travel to work, after the car, with 14.2% of East Lothian residents using it. According to the **Office of Rail and Road** data (obtained from the National Rail Trends Portal) for 2014-2015 there were 59,000 journeys made to/from East Lothian and other Regions, and 2,257,000 journeys made within the East Lothian Region. These numbers include commuters and well as tourists. The exits and entries specifically for Longniddry station for 2014-2015 are estimated at 191,620.



1.4 Longniddry Station Existing Car Park

The vehicle access to the car park is via the Main Street/ A198 (Fig. 4) and currently Longniddry station car park can accommodate 73 vehicles (Fig. 5) with 3 of the spaces reserved for disabled. No provision is made for motorcyclists.



[Fig. 4 – Longniddry Station Car Park Entrance](#)



[Fig. 5 – Longniddry Station Car Park](#)

The access to the platform from the car park is through steps (Fig. 6) and the connection between the platforms is via a footbridge (Fig. 7). Moreover from the car park, just off the disabled parking spaces, there is a ramp with moderate gradient that leads to Platform 1 (Fig. 8). At the car park entrance, next to the steps, there are 2 cycle shelters providing storage for around 16 cycles (Fig. 9).

The step free access to Platform 2 is through a ramp just off the Drop Off point at the South of the Station.



[Fig. 6 – Longniddry Station Car Park](#)



[Fig. 7 – Platform 1 & Footbridge to Platform 2](#)



Fig. 8 – Disabled Access to Platform



Fig. 9 – Cycle Shelters

1.5 Land ownership

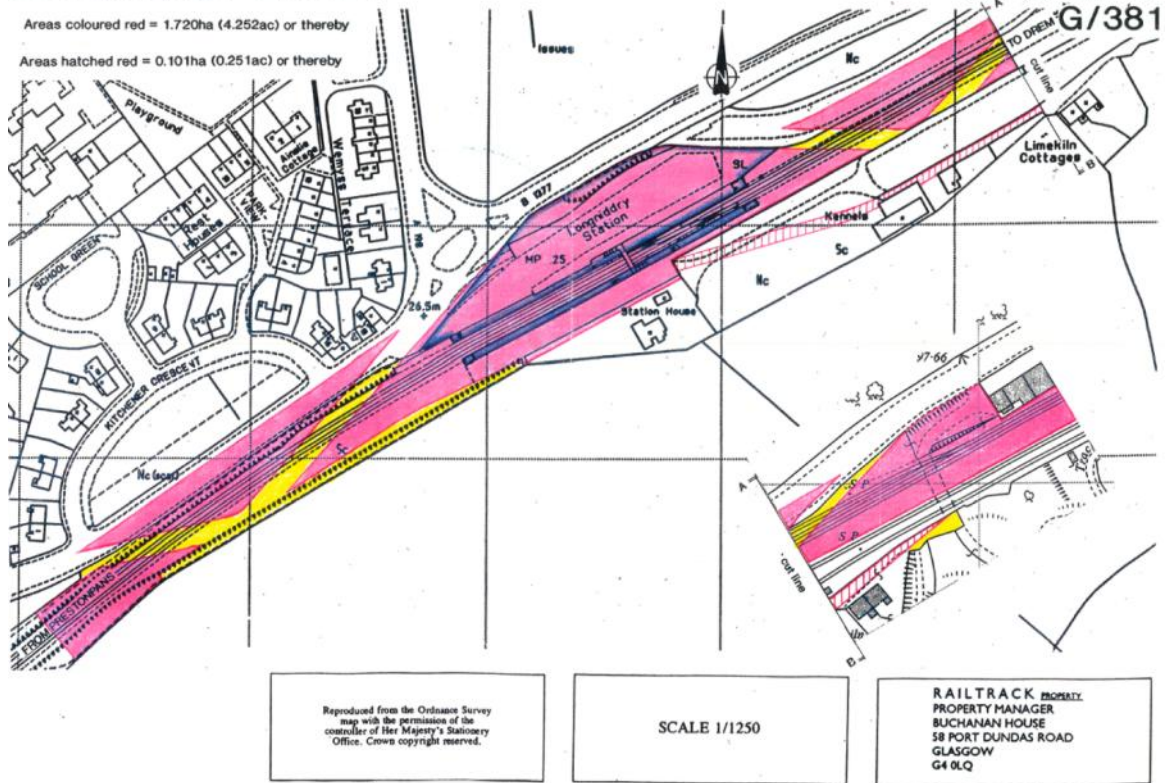
The station land is owned by Network Rail (Fig. 10) and is leased to ScotRail under the current franchise; as such Network Rail is a statutory consultee on any future application for planning permission. Both Network Rail and ScotRail have been approached regarding this proposal, and are both supporting the initiative.

