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**East Linton Station  
for Network Rail**

**Design and Access Statement  
161777-BNU-REP-EAR-000001**

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## Abbreviations

DfT/TS Code of Practice	DfT/ Transport Scotland Code of Practice Design Standards for Accessible Railway Stations
GRIP	Governance for Railway Investment Projects. GRIP divides a project into eight distinct stages of which GRIP 3 is single option development (RIBA concept design) and GRIP 4 is single option development (RIBA spatial coordination)
STAG	Scottish Transport Appraisal Guidance



## 1 Introduction

Network Rail is proposing to develop a new railway station at East Linton on the East Coast Mainline. This Design and Access Statement has been prepared by IDP Architects in support of Network Rail's planning application for the construction of the new station.

The proposals for a new station at East Linton comprise a new station car park for 128 vehicles, transport interchange (cycle facilities) new local paths, 2no. new platforms on the existing railway embankment, new access for all footbridge serving the platforms, carpark, and station entrance from the north, station furniture (shelters and seating) and operational equipment. Road access to the station is to use the existing road network through the adjacent Miller Homes Development to the south of the railway.

This document has been prepared following pre-application guidance from East Lothian Council confirming that a Design & Access Statement was to accompany the planning application. This statement follows the guidance for preparation of a Design & Access Statements under Planning Circular 3/2013: Development management procedures, "explaining the design principles and concepts that have been applied, and how issues relating to access for disabled people to the development have been dealt with.". Further this statement seeks to inform the planning decision-making process by demonstrating the "development proposals are based on a carefully considered design process and address the needs of people with disabilities in terms of access to the development and how such arrangements will be maintained"

## 2 Background to the New Station

The current proposal for a new station at East Linton, developed from an extended period of feasibility and assessment undertaken for a number of stakeholders including East Lothian and Scottish Borders Council, SEStrans and Transport Scotland. Further, local campaigning successfully gained political support for a new station.

For East Linton Station, the transport assessments (table 1) built on the initial 1999 feasibility and culminated in a STAG 3 assessment "Edinburgh-Dunbar-Berwick-upon-Tweed Study" completed November 2013 by MVA Consultancy for East Lothian Council, Scottish Borders Council and SEStrans. This was followed with an addendum issued in 2016 updating the business case for the stations based on the delivery costs within Network Rail's GRIP 3 option selection report. This report was delivered by Network Rail to assess the various options for a new station and recommend a preferred option.

The Network Rail Grip 3 Option Selection Report recommended the new station be developed with the platforms to the high mileage side (towards Berwick) from the existing underpass (underbridge UB ECM8/65A, 23m 07ch) This recommendation related to the constraints of existing infrastructure and the land allocated for a station car park in the local plan and platform to platform access via the existing underpass with ramps to access the platforms that would be located on the embankment. Potential issues with use of underpass ECM8/65A, were noted as significant drainage pipes located in the underpass and ownership by East Lothian Council ownership, not Network Rail.



2004 Edinburgh to Berwick Local Rail Study	<i>Reviewed and updated the 1999 East Lothian Study and extended the scope from East Lothian to Berwick upon Tweed. Re-opening the station at Reston is considered for the first time. New stopping service to East Linton, Dunbar, Reston, and Berwick upon Tweed included in Regional Transport Strategy</i>
2005 Edinburgh to Berwick Local Transport Study STAG 1 Report	<i>Extended the 1999 / 2004 studies to consider all transport modes in the corridor in a full STAG context – shortlisted three options (1 rail-based and 2 bus-based) to take forward to STAG Part 2 [not subsequently undertaken]</i>
2007 SEStrans Regional Transport Strategy	<i>New stopping service to East Linton, Dunbar, Reston, and Berwick upon Tweed included in Regional Transport Strategy</i>
2011 Feasibility Study: Enhanced Rail Services between Edinburgh and Newcastle	<i>Operational and financial study - determined the availability of train paths in the corridor and produced BCRs, revenue and patronage forecasts for an Edinburgh–Dunbar–Berwick service with new stations at Reston and East Linton – business case and outline technical feasibility established</i>
2013 Edinburgh – Dunbar – Berwick Study	<i>(i) more detailed consideration of non-rail options (broadly from STAG Part 1) and (ii) developing the business case for rail further</i>
GRIP Stage 3 - Option Selection Report 30th November 15	<i>Network Rail development and assessment of options</i>
2016 Business case update	<i>Addendum to 2013 study to reflect Network Rail Report</i>

Figure 1 Schedule of Transport Studies by various stakeholders

Scottish Planning Policy (SPP) published in June 2014, sets out national planning policy. It introduced a presumption in favour of development that contributes to sustainable development. In particular, this supports delivery of infrastructure, e.g. transport and prioritises sustainable and active travel choices, such as walking, cycling and public transport. The Connected Places Policy states “The planning system should support developments that

- optimise the use of existing infrastructure;
- reduce the need to travel;
- provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport;
- enable the integration of transport modes; and
- facilitate freight movement by rail or water.”

The construction of a new station at East Linton addresses a number of these issues and are fully evaluated in the Transport Assessment.

Regionally, The South East Scotland (SES) plan 2013, establishes the planning policy direction with regard to a new station at East Linton and the East Lothian Local development plan 2018 supports a new rail station to promote improved connections to Edinburgh via further sustainable transport options. The plan safeguards the site accessed via Andrew Meikle Grove to the south of the east coast mainline for a future rail station.

## 2.1 Context

### 2.1.1 Historical Context

‘Linton’ is identified on the Roy Lowlands map of 1750 with a number of buildings along the north (east) bank of the River Tyne and an established bridge crossing the river on the main



Edinburgh to London Road. The change of name to East Linton was a direct result of the construction of the railway station on the new North British Railway between Edinburgh and Berwick, opened in 1846, following which it was necessary to distinguish the village from West Linton.

A series of buildings along the platform and the 'Station House' are evident on the early maps. Sidings to the south of mainline are also evident.

The 1890's Ordnance Survey shows a footbridge to the east of the station (at location of existing footbridge) and further east a Signal Box and goods shed with crane in the sidings. The station buildings and station house (Figure 2), now a private dwelling, are constructed in red sandstone with ashlar quoins and slate roofs. There was a large covered area which provided direct access to the platform.



Figure 2 Original East Linton Station (private dwelling)

East Linton Station closed May 1964 following the recommendations of The Beeching Report. The closest railway stations are at Drem and Dunbar.

### 2.1.2 Local Context

East Linton is bypassed to the south by the A1 with junctions approximately 4 miles east and west of the village. It is assumed that the existing Dunbar station will service the bulk of passengers to the east of the village with the new station potentially diverting some passengers from Haddington and west of East Linton away from Drem toward East Linton due to the better road connections via the A1.

The land immediately south west of the station site is residential with the housing immediately adjacent to the railway station site having been developed by Miller homes and comprising