

Construction Traffic Statement Cockenzie Battery Energy Storage System

On behalf of Cockenzie Storage Ltd

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1. Introduction

Project Overview

- 1.1. This Construction Traffic Statement (CTS) has been prepared by Pegasus Group on behalf of Cockenzie Storage Ltd (the Applicant) to consider and, where appropriate, address the traffic and transportation implications associated with the installation of a Battery Energy Storage System (BESS) on land that lies to the southeast of Whin Park Industrial Estate, West of Cockenzie, off Edinburgh Road (B1348), circa 14km east of central Edinburgh.
- 1.2. The proposed site is approximately 15.2ha in area, with the current area presently comprising of open field. The Local Highway Authority (LHA) is East Lothian Council (ELC).
- 1.3. The site location and indicative site boundary are shown in **Plate 1.1**.
- 1.4. This document has been informed by the East Lothian Council's (ELC) Construction Method Statement online guidance which sets out the typical information ELC require in relation to Traffic Management Plans for a construction site. It should be noted that within this document, the ELC use the terms Construction Method Statement and Traffic Management Plan interchangeably. This CTS covers the relevant topics referenced in the ELC's Construction Method Statement guidance.
- 1.5. The proposed development proposals are to be submitted for full planning application comprising:

"The Construction and operation of Battery Energy Storage System, transformers, substation, associated infrastructure and construction compound."
- 1.6. This CTS considers the proposal for the construction stage of the project and, to a lesser extent, the operation of the BESS proposal. Further details of the proposals and the technology used, together with the proposed site layout, are provided in the Planning Statement, Design and Access Statement, planning drawings and elevations which form part of the planning application.
- 1.7. The masterplan for the site is provided in the Cockenzie Site Layout drawing, included within **Appendix A**.
- 1.8. Access to site during the operational phase for maintenance and inspection, as well as in the case of emergencies, is proposed to be from the northwest of the site via an existing unmarked simple priority junction located off Edinburgh Road (B1348). Throughout this document this access will be referred to as 'Site Access A' as shown in **Plate 1.1**.
- 1.9. Access to the site during the construction phase has been proposed to be from the southeast of the site via an existing gated simple priority junction on the B6371. Throughout this document this access will be referred to as 'Site Access B' as shown in **Plate 1.1**.
- 1.10. Internally to the site, there is a private industrial road that connects Site Access A to Site Access B and vice versa, forming a through road between the B6371 and Edinburgh Road (B1348) via the site.

Plate 1.1 – Site location and indicative site boundary



- 1.11. All construction traffic would access the site from the B6371 with vehicles approaching from the A1 (T) and routing to the site via the A198 before entering the site via Site Access B, off of the B6371. A plan showing the proposed construction route is included in **Plate 4.1** with further route details provided within **Section 4**.

Report Structure

- 1.12. This CTS describes the arrangements that are proposed for the period of construction activities at the site and sets out the following:
- i. Existing highway network including Personal Injury Collision (PIC) analysis;
 - ii. Development proposals including site access arrangements;
 - iii. Routing for construction traffic;
 - iv. Vehicle trip generation for construction and operation, including numbers, size and frequency; and
 - v. Proposed mitigation measures.
- 1.13. It will be the responsibility of the Applicant and appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.



- 1.14. The appointed contractors will be provided with a copy of this CTS and will adhere to it as part of the planning consent. The CTS will form part of the information provided as part of construction personnel's on-site induction processes. The contact details of the contractor, Site Project Manager, and those of the Local Highways Authority (ELC) will be exchanged before commencement of the works on site, to ensure a communication channel in case any issues do arise.



2. Site Characteristics

Location and Site Context

- 2.1. The site is located to the west of Cockenzie and Port Seton area with the extant use of the site being a field with land use designating it as arable land¹ (It should be noted that 'Cockenzie' and 'Cockenzie and Port Seton' refer to the same area and are referred to herein as 'Cockenzie'). The site is bound to the east by the B6371, to the north by residential dwellings within Cockenzie, to the northwest by Whin Park Industrial Estate and the Cockenzie substation, and finally, to the south by the existing private industrial access which connects the B1348 and B6371 serving the substation and a power station coal plant.
- 2.2. Core Path 284 routes to the south the Cockenzie substation and along the site's northwest boundary connecting with Whin Park residential street, see **Appendix B** for full map.
- 2.3. Site Access A is currently from Edinburgh Road (B1348) via an unmarked simple priority junction leading onto an industrial road serving both the site and the Cockenzie substation. The industrial road routes from Edinburgh Road (B1348) to B6371 where it forms the minor arm of a priority junction onto the B6371, this being the second access into the site, Site Access B, which is currently gated.