Currently East Lothian Council is undertaking a land search to establish the ownership of adjacent areas but this is proving difficult as multiple owners and/or rights of servitude over the subjects have been identified and further clarifications are needed to finalise the land search for the area of interest. An area of particular interest is the B1377 and whether this was conveyed back to the adjoining land owner. The searchers have been unable to ascertain specific title to the portion of the former B1377, however, as subjects identified in a 1973 deed describe a deposition in favour of Trustees under deed of Trust by Francis David Charteris, 12th Earl of Wemyss and March it is reasonable to assume the solum of the former roadway is now presently invested in the said Trustee and it is also reasonable to conclude that the legal act of disposal 'stopping up' of the existing road in accordance with the Road (Scotland) Act 1984 was never completed. Consequently, it is understood the maintenance of the road remains with East Lothian Council and that land is used as an operational depot.

Before negotiations are entered into, further work is needed to prepare a land plan, rights of servitude and conclude all reasonable land searches. For the intents and purposes of this report, a practical position should be taken that there are no insurmountable barriers to developing additional parking provision at Longniddry station.

LONGNIDDRY STATION

Areas coloured red = 1.720ha (4.252ac) or thereby
 Areas hatched red = 0.101ha (0.251ac) or thereby



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SCALE 1/1250

RAILTRACK PROPERTY MANAGER
 BUCHANAN HOUSE
 58 PORT DUNDAS ROAD
 GLASGOW
 G4 6LQ

Fig. 10 – Network Rail Ownership






2. Aims & Objectives

The proposed improvement is being developed to support the needs of the Longniddry Rail Station users, and the increase in demand that the adjacent proposed extension of the Longniddry settlement will generate.

The proposal also ties in with the **East Lothian Plan (Single Outcome Agreement) 2013-2023**, which is a framework that aims to enable the delivery of services and infrastructure that make a real difference in the lives of people and communities. **East Lothian's Local Transport Strategy**, has as objectives i) to promote the use of more sustainable means of travel and ii) to promote integration and interchange between different means of travel. Increasing the amenities around those locations is fundamental in supporting that goal.

3. Key Stakeholders

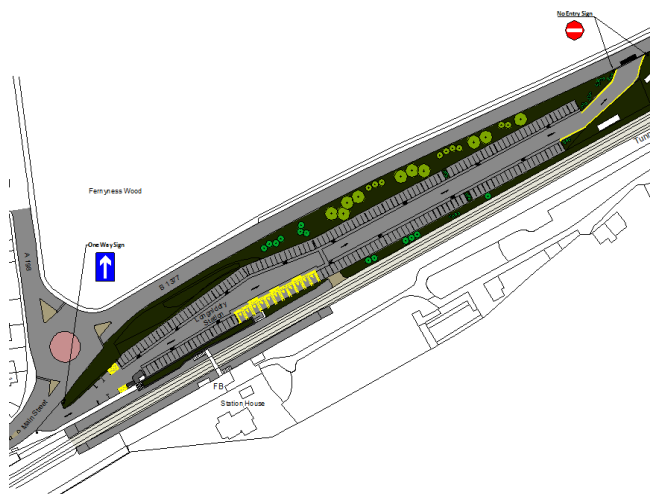
The delivery of the car park extension is considered a multi agency project. It will be led by East Lothian Council, but supported directly or indirectly by the following organisations.

