



Construction Traffic Management Plan

Cockenzie Levelling Up Works at Former Cockenzie Power Station and Coal Store, Prestonpans, EH32 9SF

East Lothian Council

Land to the north-west and south of the B1348 and land to the west of the B6371, Cockenzie.

Prepared by:

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Basis of Report

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Acronyms and Abbreviations

CTMP	Construction Traffic Management Plan
ELC	East Lothian Council
HGV	Heavy Goods Vehicle
IEMA	Institute of Environmental Management and Assessment
LPA	Local Planning Authority
LRA	Local Roads Authority
SLR	SLR Consulting Limited



1.0 Introduction

1.1 Overview

East Lothian Council (ELC) approved a planning application (Ref: 24/00324/PM) on the 15th July 2024 for enabling works comprising the relocation and regrading of materials from on-site earthwork bunds for the creation of developable platforms and associated works at land at the former Cockenzie Power Station and Coal Store, Prestonpans, East Lothian.

The works to be undertaken are as follows:

- form a temporary haul route from the north-west corner of the former coal store to the B1348 and a temporary access to the B1348 on both its north and south sides;
- remove the earthwork bunds around the former coal store site, including concrete structures and rail infrastructure on, within and around the coal store site and earthwork bunds;
- transport bund material from the former coal store to infill the void that exists on the site of the former Cockenzie Power Station following its removal; and
- re-grade the former coal store site with the remaining bund material.

It is intended that the above works will create developable platforms on the site of the former Cockenzie Power Station and coal store site upon which future development proposals that will facilitate economic growth, including net zero infrastructure and employment, can be constructed. These future development proposals will be the subject of a separate planning application(s).

An Outline Construction Traffic Management Plan (CTMP) was submitted with the planning application and this final version has been prepared by SLR Consulting Limited (SLR) on behalf of the applicant and incorporating information from the Principal Contractor (Balfour Beatty) to set out the management of construction traffic associated with the proposed development and to discharge planning condition no. 2.

“An updated Construction Traffic Management Plan (CTMP) to minimise the impact of construction activity on the amenity of the area, including from the effects of noise and dust, shall be submitted to and approved by the Planning Authority prior to the commencement of development.

The CTMP shall recommend mitigation measures to control construction traffic, shall include hours of construction work and routes of construction traffic to/from the site. It shall also make recommendations in respect of how building materials and waste will be safely stored and managed on site.

The CTMP will show that all construction traffic will arrive to and depart from the site from the B6371 to the east, coming from the A1 and the B6371 to the south.

The CTMP shall also include a scheme of monitoring and engagement to understand how motorised and non-motorised general traffic interacts with the crossing controls on the B1348 public road, including on pupil movements on the route to and from Preston Lodge High School.

Thereafter, the CTMP shall be implemented and complied with in accordance with the approved details for the period of construction of the development hereby approved.

Reason: To minimise the impact of construction activity in the interests of the amenity of the area.”



1.2 Site Description

The site encompasses land to the north-west and south-east of the B1348 and west of the B6371 in Cockenzie. The site lies between the villages of Cockenzie, Prestonpans and Port Seton and the site boundary adjoins the southern shores of the Firth of Forth.

The site location is set out on **Drawings CLUW-PLAN-001** and **CLUW-PLAN-002** in **Appendix A**.

The existing site layout is set out on **Drawings CLUW-PLAN-003, CLUW-PLAN-004** and **CLUW-PLAN-005**, provided in **Appendix B**.

1.3 The Proposed Development

The proposed development will allow for the formation of developable platforms on the sites of the former Cockenzie Power Station and coal store. The proposed development will be carried out in two phases as set out below:

Phase One:

- Form a temporary haul route from the north-west corner of the former coal store to the B1348 and a temporary access to the B1348 on both its north and south sides;
- remove the remainder of the existing railway line on the southern section of the eastern bund around the former coal store site;
- remove the rail underpass bridge on the southern section of the eastern bund around the former coal store site;
- remove the northern, western and southern earthwork bunds and the southern section of the eastern bund around the former coal store site; and
- transport bund material from the former coal store site to infill the void that exists on the site of the former Cockenzie Power Station following its removal.

The proposed site layout for Phase One is set out on **Drawings CLUW-PLAN-006, CLUW-PLAN-007** and **CLUW-PLAN-008** provided at **Appendix C**.

Phase Two:

- Remove the northern section of the eastern bund including the concrete coal conveyor tunnel within;
- remove the base of the former Wagon Discharge House which sits between the northern and southern sections of the eastern bund; and
- re-grade the former coal store site with the remaining bund material.

Following the completion of Phase Two, it is anticipated that there will be a stockpile of material remaining within the north-east corner of the former coal store site which will be utilised as fill material should any soft spots or depressions occur during the development. It is anticipated that this stockpile will consist of aggregate and soil.

The proposed site layout for Phase Two is set out on **Drawings CLUW-PLAN-010 & CLUW-PLAN-011**, provided at **Appendix D**.

It is estimated that 175,000m³ of material will be required to infill the void site and this will be excavated from the existing earthwork bunds around the former coal store. This material will be transported to the site of the void using four articulated dumper trucks (Volvo A40Gs, or similar), each with a capacity of approximately 18m³. It is anticipated that these vehicles will run continuously throughout a nine-hour working day over a 5-month period, subject to weather conditions at the time of the works. There is expected to be 216 two-way HGV trips per day between the bund site and the void.



The temporary haul route will be 9m in width and 600m in length. It will egress from the north-west corner of the former coal store site and will initially run parallel to the existing access road that serves the former coal store. As it nears the adopted road, the haul road will divert away from the existing road alignment, continuing in a north direction and will be constructed to a proposed crossing at the B1348 Edinburgh Road.

The drawings, prepared by Balfour Beatty, showing the haul road and crossing at the B1348 Edinburgh Road are provided in **Appendix E**.

It is intended that, upon completion of the proposed development, the temporary haul route will be removed, and the land restored to its former condition. It should be noted however, that the temporary haul route layout overlaps with the already consented link road (Planning Application Reference: 22/00440/P) and the in-principle planning permission for the Seagreen substation (Planning Application Reference: 21/00290/PPM). Therefore, any reinstatement may only be partial if these permanent development proposals come forward.

Material removed from the bunds will initially be used to infill the void of the former power station and following completion of the up filling of the void, the remaining material (approximately 225,000m³) will be regraded over the former coal store to provide a level and developable platform.

Upon completion of the above works, it is intended that the created platforms will have a 150mm thick type 1 layer placed over the fill material within the void at the former power station. The platforms created within the Coal Store shall be seeded with a grass mix. Once established, the vegetation will assist with binding the surface soil together until the next phase of development comes forward on the sites.



2.0 Roles and Responsibilities

2.1 Applicant

ELC (the applicant) will have overall responsibility to ensure the Principal Contractor (Balfour Beatty) implements the CTMP.

2.2 Principal Contractor

Balfour Beatty will be required to implement the measures within this CTMP and to propose and make modifications to the Plan during the planning and construction process, if required. Monitoring of the CTMP will be undertaken by Balfour Beatty and any necessary amendments will be made in consultation with ELC as the Local Road Authority (LRA).

Douglas Mackay (the nominated liaison officer at Balfour Beatty) is responsible for the co-ordination of all elements of traffic and transport during the construction process and will liaise with the local community (including Preston Lodge High School) so that the community have a direct point of contact to discuss matters pertaining to the traffic management or site operation.

Douglas' contact details are:

douglas.mackay@balfourbeatty.com

07860 467317

Balfour Beatty is committed to putting in place effective communication channels, and record and act on comments, complaints or queries during the construction programme.



3.0 Construction Programme and Anticipated Vehicle Movements

3.1 Construction Programme

The proposal is to transport the bund material from the former coal yard to the former Cockenzie Power Station over a five-month period, dependent on weather conditions at the time of the works.

The site will operate between the following hours:

- 07:00 – 18:00 hours Monday to Friday;
- 08:00 – 13:00 hours Saturday;
- No working on Sundays or public holidays without prior written permission from East Lothian Council.

For emergency works only outwith the above hours, these will be permitted with Notification for the reason and justification for such works being provided to ELC.

3.2 Vehicle Movements

3.2.1 HGVs

3.2.1.1 Plant and Equipment

There will be around 150 HGV deliveries (300 two-way movements) for the delivery of plant and equipment to the construction site at the beginning of the construction programme and the same number of HGV movements at the end of the construction to remove the plant and equipment. All plant and equipment deliveries will enter and depart the site via the A1 and the B6371.

3.2.1.2 Materials

For the construction of the haul road there will be around 3,300 HGV deliveries (6,600 two-way movements). All material deliveries will enter and depart the site via the A1 and the B6371.

3.2.1.3 Bund Material

It has been confirmed that for the transportation of bund material between the former coal store and the former Cockenzie Power Station, four articulated dumper trucks (Volvo A40G's) will be used, each vehicle having a capacity of circa. 18m³.

There is expected to be 216 two-way movements per day, with an average of 24 per hour.

The number of crossings of the B1348 Edinburgh Road per hour will be minimised with two vehicles crossing (in different directions) at the same time. Based on this, crossing movements will occur six times per hour which equates to once every 10 minutes.

3.2.2 Workforce

The workforce will, on average, be round 35 workers, rising to around 50 at the peak of activity.

Therefore, based on a worst case of single occupancy vehicle movements, there could be 100 car or light goods vehicle (LGV) two-way movements per day.





4.0 Key Construction Details and On-Site Control Measures

4.1 Site Access

4.1.1 HGVs

All construction HGVs will arrive at the existing former coal store site access on the B6371 (known as Loverose Drive) from the A1 and B6371 south.

The access is suitable for HGVs and will be controlled by a gate attendant during operational hours to prevent any disruption to the B6371. The gates will remain open, supplemented by an internal airlock/barrier system, to facilitate all deliveries off the public roads.

Deliveries will also be managed through a delivery booking system, which will ensure that the timing and quantity of deliveries are distributed evenly throughout the day.

4.1.2 Workforce

The workforce vehicle movements will also all arrive and depart from the existing former coal store site access on the B6371 (known as Loverose Drive) to park in the main site compound as shown in the drawing in **Appendix F**.

4.2 Compound and Parking

There will be the following three compounds across the site as shown in the drawing in **Appendix E**:

- Main site compound, located within the former coal store;
- Temporary link road moveable welfare; and
- Satellite welfare compound, located on the former Cockenzie Power Station site.

The main site compound will be constructed to provide site facilities for the workforce and also allow plant and materials to be stored safely and securely.

The main site compound will provide the following:

- Laydown area;
- Storage area;
- Car parking for 40 cars or LGVs
- Parking and unloading areas for HGVs;
- Meeting rooms; and
- Welfare facilities.

The main compound will have sufficient areas available at all times for all vehicles to enter and leave in a forward gear.

The parking area will have safe and secure barriers to segregate all personnel from site plant and vehicle routes. All signage within the designated car parking area must be followed, with no vehicles parked in a way which restricts either vision or access. No parking whatsoever will be allowed on public roads.

The satellite compound will have a canteen, dry room, toilets and parking for 10 cars or LGVs.



4.3 Haul Road and Crossing

4.3.1 Route and Design

The haul road to be constructed to facilitate the transportation of bund material between the former coal yard site and the former Cockenzie Power Station will egress the bund site and initially run parallel to the existing access road. As it nears the adopted road, the haul road will divert away from the existing road alignment, continuing in a north direction and will be constructed to a proposed crossing at the B1348 Edinburgh Road as set out in the drawings in **Appendix E**.

The haul route will be operated by manned signal controls, with the roadway and footway reinforced as part of the proposals to mitigate any negative impact to the adopted road as shown in **Drawing S24008-BBR-TTW-DR-W-0** in **Appendix E**.

4.3.2 Crossing Management

The crossing point will be an automatic 24/7 controlled 2-way junction with a manual override to stop traffic flow on Edinburgh Road and adjoining side road to suit the agreed crossing operation.

Pedestrian fail safe lights will be utilised at the construction vehicle crossing point / vehicle site entrances. These lights will remain green for bike/ pedestrians as a default and will only turn red when the construction crossing operation manually switches all the lights to red.

Pedestrian barriers on the kerb side of the pavement will be utilised to stop pedestrians crossing within 5m of the construction vehicle crossing point and perpendicular pedestrian barriers will be erected on the active travel footpath side to slow down bikes/ scooters etc to ensure they don't continue directly into the crossing point at speed with a new junction layout/ operation.

The construction vehicle crossing point will be controlled on both sides by a gate person/ vehicle crossing marshal, one of which, will manually switch the lights to suit the agreed crossing timings only when the convoy of vehicles are cleaned and ready to cross.

The crossing point will be controlled/ have a gate person or vehicle crossing marshal in place during operational hours.

The vehicle crossing marshal:

- will be in control of the crossing operation/ ensuring the roadway is clean/ clear before/during and after the convey traverses;
- shall ensure wheelwashing/ passive cleaning measures are in place and effectively implemented either side of the crossing in accordance with the CEMP.
- shall ensure the lights, signage and junction is in operation and working appropriately;
- shall monitor the daily condition of the roadway at the crossing point and the approaches;
- will ensure the safety and control of pedestrian/ active travel crossing points;
- will ensure the control and placement/ removal of a vehicle barrier across the entrance during operational hours and then the securing of vehicle gates during non-crossing/ non-operational hours; and
- shall ensure the speed limit of approaching/ crossing site vehicles is controlled and does not exceed 10 mph.



The general principles of how the haul road crossing will operate is shown in the drawing in **Appendix G**.

4.3.3 Crossing Monitoring (Road Condition)

Balfour Beatty will ensure the following schedule for the monitoring of the condition of the crossing is implemented:

- A full dilapidation survey and report will be undertaken prior to works commencing to the temporary crossing point and construction operation (S96 of RSA194: Roads (Scotland) Act 1984);
- A full report and survey will then be completed once the crossing point is installed, prior to the construction crossing operation commencing, to ensure all parties are satisfied with the temporary arrangement and condition of the roadway at that point;
- The crossing point will be controlled by a designated vehicle crossing marshal;
- The vehicle crossing marshal shall monitor and control the traffic flow, build up and general operation as well as the pedestrian/ active travel safety and crossing at the site entrances;
- The vehicle crossing marshal shall complete daily visual inspection of the crossing and adjacent approach roadway to monitor condition. This inspection will monitor for potholes, breakups, rutting and/or road deterioration. This shall be recorded electronically with photographic evidence;
- On the identification of any road deterioration, this shall be reviewed and reported to ELC;
- Damage as a result of the construction works shall be repaired on an emergency basis or completed as part of routine maintenance during the works. Damage not related to the construction activity shall be reported as per above to ELC; and
- Beyond daily visual inspection, Balfour Beatty shall complete a monthly drone survey / aerial photographs of the road condition to monitor throughout the works. Monthly report and updates shall be issued to ELC.

4.3.4 Crossing Monitoring (Traffic and Pedestrian Interaction)

Balfour Beatty will ensure the following schedule for the monitoring of the interaction with traffic on the B1348 Edinburgh Road and pedestrians using the crossing, is implemented:

- The marshal shall monitor vehicles at the crossing on the B1348 Edinburgh Road (motorised or non-motorised) and pedestrians/ bikes/ e scooters at the crossing and record any incidences whereby:
 - a vehicle, pedestrian, bike or e scooter fail to stop when the lights have turned red to allow a convoy of vehicles to cross between the former coal yard site and the former Cockenzie Power Station site;
 - a pedestrian attempts to climb a closed barrier, or walks in the road to attempt to cross prior to the convoy of vehicles crossing between the former coal yard site and the former Cockenzie Power Station site;
 - the queue of pedestrians/ e scooter users builds back to the Scottish Power access; and
 - Any non-motorised user purposely jeopardises the safety of themselves or others at the crossing



- A fortnightly email update on any such incidences will be provided to ELC with any mitigation proposed to endeavour to eliminate such incidences, to be discussed and agreed with ELC;
- Should there be any incidents (or near misses) involving a pupil from Preston Lodge High School, the reporting to ELC will also include dialogue with the school; and
- The marshal shall report any broken down vehicle or any vehicle that stops in the vicinity of the crossing, to the Site Manager to temporarily haul any vehicles crossing between the former coal yard site and the former Cockenzie Power Station site.

4.4 On-Site Traffic Safety

All construction vehicles will be required to report to site security where they will obtain clear instructions, before further movement is acceptable.

The site speed limit shall be 15 mph (apart from the approach to the crossing, which will be 10 mph) and must be adhered to at all times. Appropriate speed limits within the compounds will be set. Speed limit signs shall be installed on the haul road and within the compounds.

Heavy site traffic will be equipped with audible reversing warning with additional visual aids e.g. reversing cameras, mirrors utilised on all plant. All safety features must be inspected on a daily basis with faults immediately reported to the Foreman Fitter who will assess and repair any damage to the plant. Site management will ensure that all loads are covered fully to limit the loss of material in transit.