Local Highway Network

Edinburgh Road (B1348)

- 2.4. The B1348 is a single carriageway road measuring circa seven metres in width, connecting to Levenhall Links in the west and links to the A198 in Longniddry in the east via connecting to Gosford Road (B1348) and then Link Road (B1348) in Central Cockenzie, passing through Prestonpans, Prestongrange, Port Seton and northern Longniddry.
- 2.5. The speed limit is 20mph in Cockenzie, increasing to 30mph east of the Whin Park Industrial Estate access. It continues as 30mph in the vicinity of the site access reducing to 20mph 340m to the west of the site access at the eastern extent of Prestonpans. There is streetlighting and footways provided along the highway.

Avenue Road / East Lorimer Place (B6371)

- 2.6. The B6371 is a single carriageway road circa six metres in width. There is a continuous footway to the east of the carriageway between the southern end of the B6371 and East Lorimer Place (B6371) which is circa 1.5m in width. To the north of the junction with South Lorimer Place the on-wards footways provision along East Lorimer Place (B6371) is provided via a footpath that leads through the adjacent park area. Footways are also provided to the west of the B6371 carriageway within the built-up area of Cockenzie to the north of 'The Chimneys'.

¹ <https://maps.nls.uk/projects/landuse/#zoom=14&lat=55.9651&lon=-2.9563>

- 2.7. The footway between the Alder Road / B6371 Roundabout to the Winston Park / B6371 Junction form part of Core Path 147, shown on the East Lothian Core Paths Plan (Map E) provided in **Appendix B**.
- 2.8. Streetlighting is provided north of the roundabout junction with Alder Road within the built-up areas of Cockenzie.
- 2.9. The B6371 road forms the minor arm at a simple priority junction with the B1348, circa 770m north of the construction site access. It is subject to a posted speed limit of 40mph from the south reducing to 20mph north of the Alder Road roundabout within the vicinity of the residential dwellings.

A198

- 2.10. The A198, provides a link between the A1 (T) and the B6371 via Bankton Junction North and South which are two grade separated roundabouts with associated A1 (T) overbridge. The road is subject to a 40mph speed limit for the stretch of circa 480m leading up to the A198 / B1361 / B6371 roundabout where the A198 routes to the east, towards Longniddry to connect with the B1337 after circa 4.5km.

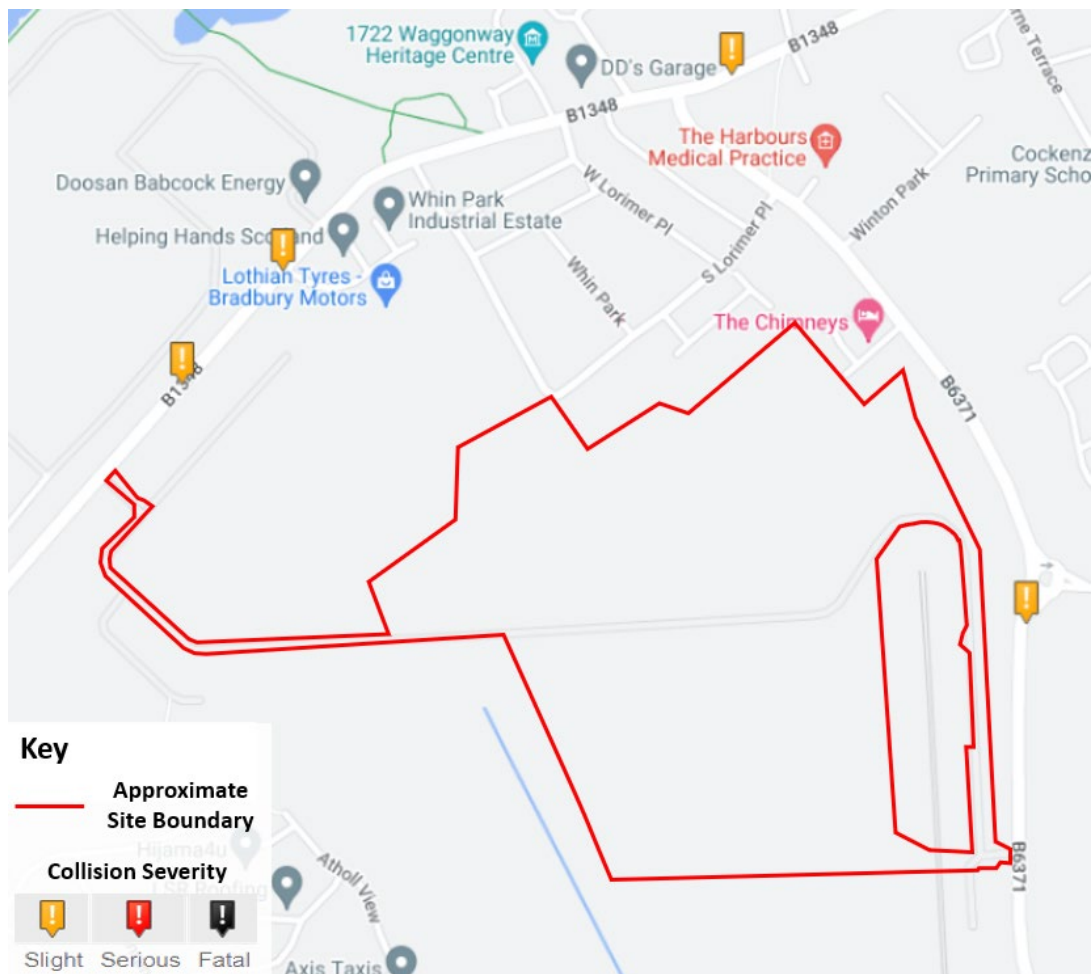
A1 (T)