East Lothian Council	
Network Rail	
ScotRail	
Transport Scotland	
Area Partnership	

4. Proposal Overview

An extension of the car park to the adjacent land on the Northeast is proposed to accommodate for future increase in demand. Different options have been considered on the same location with varying areas and layouts. Some general information on each proposal is provided below and the drawings are attached in Appendix A. The proposed car park features include: footpaths that lead to the ramp and steps, combined step/ ramp design, subdivided parking bays with the use of appropriate landscaping, and new trees/ bushes.

Option 1

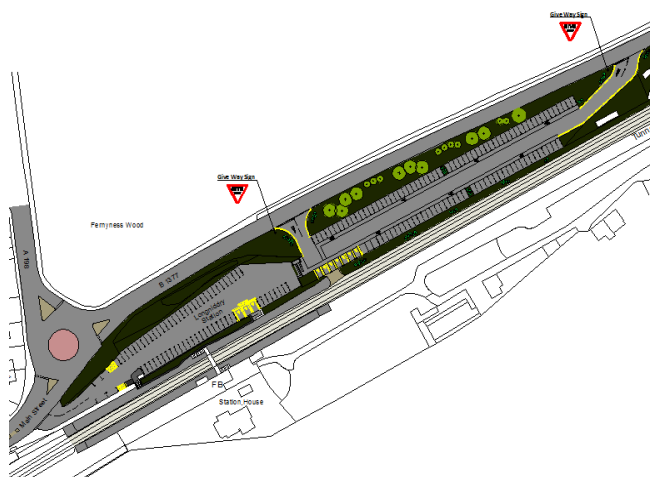


Surface Area (Extension)	3,649 m2
No of Spaces (Extension)	139
No of Disabled Spaces (Extension)	7
No of Spaces (Total)	196
No of Disabled Spaces (Total)	11

One-Way Flow System with One Way and No Entry Signs

Extensive earthworks required to extend the car park, as the land for the extension is at a different level (around -2.5 metres).

Option 2

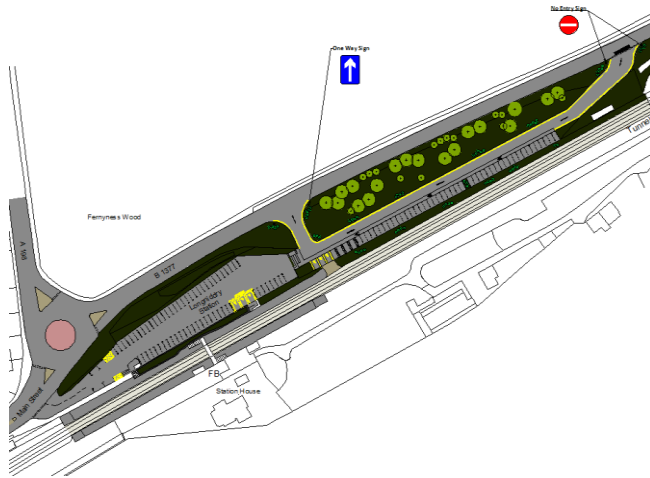


Surface Area	3,629 m2
No of Spaces	110
No of Disabled Spaces	7

Two-Way Flow System with Give Way Signs and Road Markings

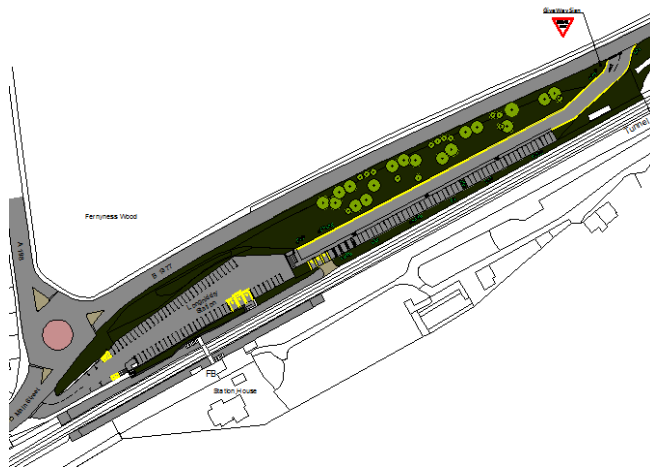
Ramp and steps lead to existing car park