4.5 Emission Control

All reasonable effort will be made to ensure that emissions are kept to a minimum on site during the construction phase.

The following section describes the management measures that will be implemented on site to control emissions.

If any complaint is received, it will be logged in the Site Diary. The Site Manager or nominated person will investigate the complaint and will act to identify the source of the nuisance and implement remedial measures where appropriate.

4.5.1 Noise Management

Mitigation and management measures that will be implemented but not limited to on site include:

- Machinery and plant will be chosen, when possible, with noise control measures such as silencers, mufflers etc.;
- All vehicles on site will be regularly and well maintained;
- All equipment will be maintained and operated in accordance with manufacturer's guidance and will be maintained in good working order;
- If possible, electrically powered machinery will be used instead of diesel powered;
- Noise barriers will be constructed, if necessary, in the form of temporary walls or piles of excavated material between the construction activities and any noise sensitive receptors;
- Site equipment will be sited away from noise sensitive receptors; and
- Construction works will only occur during approved times



Any complaint received will be logged in the Site Diary. The Site Manager or nominated person will investigate the complaint and will act to identify the source of the nuisance and implement remedial measures where appropriate.

4.5.2 Vehicle and Plant Emissions

Vehicle and plant emissions on site will be controlled by implementing the following mitigation measures:

- All vehicles and plant will not be left running whilst not in use;
- All vehicles and plant, whilst waiting to be cleaned or cross in convoy, will have the engine switched off;
- If necessary, low emission vehicles will be used and plant will be fitted with catalysis, diesel particulate filters or similar devices;
- If necessary ultra-low sulphur fuels will be used in on site vehicles and plant;
- All vehicles on site will be regularly and well maintained in accordance with the manufacturer's recommendations; and
- Avoidance, if possible, of the use of diesel or petrol powered generators and utilising connections to the mains electricity.

4.5.3 Dust Management and Monitoring

Dust control measures will be integrated on site during the construction phase to minimise emissions of dust and other particulates that could potentially adversely affect local air quality.

Daily, visual inspection at all areas of the construction site and site boundary will be carried out by site personnel. If significant visual dust emissions are observed at the boundaries of the operational areas, action will be taken to suppress the dust. A record of the inspection findings and remedial action taken will be made in the Site Diary.

In order to minimise the emissions of dust from the construction works, the following measures will be implemented:

- Speed limits will be implemented for vehicles using the site;
- All vehicles entering and leaving the site will be covered;
- A water bowser will be on permanent standby to dampen down any surfaces;
- All dust suppression equipment will be kept in good condition and be regularly maintained;
- The haul road, areas of hard standing and concrete surfacing will be maintained and cleaned when necessary;
- Any areas of hard standing or unsurfaced areas will be dampened down in particularly hot or dry periods of time;
- Local public roads will be inspected daily, and if required will be cleaned;
- The Site Manager or nominated person will ensure that all bulk cement and other fine powder materials are delivered to site in enclosed tankers and stored in silos with suitable emission control systems;
- Any materials prone to emitting dust will be stored/stockpiled away from the construction site boundary;



- Discharge heights to the construction plant will be kept as low as possible to prevent windblown dust;
- Site access, the haul road and operational areas will be maintained and repaired to minimise emissions of dust due to uneven and poor surfacing;
- All roads and operational areas will be swept where necessary to reduce dust emissions; and
- A water suppression system will be in place, if necessary, during any demolition works.



5.0 Vehicle Routeing and Off-Site Control Measures

5.1 Vehicle Routeing

No specific routeing is considered to be required for construction workforce vehicles; however, as discussed all will arrive and depart from the existing former coal store site access on the B6371 (known as Loverose Drive).

All HGVs will access the site access to the former coal store yard via the A1 and the B6371.

All delivery contractors and construction staff will be instructed to use the agreed construction access routes, and a number of measures will be implemented to ensure compliance:

- Temporary signs will be installed on the construction access route from the A1 prior to the commencement of construction activities, with the nature and placement of signage to be agreed with ELC as LRA;
- The access route will be communicated by the applicant to all companies and/ or drivers involved in the transport of materials and plant to and from site by HGV construction vehicle;
- Data from HGV vehicles that are fitted with monitoring devices (such as Global Positioning System (GPS) tracking) to record the routes, timing, speed of vehicles when making deliveries, will be available to assist in auditing and complaint investigation; and
- The registration numbers for all HGVs making deliveries will be recorded. Coupled with the HGV monitoring device data (where fitted) outlined above, this will allow a check of any reported breaches of the agreed delivery route and undertake enforcement action if required.

5.2 Driving and Speed Restrictions

Drivers of all vehicles (cars, Light Goods Vehicles (LGVs) and HGVs) will be encouraged to drive in a safe and defensive manner at all times within speed limits.

All cars and drivers of site operative vehicles used for commuting to and from site must be road worthy and legally compliant. All commercial vehicles and drivers must be road worthy and legally compliant.



6.0 Complaints and Enquiry Procedures

6.1 Enquiries and Complaints

It is important that members of the public or interested parties are able to make enquiries or valid complaints about the transport elements of the construction works. Such complaints and enquiries can provide a valuable feedback mechanism which helps reduce potential impacts on sensitive features and also allows the construction techniques to be refined and improved.

All complaints and enquiries will be logged promptly by the applicant and kept on site for review by ELC as LRA upon request.

6.2 Checking and Corrective Action

As outlined above, it is intended for the Final CTMP to be a 'living document' which is updated periodically as and when required.

Each contractor will be responsible for establishing a programme of monitoring, the results of which will be fed back for inclusion within the CTMP if necessary.

Any checking or corrective action required will also be monitored. This methodology will ensure that the construction activities are being undertaken in accordance with the CTMP.

The procedure for addressing non-conformance/ compliance and ensuring that corrective actions are undertaken is outlined below:

- Completion of a Non-Conformance Report – this will record any traffic related incident and work that has not been carried out in accordance with the CTMP or Method Statement;
- Completion of a Corrective Action Report – this will record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint; and
- Action – any necessary actions identified as a result of the above will be allocated to a responsible person, along with a timescale for the action to be undertaken.

Records of the above will be retained by the applicant throughout the construction process. The records will be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.





Appendix A Site Location

Construction Traffic Management Plan

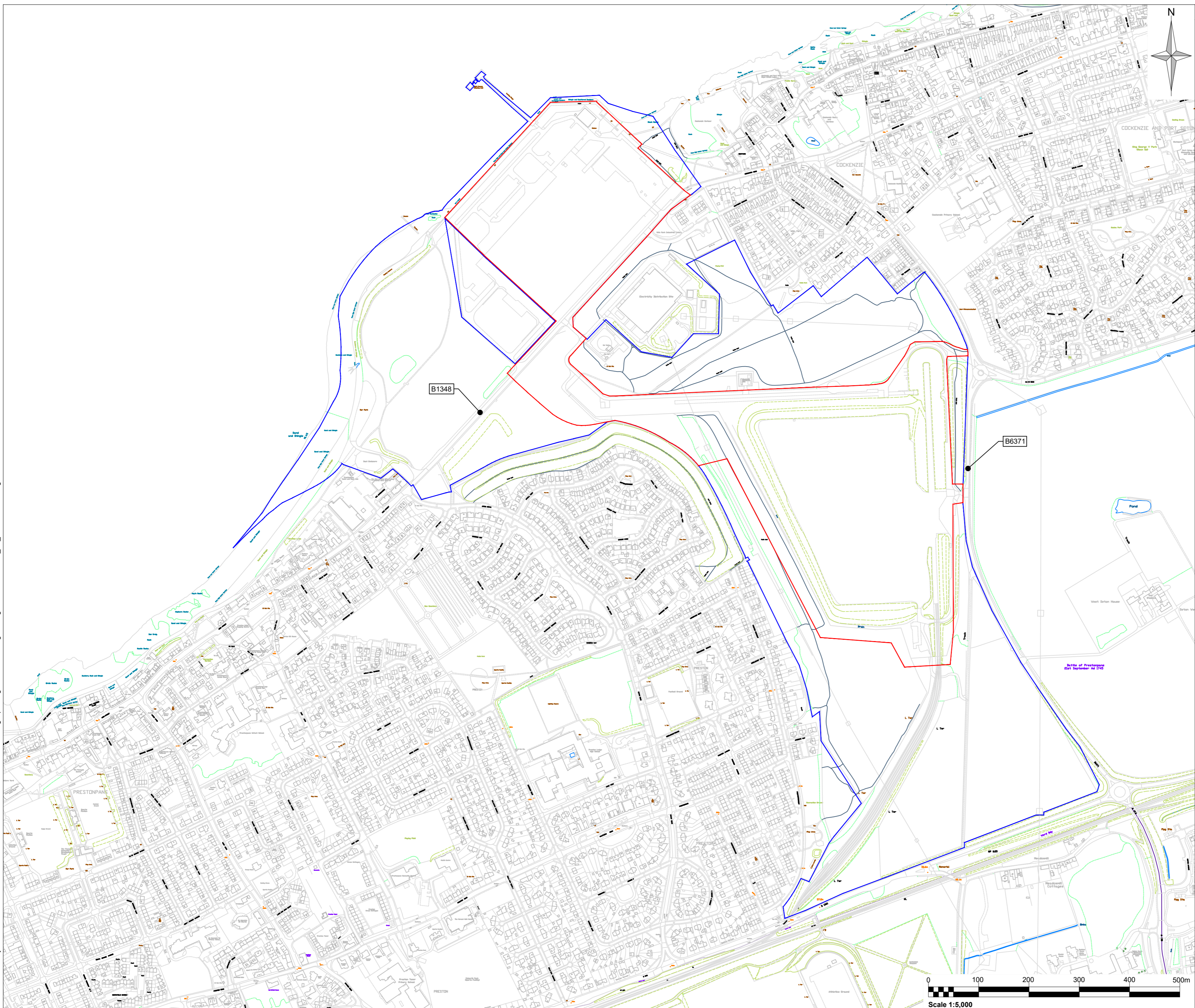
East Lothian Council

SLR Project No.: 405.064926.00001

26 August 2024

26/02/2024

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Notes:

Legend:

- Site boundary
- Land where the applicant has ownership or beneficial interest

P0	Initial Issue	01/24	LB	LD	
Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
East Lothian Council

Project
Cockenzie Levelling Up

Drawing Title
Site Location

Scale 1:5,000	@ A2	SLR Project No. 405.064926.00001
Designed N/A	Drawn LB	Checked LD
Date N/A	Date 01/2024	Date 01/2024

Drawing Number
CLUW-PLAN-001

Rev.
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Notes:

- Legend:
- Site boundary
 - Land where the applicant has ownership or beneficial interest

P0	Initial Issue	01/24	LB	LD	
Rev	Amendments	Date	By	Chk	Auth



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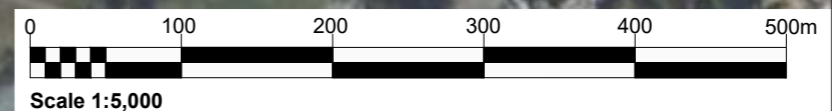
Drawing Status & Suitability Code

Client
East Lothian Council

Project
Cockenzie Levelling Up

Drawing Title
Site Context

Scale 1:5,000	@ A2	SLR Project No. 405.064926.00001
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Date N/A	Date 01/2024	Date 01/2024
Drawing Number CLUW-PLAN-002		Rev. P0





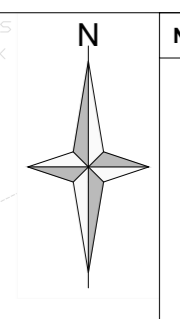
Appendix B Existing Site Layout

Construction Traffic Management Plan

East Lothian Council

SLR Project No.: 405.064926.00001

26 August 2024



Notes:

Legend:

- Site boundary
- Major contours (5m interval)
- Minor contours (1m interval)

Inchcape offshore wind farm substation

Void

Existing access to void

Existing access track

P0	Initial Issue	01/24	LB	LD
Rev	Amendments	Date	By	Chk Auth



Client: East Lothian Council

Project: Cockenzie Levelling Up

Drawing Title: Existing Site Layout - Sheet 1 of 2

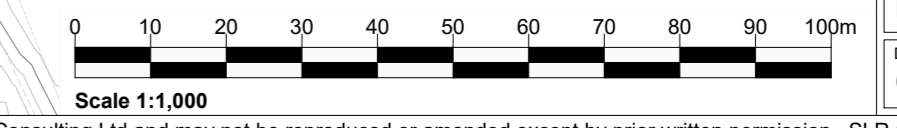
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Design: N/A Drawn: LB Checked: LD

Date: N/A Date: 01/2024 Date: 01/2024

Project: CLUW-PLAN-003.1

Rev: P0



14/01/2024
 www.slrconsulting.com
 405.064926.00001
 01/2024
 LB
 LD
 CLUW-PLAN-003.1
 P0

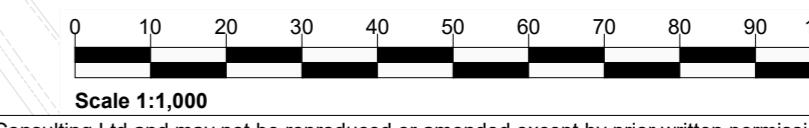
Notes:

Legend:

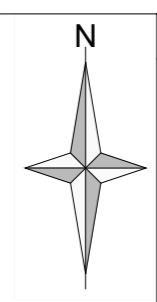
- Site boundary
- Major contours (5m interval)
- Minor contours (1m interval)
- Coal conveyor tunnel / base of former wagon discharge house



P0	Initial Issue	01/24	LB	LD
Rev	Amendments	Date	By	Chk/ Auth
 www.sirconsulting.com				
Client: East Lothian Council				
Project: Cockenzie Levelling Up				
Drawing Title: Existing Site Layout - Sheet 2 of 2				
Scale: 1:1,000	@ A0	SLR Project No: 405.064926.00001		
Designer: N/A	Drawn: LB	Checked: LD	Authorised:	
Date: N/A	Date: 01/2024	Date: 01/2024	Date:	
Drawing No: CLUW-PLAN-003.2				Rev: P0



08/03/2024
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Notes:

Legend:

- Site boundary

Surface bands					
Number	Minimum level	Maximum level	Area (m2)	Volume (m3)	Colour
1	0.500	1.500	41227.876m ²	51954.096	
2	1.500	2.500	3193.481m ²	15203.761	
3	2.500	3.500	2616.850m ²	12483.948	
4	3.500	4.500	5644.265m ²	7811.510	
5	4.500	5.732	5549.376m ²	2811.979	

P0	Initial Issue	01/24	LB	LD	
Rev	Amendments	Date	By	Chk	Auth



Drawing Status & Suitability Code

Client
 East Lothian Council

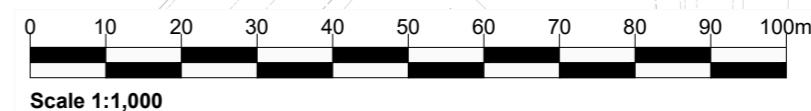
Project
 Cockenzie Levelling Up

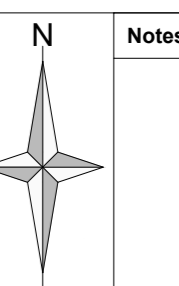
Drawing Title
 Existing Site Layout (West of B1348)

Scale 1:1,000	@ A2	SLR Project No. 405.064926.00001
Designed N/A	Drawn LB	Checked LD
Date N/A	Date 01/2024	Date 01/2024

Drawing Number
CLUW-PLAN-004

Rev.
P0

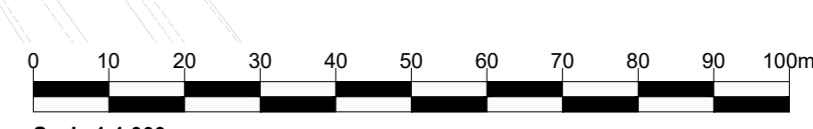




Notes:

	Site boundary
	Coal conveyor tunnel / base of former wagon discharge house
	Existing elevation

Surface bands					
Number	Minimum level	Maximum level	Area (m ²)	Volume (m ³)	Colour
1	11.500	14.000	28142.962m ²	358175.037	
2	14.000	16.500	32764.318m ²	284102.569	
3	16.500	19.000	26735.452m ²	208030.813	
4	19.000	21.500	26496.550m ²	14542.956	
5	21.500	24.000	17760.389m ²	83394.010	
6	24.000	26.500	9643.457m ²	53051.257	
7	26.500	29.000	7867.580m ²	32079.267	
8	29.000	31.500	8822.148m ²	7895.928	



P0	Initial Issue	01/24	LB	LD
Rev	Amendments	Date	By	Chk/ Auth



Client: East Lothian Council

Project: Cockenzie Levelling Up

Drawing Title: Existing Site Layout (East of B1348)