Option 3



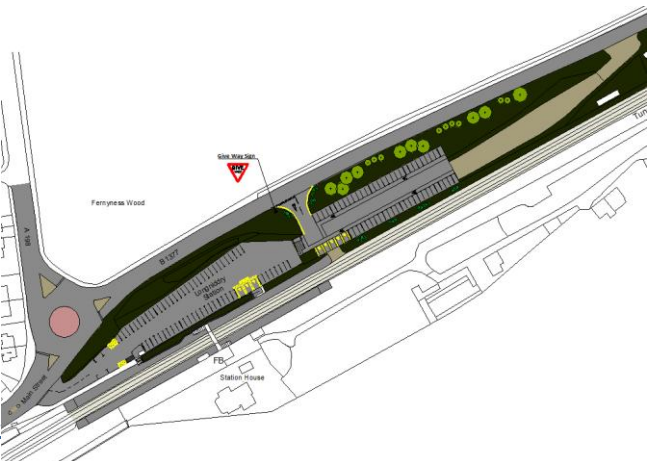
Surface Area	2,389 m2
No of Spaces	51
No of Disabled Spaces	3
One-Way Flow System with One Way and No Entry Signs	
Ramp and steps lead to existing car park	

Option 4



Surface Area	2,403 m2
No of Spaces	51
No of Disabled Spaces	3
Two-Way Flow System with Give Way Signs and Road Markings	
Ramp and steps lead to existing car park	

Option 5



Surface Area	1,844 m2
No of Spaces	60
No of Disabled Spaces	5
Two-Way Flow System with Give Way Signs and Road Markings	
Ramp and steps lead to existing car park	

5.1 Planning Application

As law requires when a change in land use is proposed, the development will have to go through a planning application process. During this process, and after the initial review of the proposal, the required supporting documentation and additional authority approvals will be identified and requested. A number of documents and authorities to be notified are mentioned below.

The land of the car park extension is within an area of countryside to the east of the village Longniddry and as such is covered by Policy DC1 (Development within the Countryside and Undeveloped Coast) of the adopted East Lothian Local Plan 2008. It is not within a conservation area. Policy DC1 states that development including changes of use will be acceptable in principle within the countryside and undeveloped coast where it is directly related to agriculture, horticulture, forestry and countryside recreation. Part 5 of Policy DC1 states that having regard to its nature and scale, new development must be integrated into the landscape, reflect its character and quality of place and be compatible with its surroundings.

In its location the proposed car park extension would be seen in relation to the existing car park and train station with which it would be functionally related. Provided landscape screening is maintained/ provided, it is unlikely to be unduly prominent and would not appear harmfully intrusive, incongruous or exposed in its landscape setting. Due to its extent, form and appearance and the functional appropriateness of its positioning alongside the existing car park, it would not harm the character and appearance of the landscape of the area.

5.1.1 Emerging Local Development Planning Policy Considerations

The development of additional parking provision at Longniddry station should not be made in isolation and needs to meet wider Transport interventions as described in the Local Development Plan. In this regard the development will take cognisance of Policy T1: development Location and Accessibility; T2: General Transport Impacts; T4: Active Travel Routes and Core Paths as part of a green Network Strategy; T7: Information Technology, Policy T8 Bus Network Improvements, PROP T9: Safeguarding of Land for Larger Station Car Parks, Prop T10: Safeguarding land for Platform Lengthening; Prop T13: East Coast Main Line: Four track Section, New Rail Station and vehicular over bridge; Policy T14: Longniddry – Haddington Route Safeguard; T29: Town Centre Parking Strategy; T30 Road Safety and 20mph limits; T31: Electric Car and Bus Charging Points; T32: transport Infrastructure Delivery Fund.

Accordingly, the project will make specific provision of fast 22 kW electric vehicle charging points and the re-assessment of existing spaces, disabled parking provision and pedestrian, cycle and vehicular access to the station car parks.

5.1.1 Environmental Impact Assessment

On assessment of the **Town and Country Planning 2011 Regulations**, the proposed land use does not fall within the 'Schedule 1' development category and therefore does not automatically require an Environmental Impact Assessment (EIA). The development is listed under 'Schedule 2' (10) Infrastructure Projects; however it does not exceed the relevant thresholds that have been set out (0.5 ha). Other key issues to be considered when assessing the requirement of an EIA are: the physical scale of the development, any potential increase in traffic, emissions, and noise.

The Planning Department has confirmed that an EIA will not be required for this development.

5.1.2 Habitat Regulations Assessment

The site is not within any areas designated for their international or national nature conservation importance. However, as noted on the Proposed Local Development Plan 2016, the locations for all proposals will be subject to a Habitats Regulations Appraisal (HRA) process. If required, an Air Quality Assessment can be included in the HRA.

5.1.3 Scottish Water/ SEPA

Due to the size of the car park, the surface water may be contaminated by oil and therefore measures need to be in place to filter/ contain it to prevent environmental pollution. A Sustainable Urban Drainage System can be incorporated in the form of permeable block pavement, which will provide a two level filtration of the surface water eliminating the need for an oil separator.

Therefore the drainage layout may require approval by Scottish Water and SEPA.

5.1.4 Road Safety Audit

A formal safety performance examination of the proposed scheme will be required in the form of a Road Safety Audit. This will be performed by an independent consultant, and will identify aspects that may reflect on safety issues and recommendations for improvement of the proposed design.

The Road Safety Audit is executed in four (4) stages:

- Stage 1 Completion of preliminary design
- Stage 2 Completion of detailed design (or combined Stage 1 and 2)
- Stage 3 Completion of construction
- Stage 4 Monitoring

5.1.5 Consultation Process

As part of the planning application a consultation process will be required. This will strengthen community planning and engage the public through a consultation process where everyone will have the opportunity to review the proposed scheme and communicate their views. The community will be involved, as they will be able to influence the decision making on a local improvement designed for them.

Representatives from the key stakeholders will be attending to present the proposal and its details, and demonstrate the benefits to the community.

5.1.6 Landscape

The land has a number of trees on it. Relevant in this case is Policy DP14 (Trees on or adjacent to Development Sites) of the adopted East Lothian Local Plan 2008. Policy DP14 states that the design and layout of new development should ensure the incorporation of any tree (including hedgerow) that makes a significant contribution to the setting, amenity or nature conservation value of an area. This will be safeguarded by a condition on any planning permission. The loss of such trees will only be permitted where it is essential to facilitate development which would contribute more to the good planning of the area than would retaining the tree or trees. Appropriate replacement planting may then be made a condition of planning permission.

The trees to the northwest of the site are mature and combined with the trees on the northwest side of the B1377, form part of the gateway approach into Longniddry from the east. In this, they make a significant contribution to the setting of this part of Longniddry. They would also provide screening to the proposed car park extension. It is considered unlikely that the Landscape team of Policy & Projects will accept their entire removal - In which case contact should be made directly with Policy & Projects to discuss a possible landscape scheme. It is likely that a tree survey will be required to support any future application for planning permission.

5.2 Infiltration & CBR tests

Soil identification is key to the design process therefore an Infiltration Test and a CBR Test will have to be undertaken on site to assess the subsurface conditions that will influence the design.

5.3 Considerations

5.3.1 East Coast Main Line Improvements

The East Coast Main Line as it passes through East Lothian currently only has a single track for north and south bound trains. This limits the capacity of the main line to accommodate train pathways for local train services as well as higher speed intercity train services. To provide additional capacity on the main rail line, in the longer term a four track section could be provided in East Lothian to allow local services to run on the main line at the same time as high speed trains passing through.

Network Rail has been investigating where a four track section could best be provided in East Lothian. The section of the East Coast Main Line between Prestonpans and Drem Stations has been identified as the most desirable section of the line for this. This would include works to Prestonpans, Longniddry and Drem stations.