Scale: 1:1,000	@ A0	SLR Project No: 405.064926.00001
Design: N/A	Drawn: LB	Checked: LD
Date: N/A	Date: 01/2024	Date: 01/2024
Author: CLUW-PLAN-005		



Appendix C Proposed Site Layout – Phase 1

Construction Traffic Management Plan

East Lothian Council

SLR Project No.: 405.064926.00001

26 August 2024



Notes:

- Site boundary
- Area to be infilled
- Proposed waste
- Proposed site surface water pipe/manhole network
- Area of bund to be retained during Phase 1
- Proposed ground level
- Existing ground level
- Coal conveyor tunnel / base of former wagon discharge house to be retained during Phase 1
- 2.4m high palisade fence

Rev	Initial Issue	01/24	IG	LD
Rev	Amendments	Date	By	Chk Auth

SLR
www.sirconsulting.com

Client: East Lothian Council

Project: Cockenzie Levelling Up

Drawing Title: Proposed Overall Site Layout (Phase 1)
Sheet 1 of 2

Scale: 1:1,000	@ A0	SLR Project No: 405.064926.00001
Original: N/A	Drawn: LB	Checked: LD
Date: N/A	Date: 01/2024	Date: 01/2024

Scale 1:1,000

0 10 20 30 40 50 60 70 80 90 100m



- Notes:**
- Site boundary
 - Area to be infilled
 - Proposed swale
 - Proposed site surface water pipe/manhole network
 - Area of bund to be retained during Phase 1
 - Proposed ground level
 - Existing ground level
 - Coal conveyor tunnel / base of former wagon discharge house to be retained during Phase 1
 - 2.4m high palisade fence

Rev	Initial Issue	01/24	IG	LD
	Amendments	Date	By	CHK Auth

SLR
www.sirconsulting.com

Client: East Lothian Council

Project: Cockenzie Levelling Up

Drawing Title: Proposed Overall Site Layout (Phase 1) Sheet 2 of 2

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Date: 01/2024	Date: 01/2024	Date:	Date:

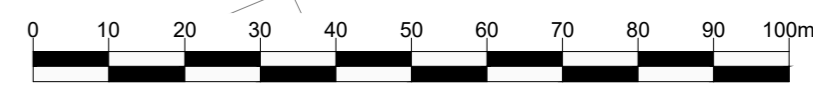
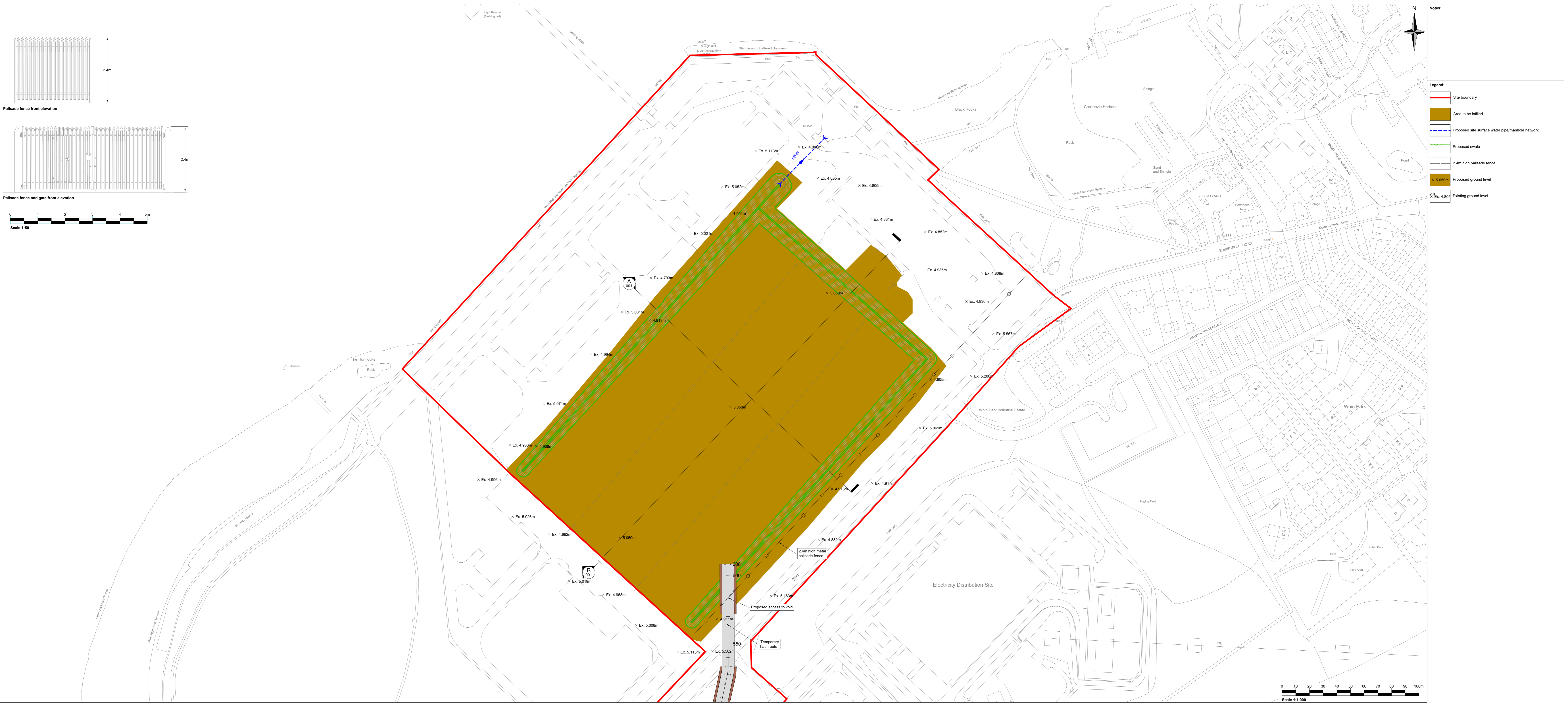
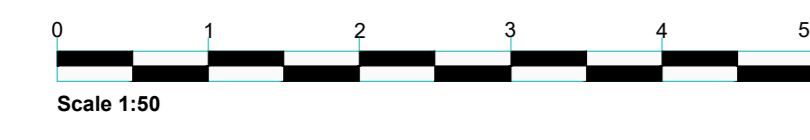
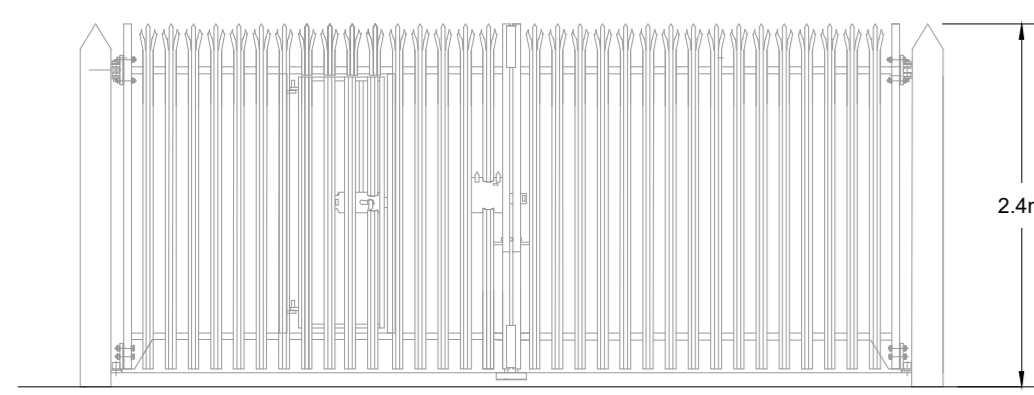
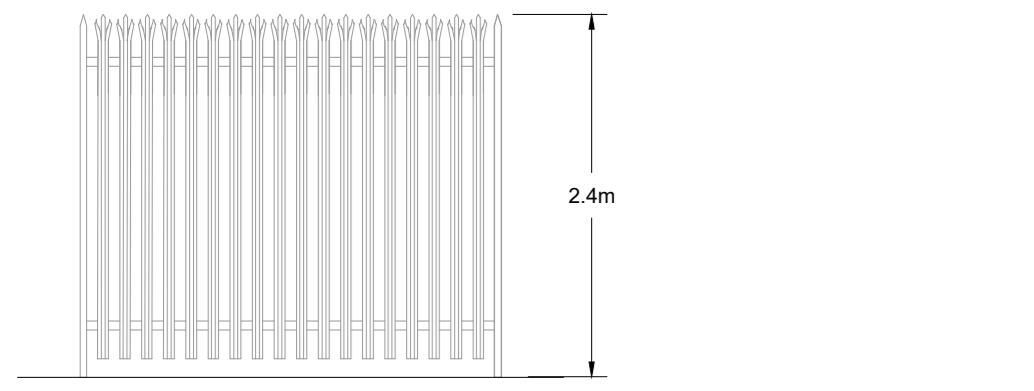
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ETL

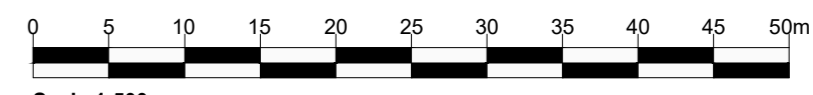
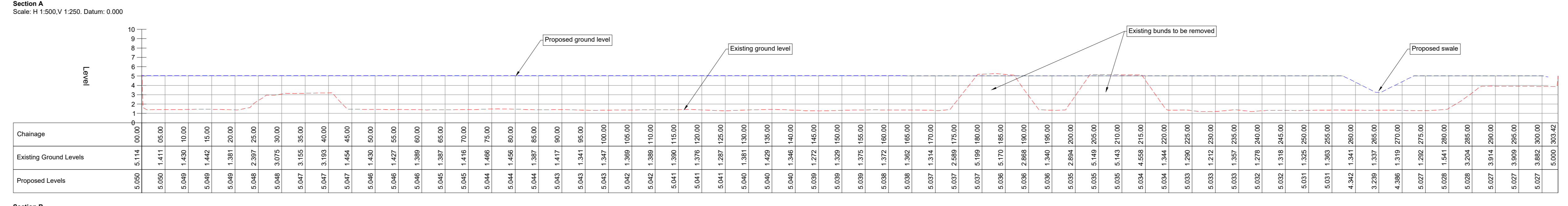
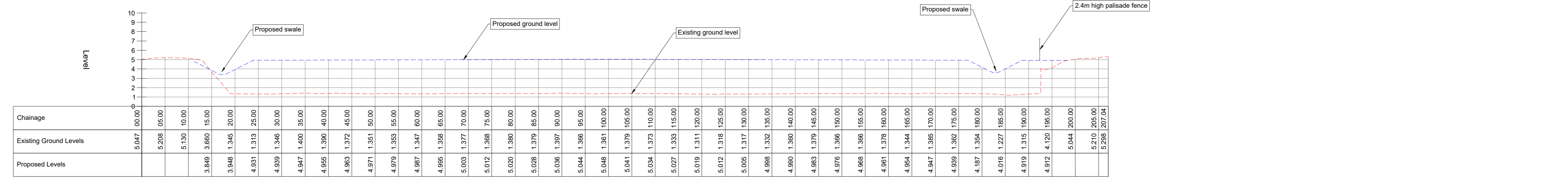
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 20240101
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Notes:

- Site boundary
- Area to be infilled
- Proposed site surface water pipework network
- Proposed swale
- 2.4m high palisade fence
- Proposed ground level
- Existing ground level



Revision History

Rev	Amendments	Date	By	Chk	Auth
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SLR
www.slrconsulting.com

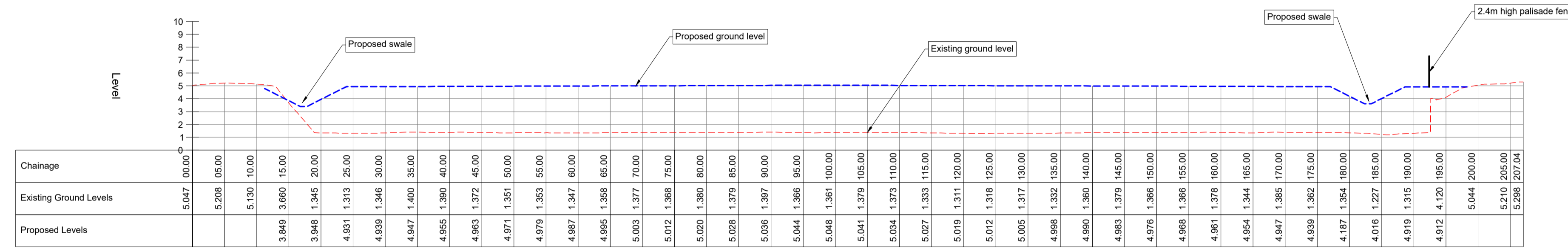
Client
East Lothian Council

Project
Cockenzie Levelling Up

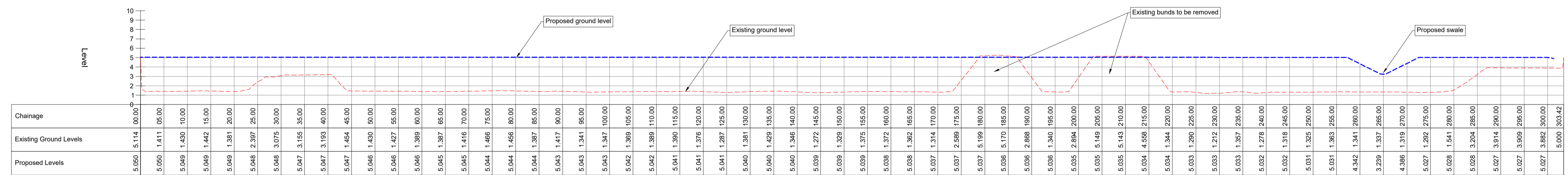
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Proposed Site Layout Phase 1 - Void

As Shown	@ A0	405.064926.00001	
Designer	IG	Checked	
Date	04/03/2024	Date	04/03/2024

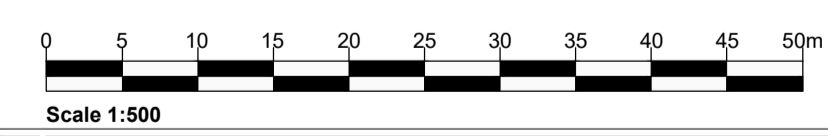
Drawing No: CLUW-PLAN-007.1 **Rev:** P0




Section A
Scale: H 1:500, V 1:250. Datum: 0.000



Section B
Scale: H 1:500, V 1:250. Datum: 0.000





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Client
East Lothian Council

Project
Cockenzie Levelling Up

Drawing Title
Cross Sections Phase 1 (Void & Haul Route)

Design Status & Suitability Code

Designed	Drawn	Checked	Authorised
	IG	LD	
Date	Date	Date	Date
05/03/2024	05/03/2024		

Drawing Number
CLUW-PLAN-007.1

Rev
P0

Scale
As Shown

SLR Project No.
405.064926.00001

PO
Initial Issue

05/04/24
Date

IG
By

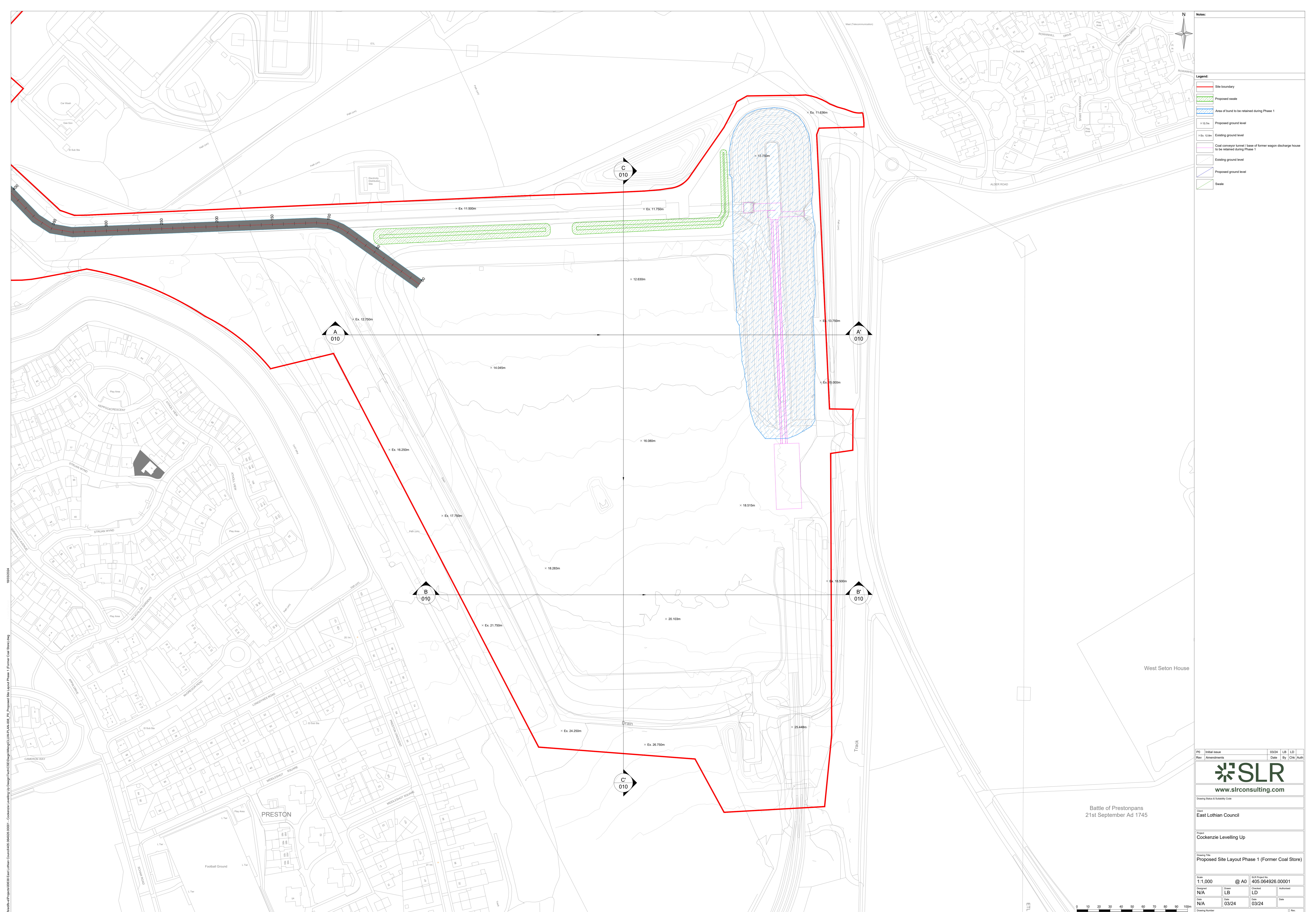
LD
Chk

Auth
Auth

Notes:

Legend:

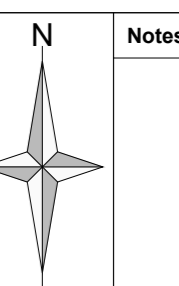
- Existing ground level
- Proposed ground level



- Notes:**
- Site boundary
 - Proposed seals
 - Area of bund to be retained during Phase 1
 - Proposed ground level
 - Existing ground level
 - Coal conveyor tunnel / base of former wagon discharge house to be retained during Phase 1
 - Existing ground level
 - Proposed ground level
 - Seals

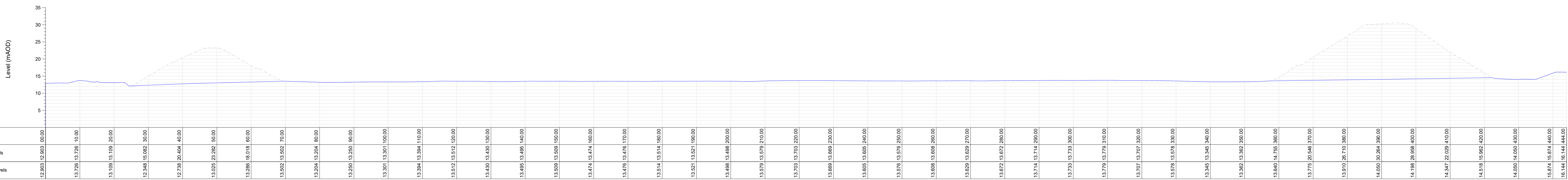
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Drawing Title: Proposed Site Layout Phase 1 (Former Coal Store)	
Client: East Lothian Council	
Project: Cockenzie Levelling Up	
Drawing No: CLUW-PLAN-008.1	
Scale: 1:1,000 Design: N/A Date: N/A	@ AO Design: LB Date: 03/24
Drawing No: 405.064926.00001 Design: LD Date: 03/24	Author: LD Date: 03/24
P0	

18/03/2024
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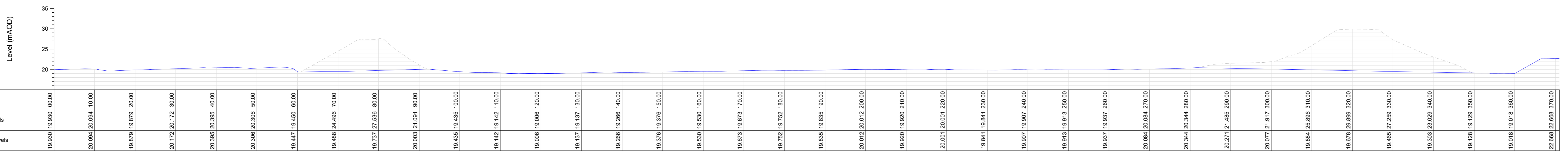


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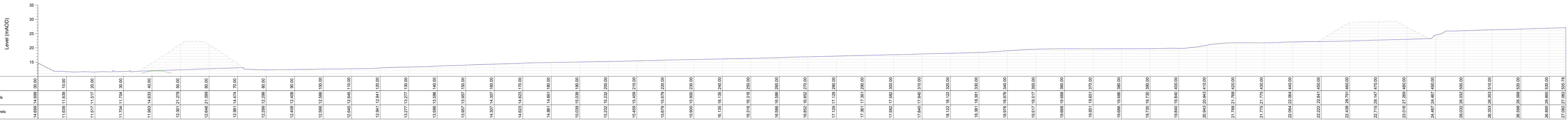
- Site boundary
- Proposed seals
- Area of bund to be retained during Phase 1
- Proposed ground level
- Existing ground level
- Coal conveyor tunnel / base of former wagon discharge house to be retained during Phase 1
- Existing ground level
- Proposed ground level
- Seals



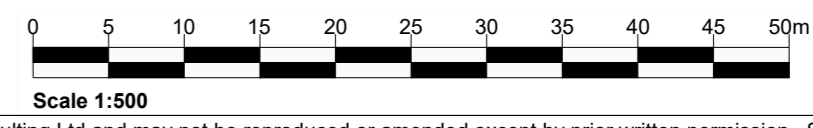
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Section - B-B
Scale: 1:500



Section - C-C
Scale: 1:500



P0	Initial Issue	03/24	LB	LD
Rev	Amendments	Date	By	Cha

SLR
www.sirconsulting.com

Client: East Lothian Council

Project: Cockenzie Levelling Up

Drawing Title: Proposed Site Layout Phase 1 (Former Coal Store) Cross Sections

Scale: 1:500	Drawn: LB	Checked: LD	Approved:
Date: N/A	Date: 03/24	Date: 03/24	Date:

Drawing No: CLUW-PLAN-008.2



Appendix D Proposed Site Layout – Phase 2

Construction Traffic Management Plan


East Lothian Council

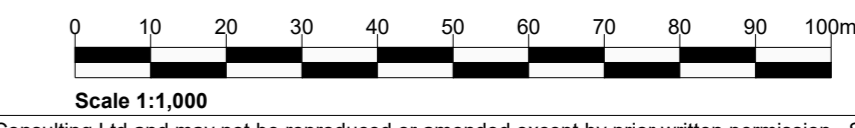
SLR Project No.: 405.064926.00001

26 August 2024



- Notes:**
- Site boundary
 - Area to be infilled
 - Proposed waste
 - Proposed site surface water pipe/manhole network
 - Proposed ground level
 - Existing ground level
 - Coal conveyor tunnel / base of former wagon discharge house to be retained during Phase 1
 - 2.4m high palisade fence

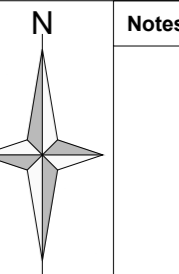
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Rev	Amendments	Date	By	Chk/Auth
 www.sirconsulting.com				
Drawing Status & Security Code				
Client	East Lothian Council			
Project	Cockenzie Levelling Up			
Drawing Title	Proposed Overall Site Layout (Phase 2)			
Sheet 1 of 2				
Scale	AS SHOWN	@ A0	SLR Project No: 405.064926.00001	
Created	N/A	Drawn	LD	Reviewed
Date	N/A	Date	03/24	Date
Project Reference	CLUW-PLAN-010.1			Rev
				P0



Electricity Distribution Site

Notes:

- Legend:**
- Site boundary
 - Area to be infilled
 - Proposed waste
 - Proposed site surface water pipe/manhole network
 - Proposed ground level
 - Existing ground level
 - Coal conveyor tunnel / base of former wagon discharge house to be retained during Phase 1
 - 2.4m high palisade fence



Scale 1:1,000

0 10 20 30 40 50 60 70 80 90 100m

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Rev P0 Initial Issue 03/24 IG LD

Rev Amendments Date By CHA Auth

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Client East Lothian Council

Project Cockenzie Levelling Up

Drawing Title Proposed Overall Site Layout (Phase 2) Sheet 2 of 2

Drawn AS SHOWN @ AO 405.064926.00001

Check N/A LB LD

Date 03/24 03/24

Project No CLUW-PLAN-010.2

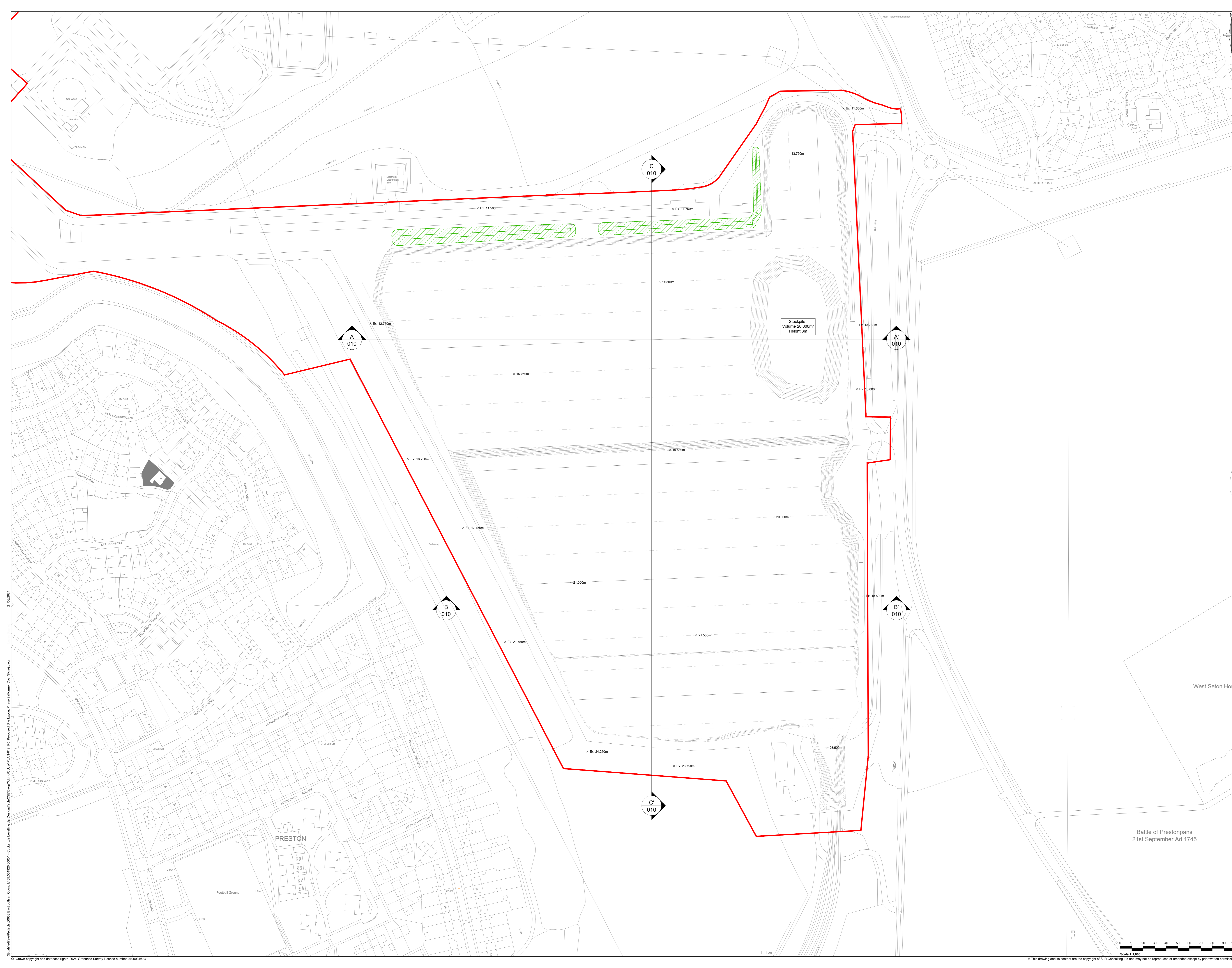
Rev P0

West Seton House

Battle of Prestonpans 21st September Ad 1745

PRESTON

Football Ground



Notes:

- Site boundary
- Proposed seals
- Proposed ground level
- Existing ground level
- Existing ground level
- Proposed ground level
- Seals
- Stockpile

Rev	Initial Issue	03/24	LB	LD
	Amendments	Date	By	Chk/ Auth

SLR
www.sirconsulting.com

Client: East Lothian Council

Project: Cockenzie Levelling Up

Drawing Title: Proposed Site Layout Phase 2 (Former Coal Store)

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Drawn: N/A	By: LB	Checked: LD
Date: N/A	Date: 03/24	Date: 03/24

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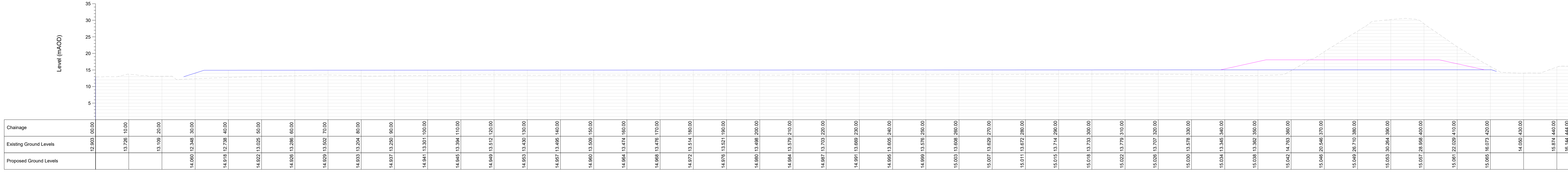
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21/03/2024
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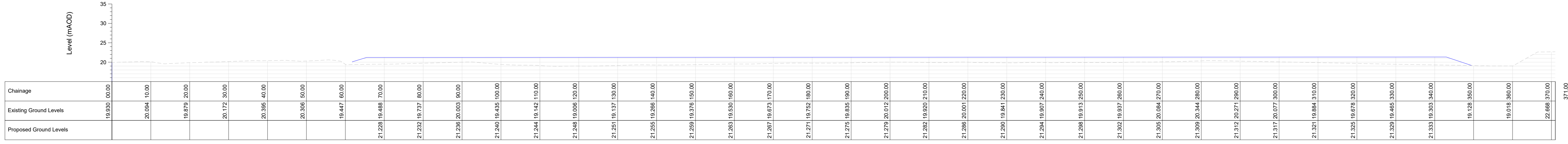
Legend:

- Site boundary
- Proposed seals
- Proposed ground level
- Existing ground level
- Existing ground level
- Proposed ground level
- Seals
- Stockpile



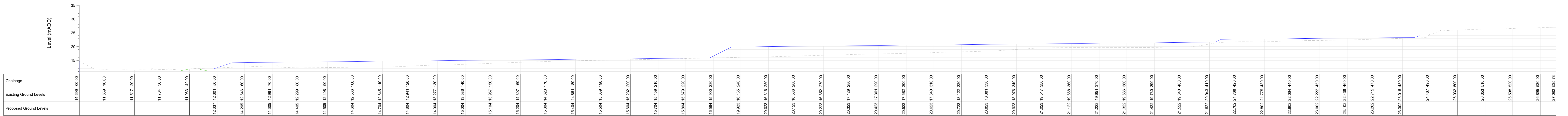
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Scale: 1:1000



Section - B-B'

Scale: 1:1000



Section - C-C'

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P0	Initial Issue	03/24	LB	LD
Rev	Amendments	Date	By	Chk



Drawing Title: Cross Sections Phase 2 (Former Coal Store)

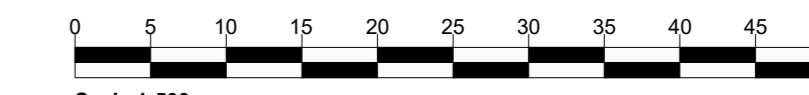
Client: East Lothian Council

Project: Cockenzie Levelling Up

Scale: 1:500

Prepared: N/A	Drawn: LB	Checked: LD	Approved:
Date: N/A	Date: 03/24	Date:	Date:

CUW-PLAN-011.2



21000204



Appendix E Haul Road and Crossing Design

Construction Traffic Management Plan

East Lothian Council

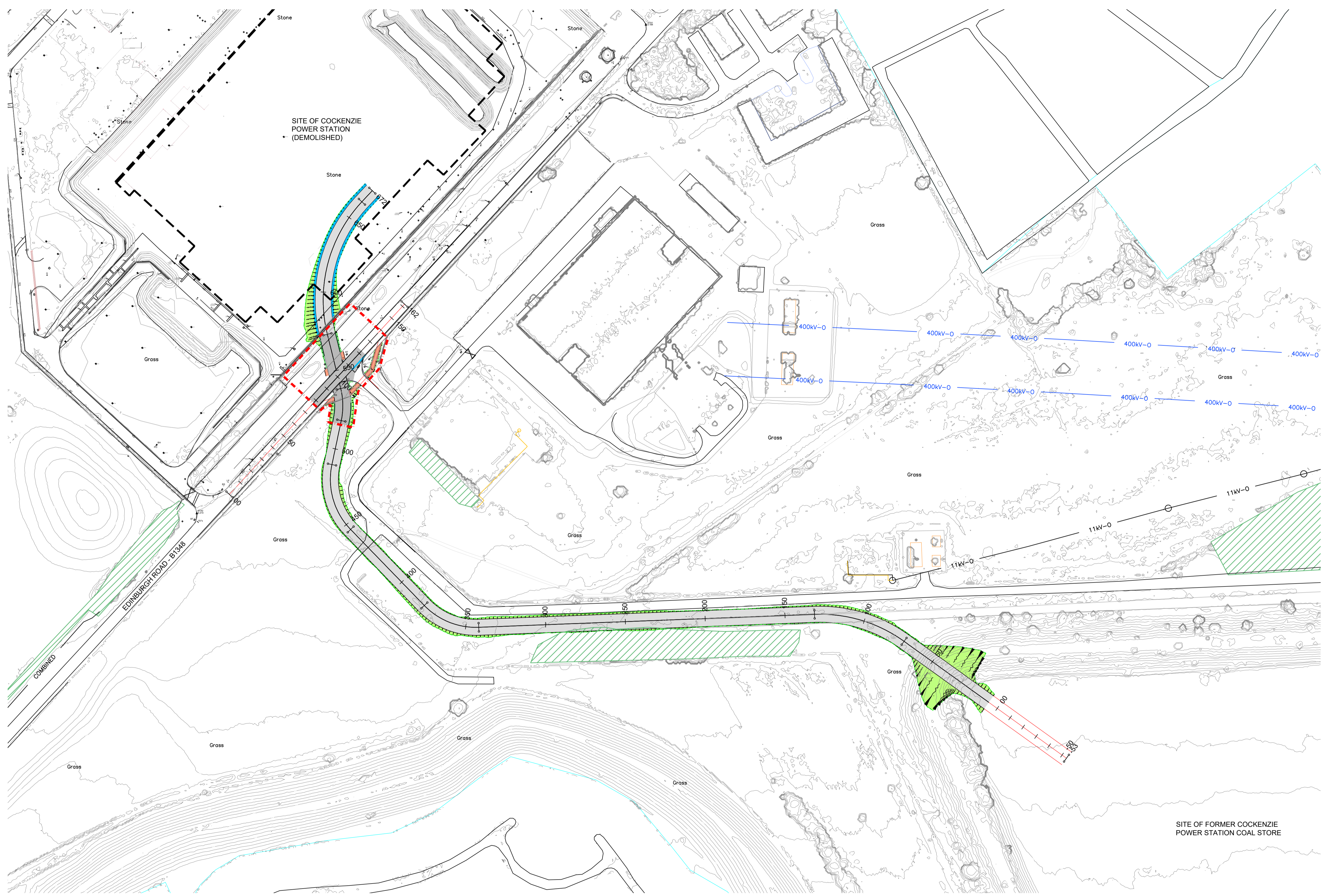
SLR Project No.: 405.064926.00001

26 August 2024

DO NOT SCALE

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PLAN

SCALE 1 : 1250

- NOTES
1. ALL DIMENSIONS ARE IN METRES
 2. ALL LEVELS AND COORDINATES ARE IN METRES TO ORDNANCE SURVEY DATUM
 3. TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
 S24008-BBR-TTW-DR-W-011 PLAN AND PROFILE
 S24008-BBR-TTW-DR-W-012 SITE CLEARANCE
 S24008-BBR-TTW-DR-W-013 CARRIAGEWAY AND FOOTWAY CONSTRUCTION DETAILS
 S24008-BBR-TTW-DR-W-014 KERB AND EDGING DETAILS
 S24008-BBR-TTW-DR-W-015 PROPOSED GROUND LEVEL CONTOURS / SPOT LEVELS

Rev	Description	By	Date	Chkd	Auth



TENDER DRAWING

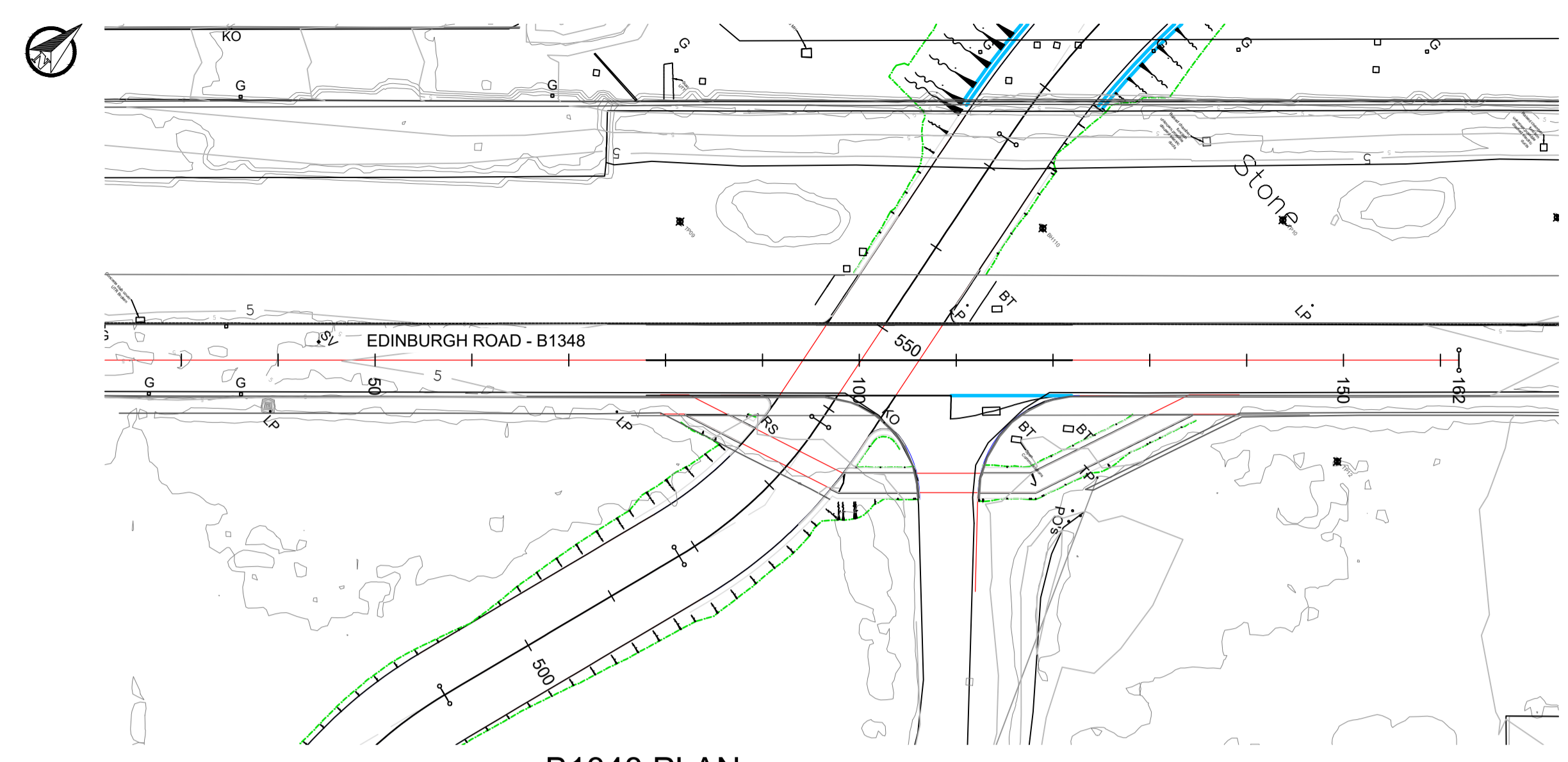
Maxim 7
 Parklands Avenue
 Holytown, ML1 4WQ
 Tel :- 01698 647500

Title			
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Original Scale	Designed/Drawn SWA	Checked	Authorised
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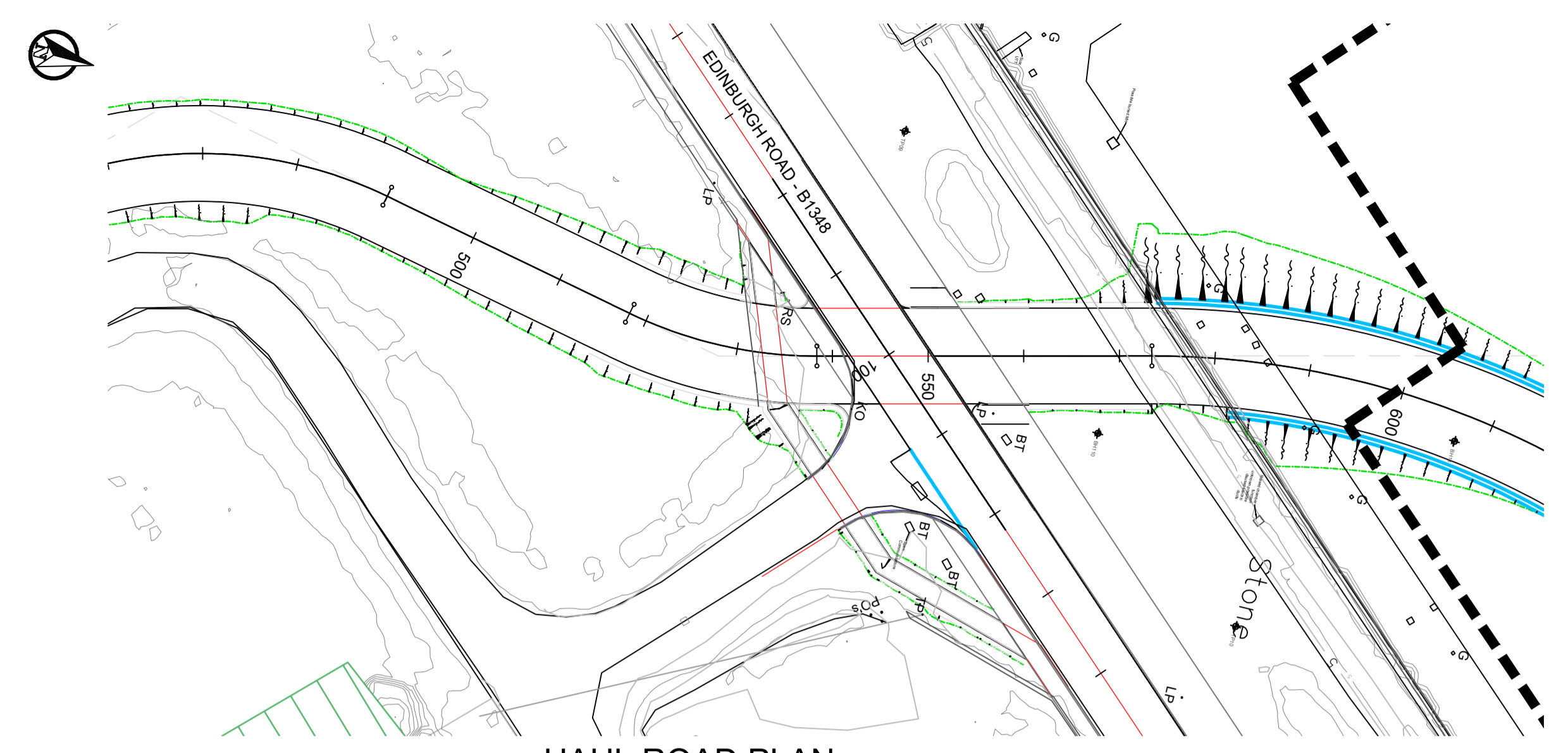
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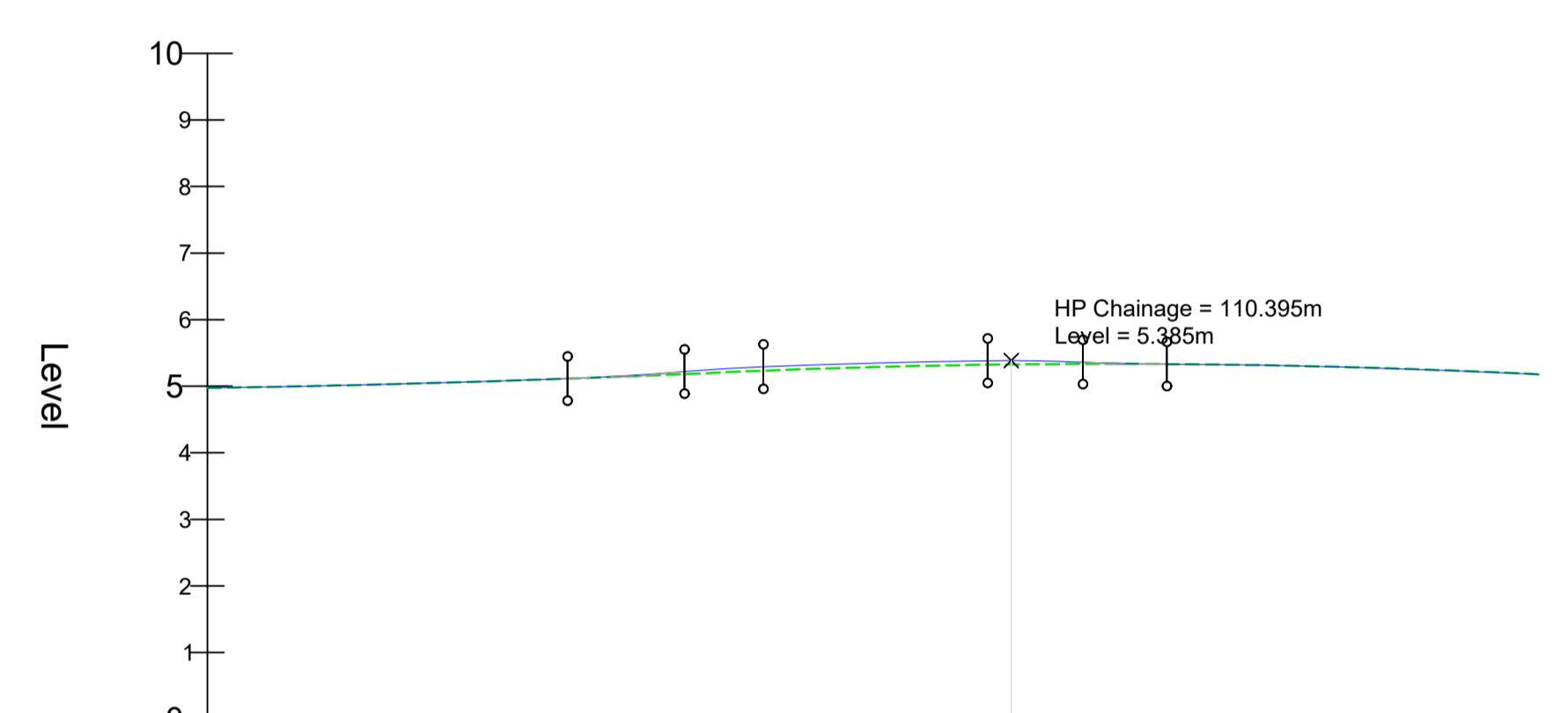
B1348 PLAN