The delivery of such a project would be dependent upon external funding and support, as well as further assessment and appraisal. This significant infrastructure improvement will have a severe impact on the design of this car park extension, and it is therefore proposed that both developments should be considered at the same time.

5.3.2 Draft Developer Contributions Framework

The planning system allows mitigation to be sought from applicants or developers towards delivering infrastructure capacity solutions, where the need for this arises as a result of their development.

The Strategic Development Plan for Edinburgh and South East Scotland (SDP) expects East Lothian's Local Development Plan (LDP) to set out the items and circumstances in which developer contributions will be sought. Through a Supplementary Guidance document the contributions have been set out, where known at this stage, that applicants or developers must provide for as part of their proposals for different types and scales of development within different parts East Lothian.

The land at Longniddry South (Proposal PS1) is located within a Contribution Zone 2 for the Rail Network, and will therefore provide contributions towards the Longniddry rail station car park improvements. Zone 2 has a contribution of £1,925.25 per dwelling (Fig. 11).

Detailed discussions are ongoing with developers in respect of Longniddry South to expand on and define the site masterplan. In conjunction with this process the Council will open up dialogue to negotiate the value of developer contributions and extent of land transfer necessary to deliver this project.

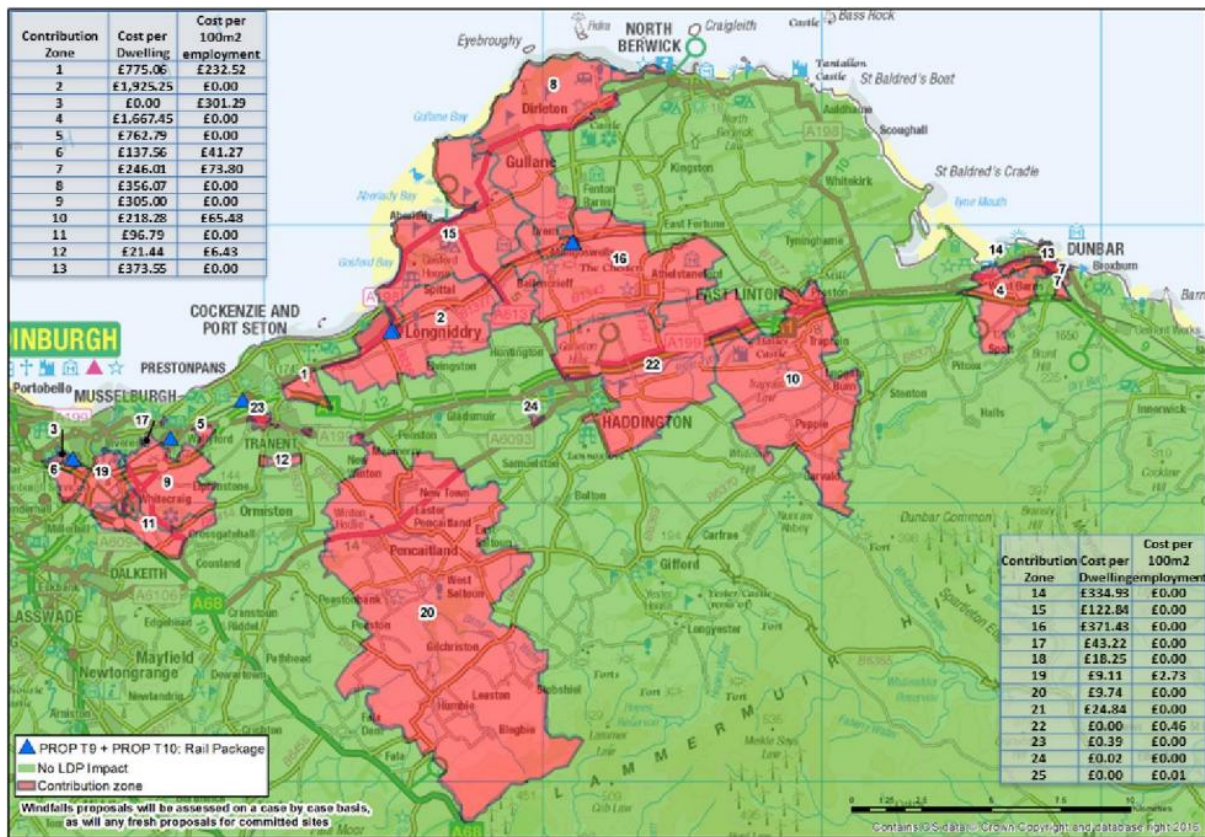


Fig. 11 – Rail Network Contribution Zones
 Source : Draft Developer Contributions Framework

5.3.3 Site Facilities and Health & Safety

A site compound will be established at a suitable location (TBC). Appropriate signage will be in place to safely direct personnel to these areas as well as inform them on the mandatory Personal Protective Equipment to be worn at all times.

Temporary **site lighting** may be required occasionally for specific activities to ensure safe working conditions, but which will be carried out within the limits of the permissible working hours. It is intended the type of task specific lighting would be non-intrusive and specifically designed to negate or minimise any affect to local properties. A Hazard Identification & Risk Assessment process will be followed to identify potential safety issues and mitigation measures will be set in place.

5.3.4 Access & Delivery

For the extension: Access for construction vehicles and deliveries from the A1 will be directed via the B6363, Main Street and B1377.

A low bridge is located on the B6363 at its junction with Main Street. This bridge had a height restriction of 3.3 m (Fig. 12). This should be taken into account and vehicles be directed accordingly.



[Fig. 12 – Low Bridge](#)

For works on the existing car park: Deliveries and plant will follow the route described above and enter from Main Street.

The site has access from the North through the A198.

All vehicular and pedestrian access on-site will have to be controlled.

5.3.5 Notification

Notifications of site activities, timeframes and possible disruptions will be given well in advance to minimize any inconvenience to the public.

5.4 Programme of Works

A detailed Gantt chart will be produced once an option has been selected and the works have been confirmed.

6. Project Costs

Longniddry Rail Station Car Park Extension Cost Estimates		
Options	Cost (£)	Cost/ space (£)
Option 1 – 139 spaces	796,132	5,728
Option 2 – 107 spaces	633,312	5,919
Option 3 – 51 spaces	453,672	8,896
Option 4 – 51 spaces	443,535	8,697
Option 5 – 56 spaces	322,488	5,759

* Assumptions were made regarding the pavement design and therefore construction costs could change. A ground investigation should be undertaken to determine the ground conditions and design requirements. A 44% has been applied to the cost as a contingency for a pre-design estimate. Detailed quantities and rates are attached in Appendix B.

** Cost estimate does not include the following:

- Fees for any detailed design or additional reports;
- Planning application fees;
- Cost of land purchase and fees associated with that purchase;
- Utility charges for connections or network alterations;
- Maintenance

7. Risk Register

Risk Cat.	Risk Description	Likelihood	Mitigation Measures
Financial	Cost rate increase due to market changes/ economic conditions could increase the proposed budget.	Low	25% contingency has been applied on top of proposed budget.
Financial/ Design/ Schedule	East Coast Main Line Improvements – Four Track Sections. Significant impact on proposed design.	High	It is proposed that the assessments for both infrastructure improvements are aligned.
Environmental	Possible conflict on tree removal due to their significant contribution to the setting of this part of Longniddry.	High	Landscape team - Policy & Projects to be contacted regarding the proposed layouts. Tree survey to be undertaken.
Ownership	Possible conflict with landowners or additional owners became apparent and land requires to be purchased.	Low	Negotiations of sale of land.
Maintenance/ Responsibility	Delays in the legal process of stepping-up land or land transference.	Low	Promotion of orders promptly
Planning Objections	Significant challenges made during the planning process.	Low	Detailed consultation to mitigate and advise on design prior to formal application.

8. Recommendation

It is recommended to take up option 5. This option is both affordable and deliverable within current budgetary constraints and timescales but provides for sufficient passive provision to permit additional development if further demand is realised. It is proposed to take such measures and actions through the planning process to preserve future development opportunities and safeguard the site to allow for a two stage development to Option 2 within the medium term subject to further cost benefit analysis and justification.

APPENDIX A