SCALE 1 : 500



HAUL ROAD PLAN

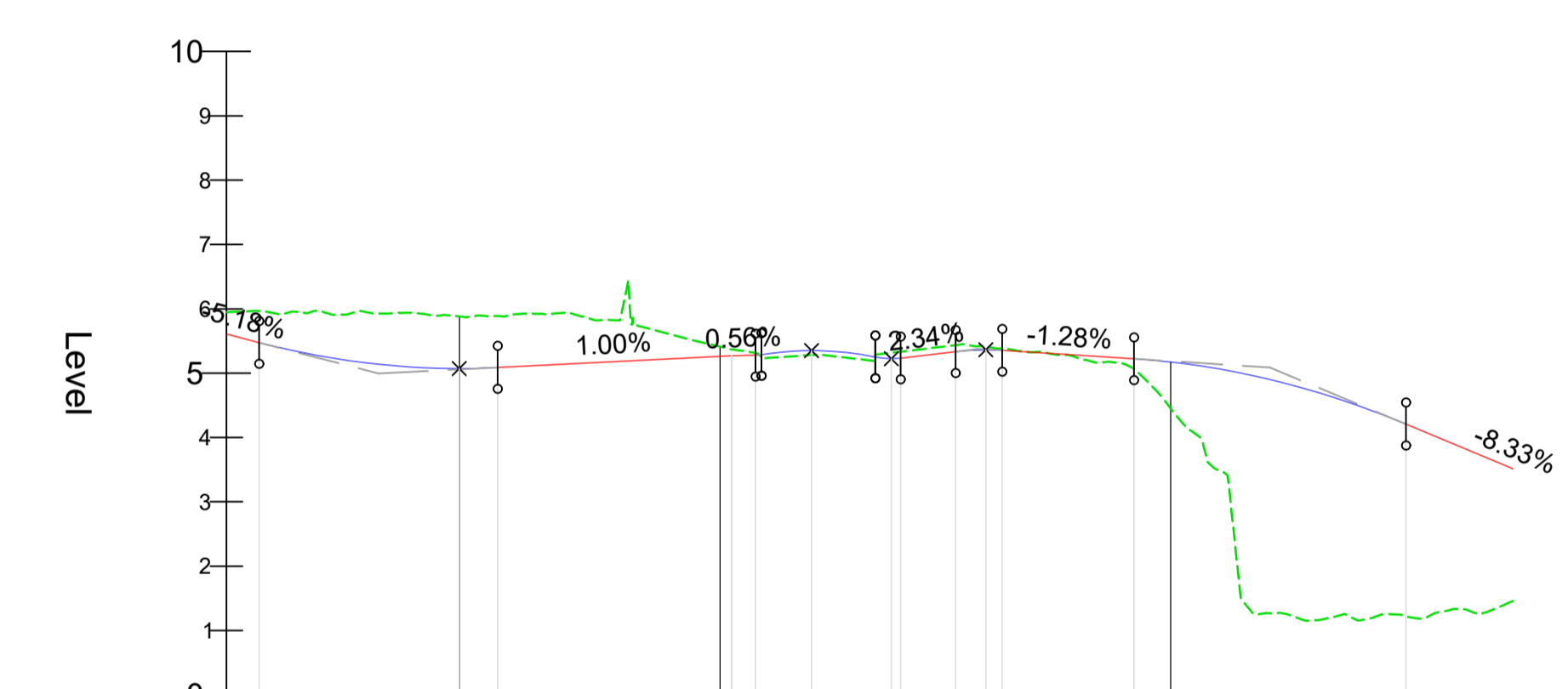
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Chainage	Existing Levels	Proposed Levels	Level Difference	Horizontal Geometry	Vertical Geometry
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70.000	5.066	5.066	0.000		
77.062	5.113	5.113	0.000		
80.000	5.135	5.135	0.004		
85.830	5.183	5.219	0.037		
88.801	5.209	5.263	0.054		
91.772	5.233	5.293	0.060		
100.000	5.287	5.347	0.060		
108.616	5.322	5.382	0.060		
110.395	5.377	5.385	0.008		
112.194	5.350	5.352	0.002		
115.771	5.334	5.362	0.028		
118.920	5.335	5.342	0.007		
122.068	5.332	5.332	0.000		
130.000	5.313	5.313	0.000	R = 3302 K = 33.0 L = 16.844	
140.000	5.261	5.261	0.000	R = 650 K = 6.5 L = 7.155	
150.000	5.180	5.180	0.000	R = 900 K = 9.0 L = 8.769	

B1348 PROFILE

SCALE 1 : 100 (VERTICAL) - 1 : 500 (HORIZONTAL)



Chainage	Existing Levels	Proposed Levels	Level Difference	Horizontal Geometry	Vertical Geometry
500.000	5.946	5.607	-0.339	L = 28.149 R = 45.000 L = 20.247 L = 35.022 R = 90.000 L = 89.306	G = 6.181% K = 3.0 L = 13.142 R = 300 K = 3.0 L = 18.542 G = 1.00% L = 18.192 R = 123 K = 1.2 L = 8.832 R = 100 K = 1.0 L = 3.621 G = -1.279% L = 10.231 R = 300 K = 3.0 L = 21.143 G = -8.326% L = 15.820 R = 18 K = 0.2 L = 4.478 G = 0.56% K = 0.3 L = 1.837 R = 31 K = 0.3 L = 1.968 L = 2.34% L = 4.286
502.548	5.964	5.475	-0.489		
511.819	5.926	5.138	-0.788		
518.091	5.882	5.072	-0.810		
521.090	5.888	5.087	-0.801		
528.246	5.848	5.159	-0.689		
530.000	5.823	5.176	-0.647		
538.369	5.412	5.260	-0.152		
540.000	5.350	5.273	-0.077		
545.481	5.281	5.350	0.069		
550.000	5.198	5.266	0.068		
556.683	5.433	5.334	-0.100		
558.493	5.411	5.360	-0.060		
560.304	5.381	5.385	0.004		
570.535	5.072	5.222	0.150		
573.391	4.451	5.172	0.721		
580.000	1.247	4.901	3.705		
591.678	1.222	4.207	2.985		
600.000	1.455	3.514	2.059		

HAUL ROAD PROFILE

SCALE 1 : 100 (VERTICAL) - 1 : 500 (HORIZONTAL)

NOTES

- ALL DIMENSIONS ARE IN METRES
- ALL LEVELS AND COORDINATES ARE IN METRES TO ORDNANCE SURVEY DATUM
- TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
 S24008-BBR-TTW-DR-W-010 GENERAL ARRANGEMENT
 S24008-BBR-TTW-DR-W-012 SITE CLEARANCE
 S24008-BBR-TTW-DR-W-013 CARRIAGEWAY AND FOOTWAY CONSTRUCTION DETAILS
 S24008-BBR-TTW-DR-W-014 KERB AND EDGING DETAILS
 S24008-BBR-TTW-DR-W-015 PROPOSED GROUND LEVEL CONTOURS / SPOT LEVELS

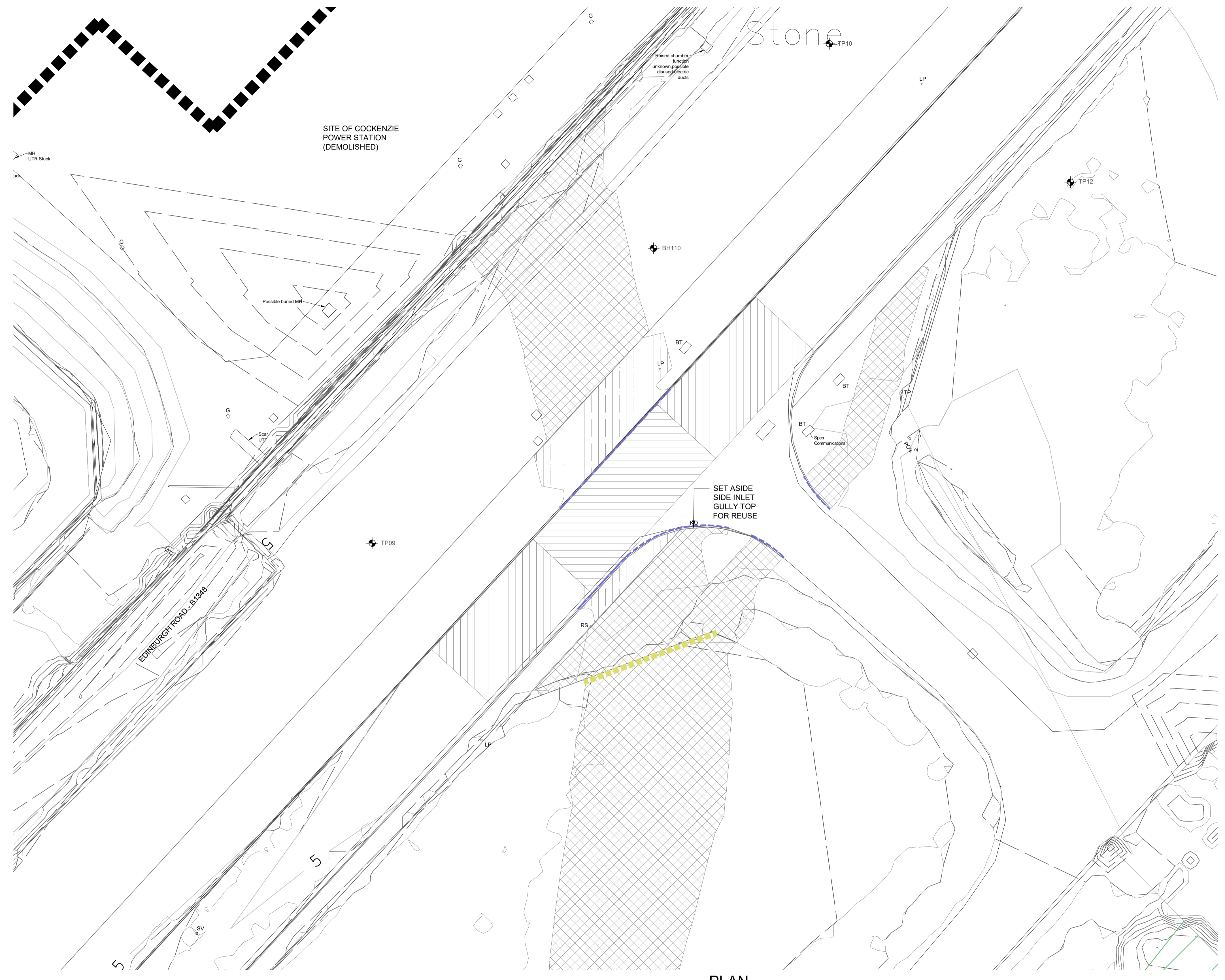
Rev	Description	By	Date	Chk'd	Auth



TENDER DRAWING

Maxim 7
 Parklands Avenue
 Holytown, ML1 4WQ
 Tel :- 01698 647500

Title COCKENZIE POWER STATION REDEVELOPMENT ENABLING WORKS EDINBURGH ROAD - HAUL ROAD CROSSING PLAN AND PROFILE			
Original Scale H = 1 : 500 V = 1 : 100	Designed/Drawn SWA	Checked	Authorised
Suitability S3	Drawing Number S24008-BBR-TTW-DR-W-011	Date 28/06/24	Date
Rev T01	Date		



- COLD MILL 40 mm SURFACE COURSE
- COLD MILL 100 mm SURFACE AND BINDER COURSE. INSPECT BASE COURSE. REMOVE BASE COURSE IF SHOWING ANY SIGNS OF DETERIORATION
- TOP SOIL STRIP AND EXCAVATE TO FORMATION LEVEL
- REMOVE FOOTWAY SURFACING AND EXCAVATE TO FORMATION LEVEL
- TAKE DOWN WALL, SET STONE ASIDE FOR REUSE
- REMOVE KERBS, SET ASIDE FOR REUSE (IF SERVICEABLE CONDITION)

PLAN
 SCALE 1 : 200

- NOTES
- ALL DIMENSIONS ARE IN METRES
 - ALL LEVELS AND COORDINATES ARE IN METRES TO ORDNANCE SURVEY DATUM
 - TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS-
 S24008-BBR-TTW-DR-W-010 GENERAL ARRANGEMENT
 S24008-BBR-TTW-DR-W-011 PLAN AND PROFILE
 S24008-BBR-TTW-DR-W-013 CARRIAGEWAY AND FOOTWAY CONSTRUCTION DETAILS
 S24008-BBR-TTW-DR-W-014 KERB AND EDGING DETAILS
 S24008-BBR-TTW-DR-W-015 PROPOSED GROUND LEVEL CONTOURS / SPOT LEVELS

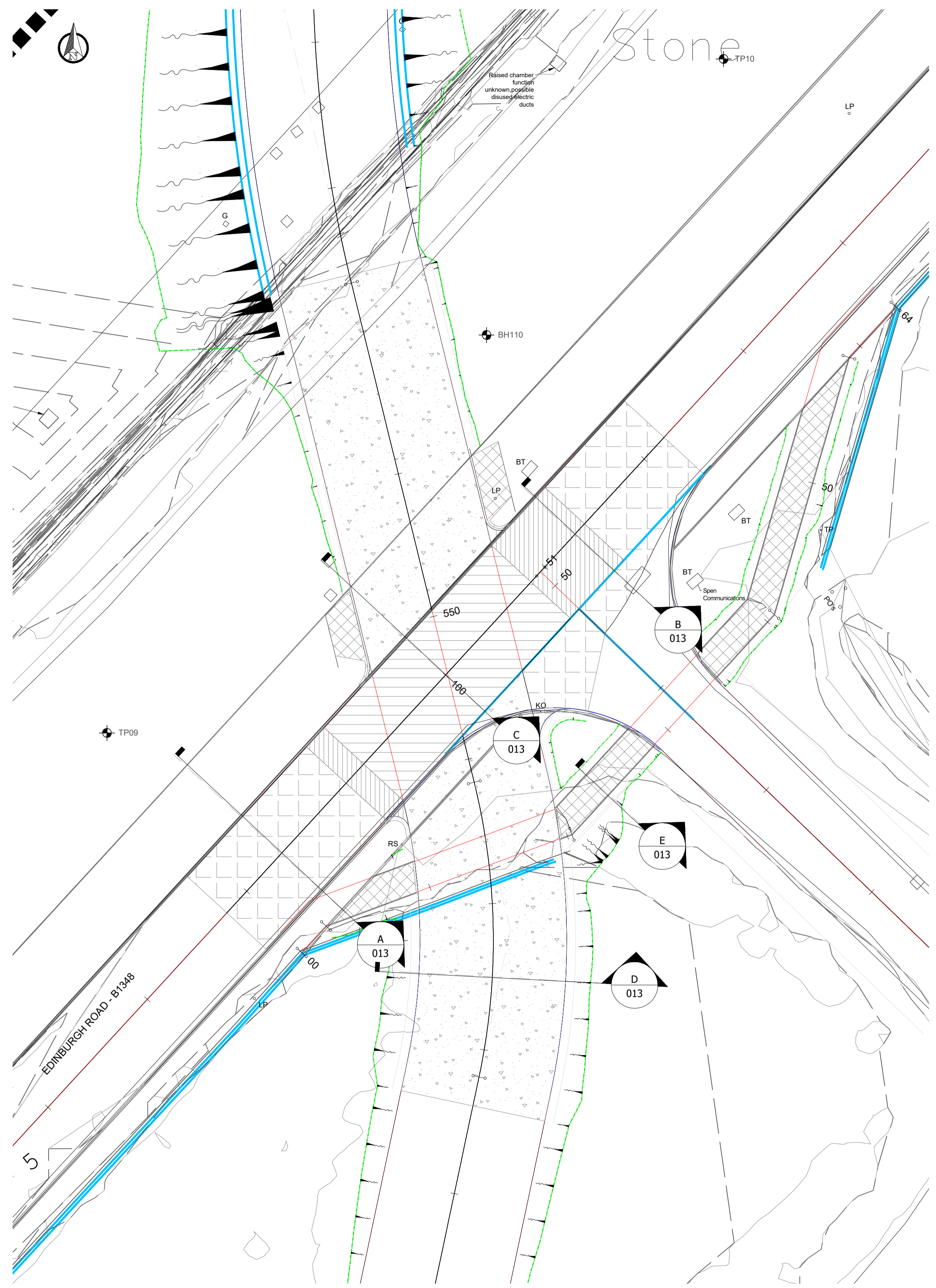
T02	OGL text size revised	DG	23/07/24		
T01	First issue	SWA	28/06/24		
Rev	Description	By	Date	CHK'd	Auth



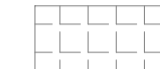




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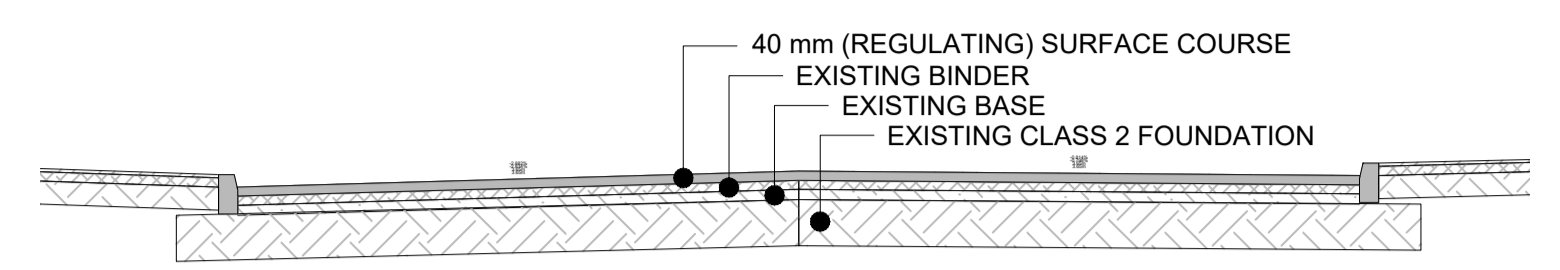
Maxim 7
 Parklands Avenue
 Holytown, ML1 4WQ
 Tel :- 01698 647500

Title COCKENZIE POWER STATION REDEVELOPMENT ENABLING WORKS EDINBURGH ROAD - HAUL ROAD CROSSING SITE CLEARANCE			
Original Scale 1 : 200	Designed/Drawn SWA	Checked []	Authorised []
Date 28/06/24	Date []	Date []	Date []
Suitability S3	Drawing Number S24008-BBR-TTW-DR-W-012	Rev T02	

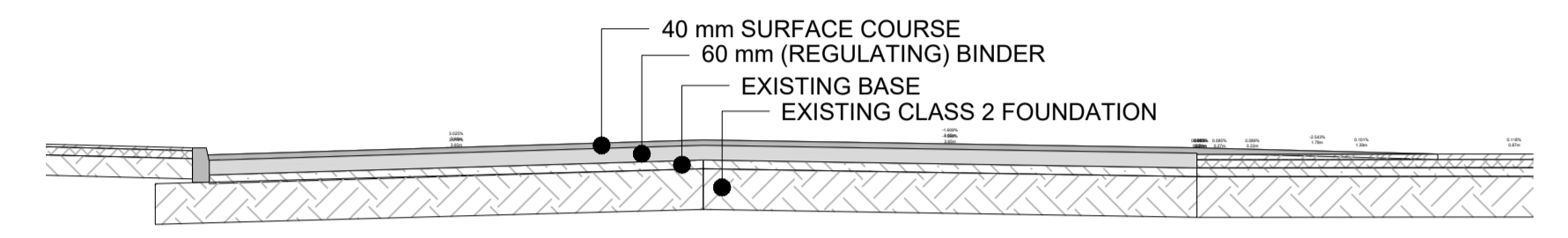


PLAN
 SCALE 1 : 200

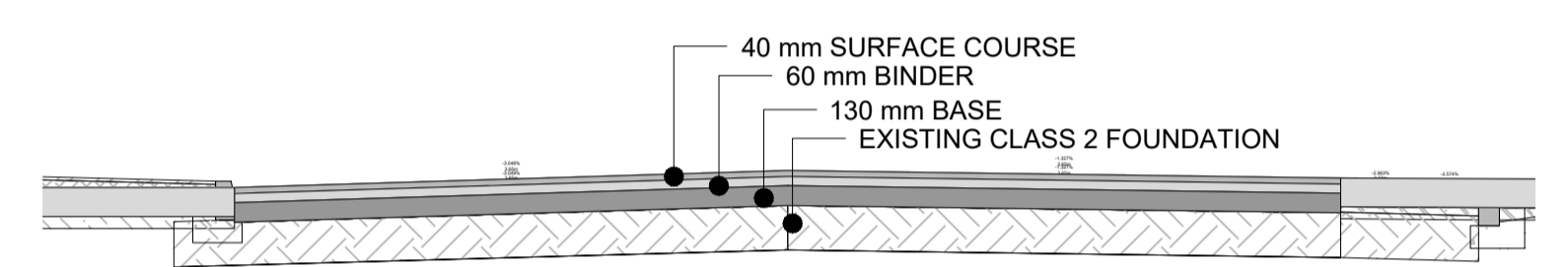
-  40 mm AC10 CLOSE SURF 100/150 REC Cl. 912 (REGULATING)
-  40 mm AC10 CLOSE SURF 100/150 REC Cl. 912
60 mm AC20 DENSE BIN 100/150 REC Cl. 906 (REGULATING)
-  40 mm AC10 CLOSE SURF 100/150 REC Cl. 912
60 mm AC20 DENSE BIN 100/150 REC Cl. 906
130 mm AC32 DENSE BASE 40/60 REC Cl. 906
-  190 mm PAV2 Cl. 1001 WITH C385 MESH 60 mm TOP COVER
80 mm TYPE 1 SUBBASE TO Cl. 803
-  20 mm AC 6 DENSE SURF 100/150 Cl. 909
50 mm AC20 DENSE BIN 160/220 REC Cl. 906
120 mm TYPE 1 SUBBASE Cl. 803



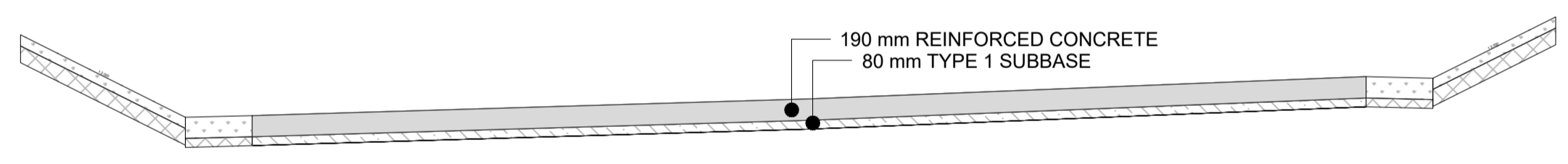
SECTION A-A
 SCALE 1 : 50



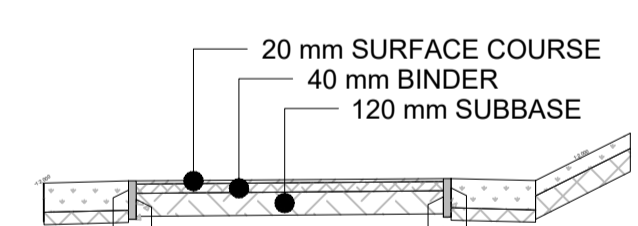
SECTION B-B
 SCALE 1 : 50



SECTION C-C
 SCALE 1 : 50



SECTION D-D
 SCALE 1 : 50



SECTION E-E
 SCALE 1 : 50

- NOTES
1. ALL DIMENSIONS ARE IN METRES
 2. ALL LEVELS AND COORDINATES ARE IN METRES TO ORDNANCE SURVEY DATUM
 3. TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS-
 S24008-BBR-TTW-DR-W-010 GENERAL ARRANGEMENT
 S24008-BBR-TTW-DR-W-011 PLAN AND PROFILE
 S24008-BBR-TTW-DR-W-012 SITE CLEARANCE
 S24008-BBR-TTW-DR-W-014 KERB AND EDGING DETAILS
 S24008-BBR-TTW-DR-W-015 PROPOSED GROUND LEVEL CONTOURS / SPOT LEVELS

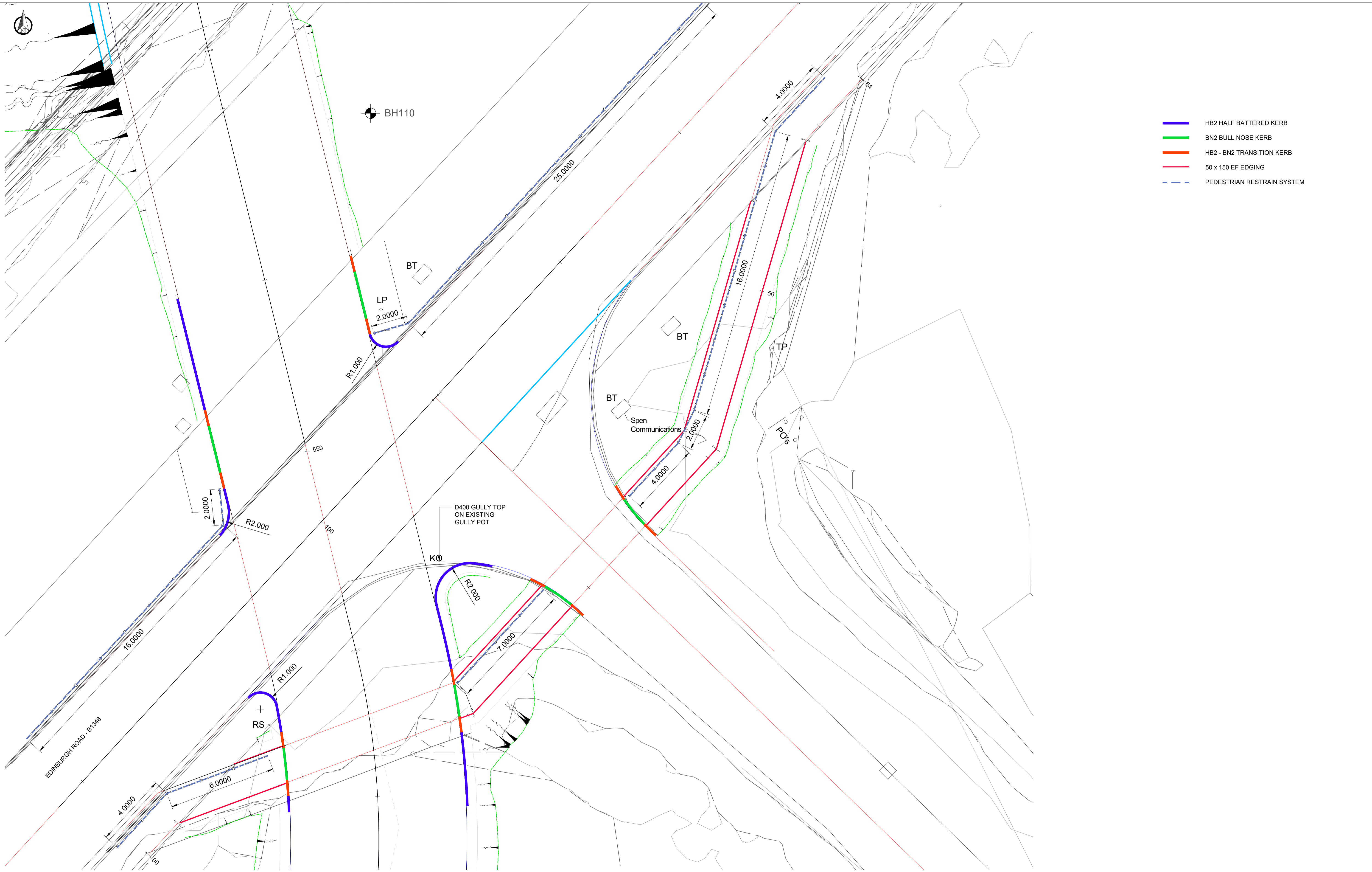
Rev	Description	By	Date	Chk'd	Auth
T03	Hatch key changed, section marks B & C swapped	DG	23/07/24		
T02	Hatches changed as per site comments	DG	23/07/24		
T01	First issue	SWA	28/06/24		



TENDER DRAWING

Maxim 7
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Title COCKENZIE POWER STATION REDEVELOPMENT ENABLING WORKS EDINBURGH ROAD - HAUL ROAD CROSSING CARRIAGEWAY CONSTRUCTION DETAILS			
Original Scale 1 : 200	Designed/Drawn SWA	Checked Date	Authorised Date
Suitability S3	Drawing Number S24008-BBR-TTW-DR-W-013	Date 28/06/24	Rev T03



PLAN
 SCALE 1 : 100

- NOTES
1. ALL DIMENSIONS ARE IN METRES
 2. ALL LEVELS AND COORDINATES ARE IN METRES TO ORDNANCE SURVEY DATUM
 3. TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS-
 S24008-BBR-TTW-DR-W-010 GENERAL ARRANGEMENT
 S24008-BBR-TTW-DR-W-011 PLAN AND PROFILE
 S24008-BBR-TTW-DR-W-012 SITE CLEARANCE
 S24008-BBR-TTW-DR-W-013 CARRIAGEWAY CONSTRUCTION DETAILS
 S24008-BBR-TTW-DR-W-015 PROPOSED GROUND LEVEL CONTOURS / SPOT LEVELS

Rev	Description	By	Date	CHK'd	Auth
T02	Barrier dimensions added as per site comments	DG	23/07/24		
T01	First issue	SWA	28/06/24		



TENDER DRAWING

Maxim 7
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 Tel :- 01698 647500

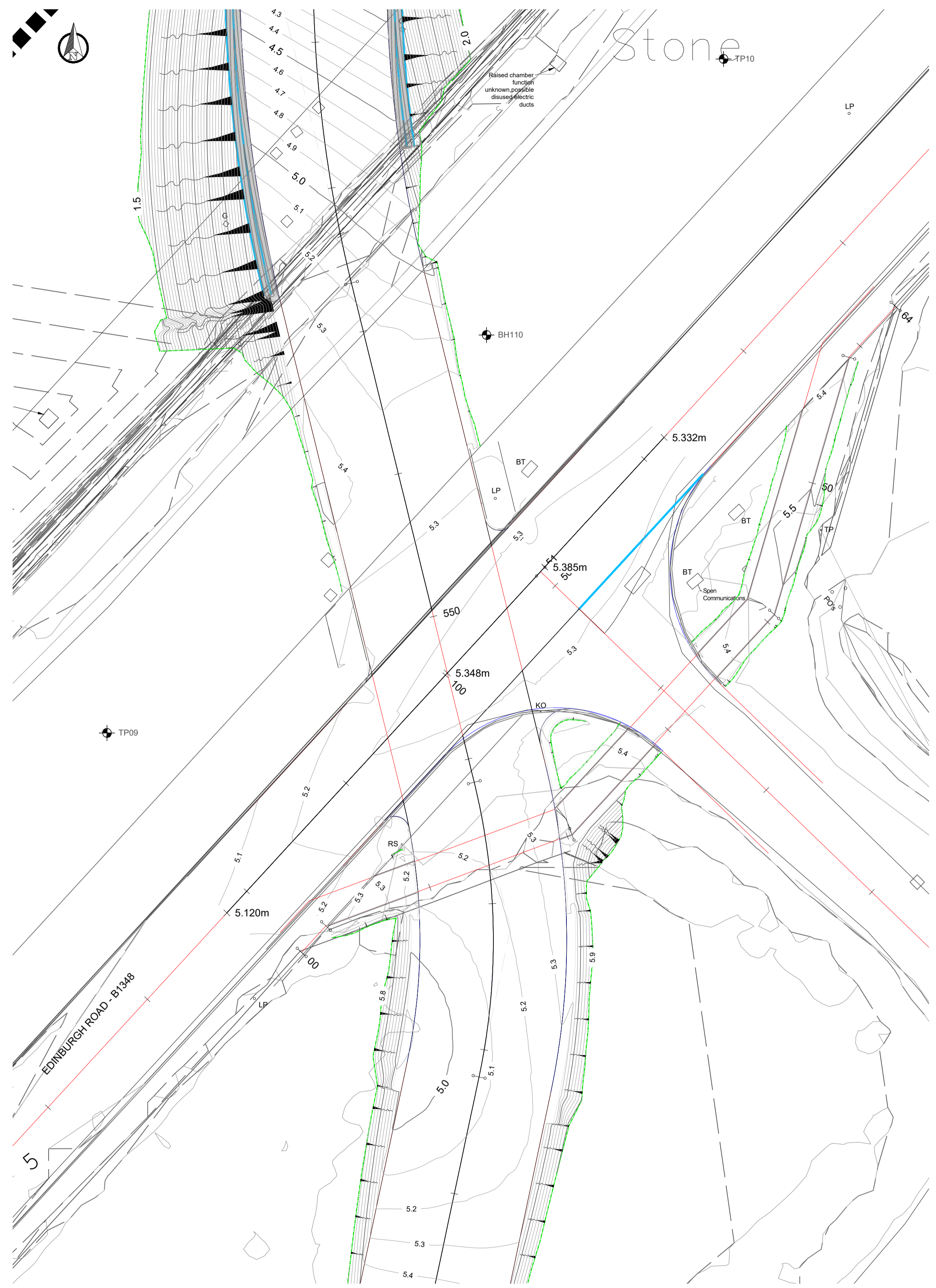
Title
**COCKENZIE POWER STATION
 REDEVELOPMENT ENABLING WORKS
 EDINBURGH ROAD - HAUL ROAD CROSSING
 KERB & BARRIER DETAILS**

Original Scale 1 : 100	Designed/Drawn SWA	Checked	Authorised
Date 28/06/24	Date	Date	Date
Suitability S3	Drawing Number S24008-BBR-TTW-DR-W-014	Rev T02	

DO NOT SCALE

A1

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PLAN

SCALE 1 : 200

- NOTES
1. ALL DIMENSIONS ARE IN METRES
 2. ALL LEVELS AND COODINATES ARE IN METRES TO ORDNANCE SURVEY DATUM
 3. TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS-
 S24008-BBR-TTW-DR-W-010 GENERAL ARRANGEMENT
 S24008-BBR-TTW-DR-W-011 PLAN AND PROFILE
 S24008-BBR-TTW-DR-W-012 SITE CLEARANCE
 S24008-BBR-TTW-DR-W-013 CARRIAGEWAY CONSTRUCTION DETAILS
 S24008-BBR-TTW-DR-W-014 KERB AND EDGING DETAILS

Rev	Description	By	Date	Chk'd	Auth
T02	OGL text size revised	DG	23/07/24		
T01	First issue	SWA	28/06/24		



TENDER DRAWING

Maxim 7
 Parklands Avenue
 Holytown, ML1 4WQ
 Tel :- 01698 647500

Title COCKENZIE POWER STATION REDEVELOPMENT ENABLING WORKS EDINBURGH ROAD - HAUL ROAD CROSSING LEVELS AND CONTOURS			
Original Scale 1 : 200	Designed/Drawn SWA	Checked Date	Authorised Date
Suitability S3	Drawing Number S24008-BBR-TTW-DR-W-015	Rev T02	



PLAN
 SCALE 1 : 100

- NOTES
1. ALL DIMENSIONS ARE IN METRES
 2. ALL LEVELS AND COORDINATES ARE IN METRES TO ORDNANCE SURVEY DATUM
 3. TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS-
 S24008-BBR-TTW-DR-W-010 GENERAL ARRANGEMENT
 S24008-BBR-TTW-DR-W-011 PLAN AND PROFILE
 S24008-BBR-TTW-DR-W-012 SITE CLEARANCE
 S24008-BBR-TTW-DR-W-013 CARRIAGEWAY CONSTRUCTION DETAILS
 S24008-BBR-TTW-DR-W-014 KERBS
 S24008-BBR-TTW-DR-W-015 PROPOSED GROUND LEVEL CONTOURS / SPOT LEVELS

Rev	Description	By	Date	Chk'd	Auth
T02	OGL text size revised	DG	23/07/24		
T01	First issue	DG	05/07/24		



TENDER DRAWING

Maxim 7
 Parklands Avenue
 Holytown, ML1 4WQ
 Tel :- 01698 647500

Title COCKENZIE POWER STATION REDEVELOPMENT ENABLING WORKS EDINBURGH ROAD - HAUL ROAD CROSSING ROAD MARKINGS			
Original Scale 1 : 100	Designed/Drawn DG	Checked DG	Authorised DG
Suitability S3	Drawing Number S24008-BBR-TTW-DR-W-016	Date 05/07/24	Rev T02



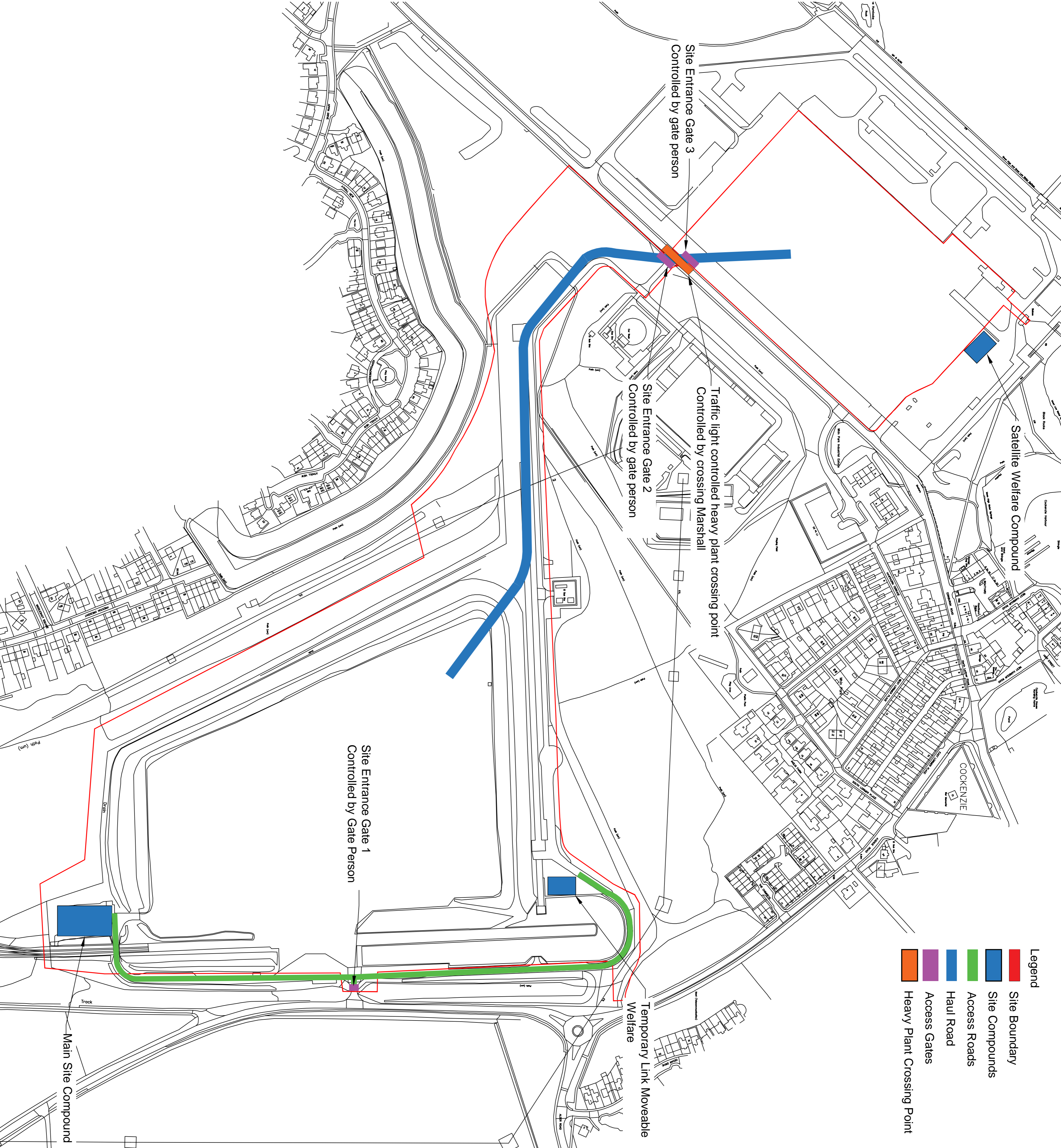
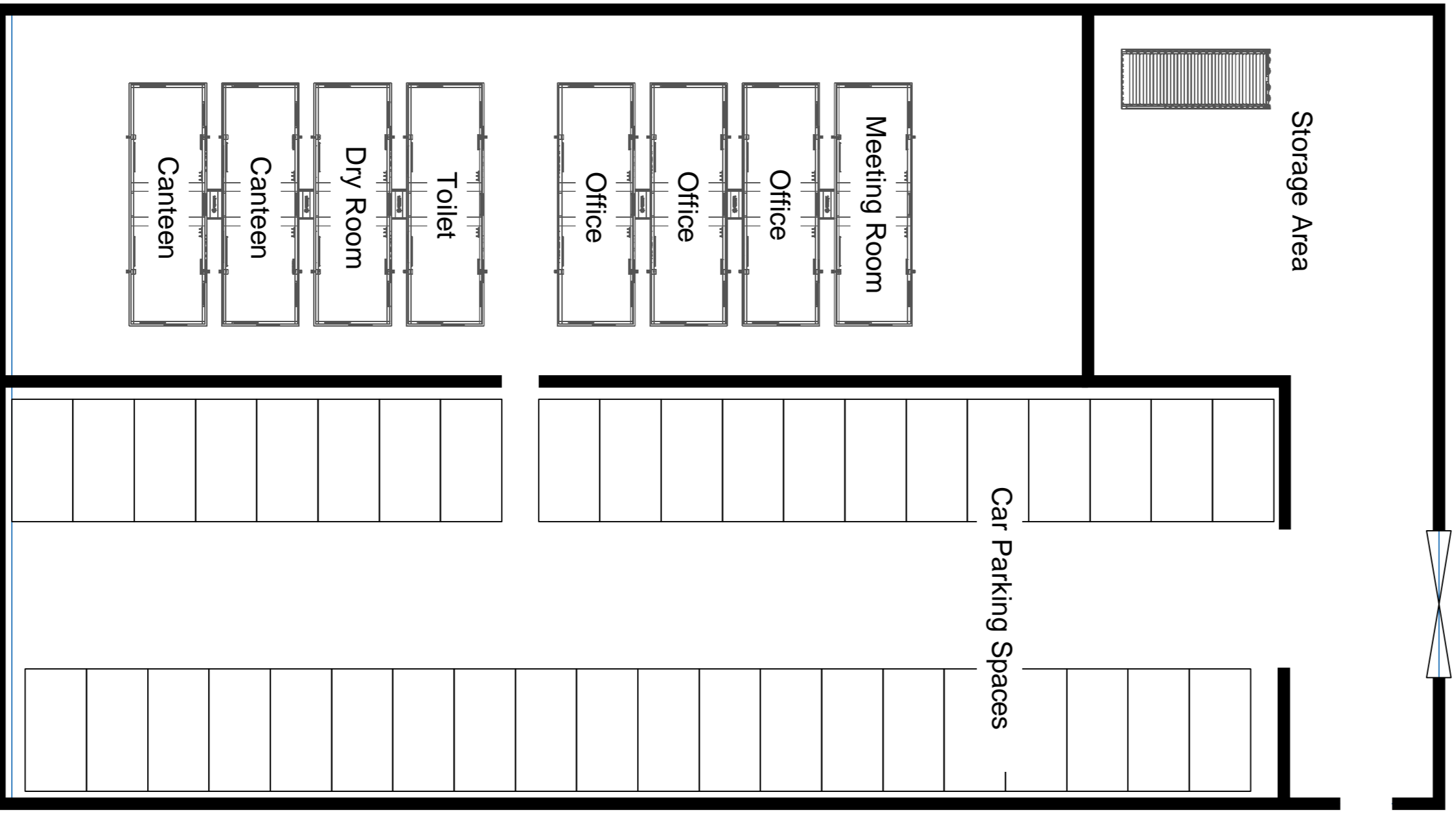
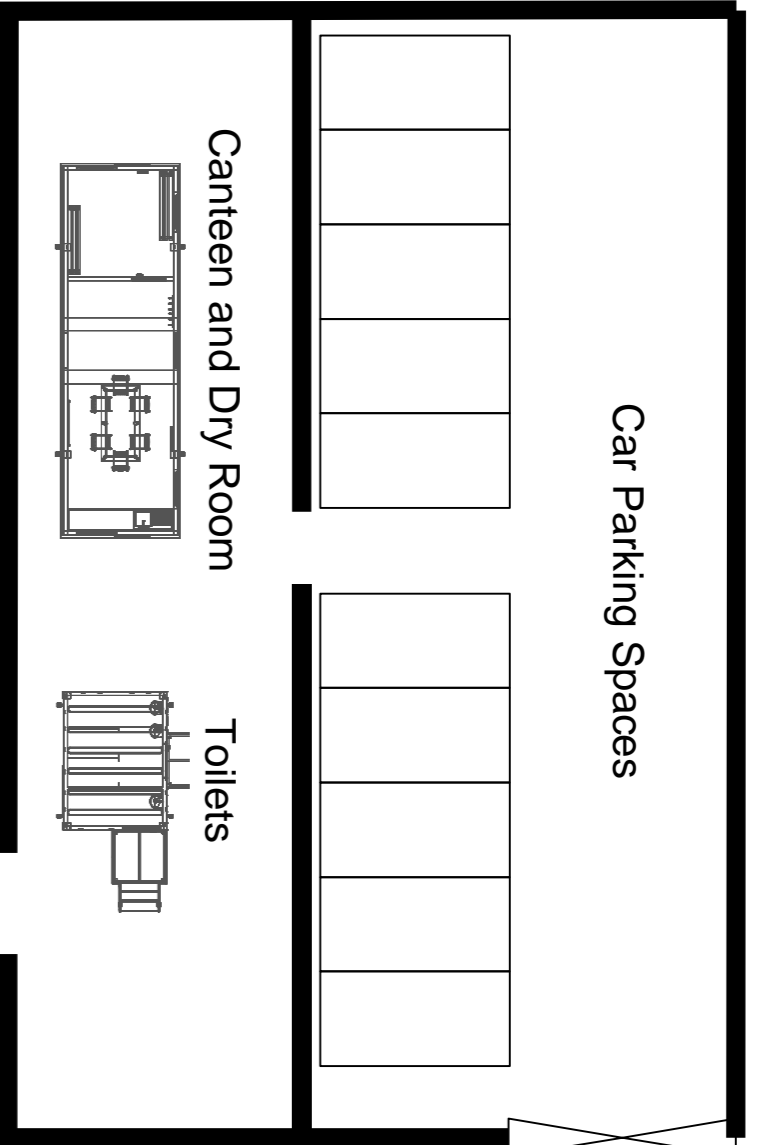
Appendix F Site Access and Compounds

Construction Traffic Management Plan

East Lothian Council

SLR Project No.: 405.064926.00001

26 August 2024



Rev	Description	By	Date

Balfour Beatty

WORKING DRAWING FOR CONSTRUCTION

Mexim 7
Perklands Avenue
Holytown, ML1 4WQ
Tel :- 01698 647500

Title	Main Site Compound			
Original Scale	AS SHOWN	Designed/Drawn/Checked	A B C D	
Date	00/00/00	Date	00/00/00	Date
Status	-	Drawing Number	*_*****_***	Rev



Appendix G Haul Road Crossing Operation

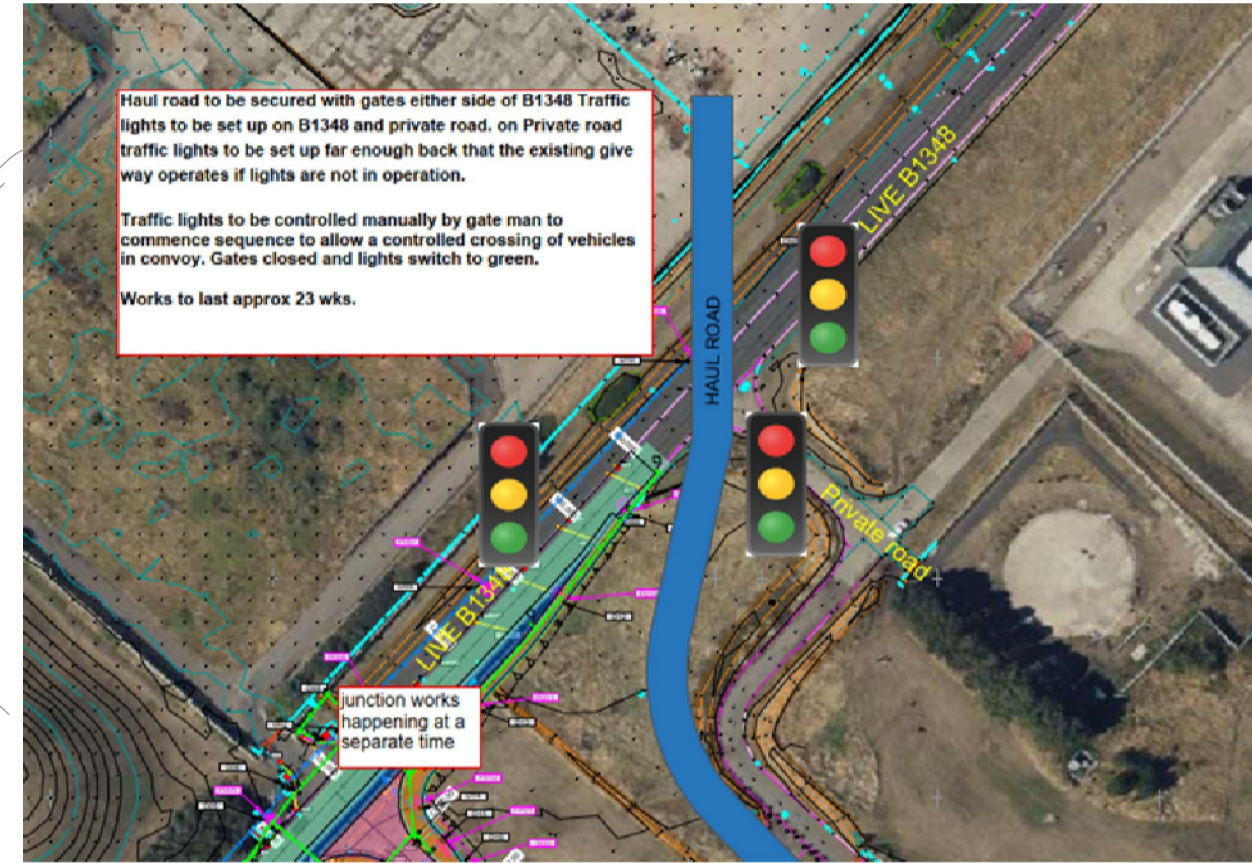
Construction Traffic Management Plan

East Lothian Council

SLR Project No.: 405.064926.00001

26 August 2024

Proposed Route of Haul Route



Pedestrian Heads

Haul Route TTL's to run as 3 Phases
Phase 1 Haul Route
Phase 2 B1348 Edinburgh Road (Both Directions)
Phase 3 Side Road(minimum Timing as low traffic flows)