The A1 (T) is a part of the Scottish Trunk Road Network which, in relation to the site, routes in an east west alignment to the south of Cockenzie with access to the area being available through the Bankton Junction. The A1 (T) in the vicinity of Cockenzie is a dual carriageway trunk road with two lanes in each direction, each having a width of circa 3.5 metres (seven metres each side) with slip roads providing access to the A198 at Bankton Junction. The A1 (T) is subject to the national speed limit of 70mph for cars.

Highway Safety

- 2.11. In order to assess the existing safety of the local highway network adjacent to the site, the local highway authority (ELC) was contacted to obtain Personal Injury Collision data who advised the use of publicly available data via Crashmap. Data has been obtained for the most recently available five-year period between 2017 and 2021. The study area can be seen in **Plate 2.1** below.

Plate 2.1 – Crashmap Collision Location Plan



- 2.12. No causation factors were included within the report, but summary details were included which have been provided in the **Table 2.1** below, in order of appearance by date.
- 2.13. In the study area considered, there are a total of 3 PICs on the routing to the site, all of which are of slight severity and do not involve good vehicles.
- 2.14. The slight injury east of DD's Garage in **Plate 2.1** is not considered due to being to the right of the East Lorimer Place (B6371) / Edinburgh Rd (B1348) Junction whereas routing from the A1 to the northern site access, Site Access A (used in the operational phase and for emergencies), will have vehicles going left instead.

Table 2.1– Tabulated Crashmap Data based on Plate 2.1

Date	Location	Severity	Vehicles Involved	Casualties Involved
4th July 2021	Edinburgh Road (B1348)/ Whin Park Industrial Estate Junction	Slight	2	1
23rd December 2019	Edinburgh Road (B1348) circa 100m east from Site Access	Slight	2	1
7th September 2018	B6371 / Alder Road Roundabout	Slight	3	1

- 2.15. There were no PICs recorded at either of the existing access with the closest PIC recorded to Site Access A being located 100m east of the existing site access, along the Edinburgh Road (B1348) dated 23rd December 2019. The closest PIC to Site Access B, is located circa 200m north of Site Access B at the B6371 / Alder Road roundabout dated 7th September 2018. None of the PIC records are related to Goods Vehicles which will comprise a significant portion of the development traffic.
- 2.16. From the data collected it is concluded that the local highway network is safe and suitable for the trips associated with the proposed development, with no existing highway safety issues within the immediate vicinity of the either of the site accesses or along the construction route that could be exacerbated by the development proposals.

Summary and Site Characteristics

- 2.17. The site is situated west of Cockenzie, near the Whin Park Industrial Estate. It currently takes access from Edinburgh Road (B1348) via a simple priority junction, referred to as Site Access A, during the project access will continue to be taken from Site Access A for the operational phase in which maintenance and inspections are carried out and also in the case of emergencies throughout the project. The site also uses an existing access from the B6371 via a gated simple priority junction to the southeast of the site, referred to as Site Access B. This access will continue to be used to facilitate traffic during the construction phase of 12–14 months. The site is bounded by urbanised residential areas to the west, north and east. Core Path 284, routes along the site’s north boundary.
- 2.18. The local highway network includes Edinburgh Road (B1348), B6371, A198 and the A1 (T). The roads to and from the site are considered to be suitable for construction vehicles, as they are classified as A and B roads and have previously been used in similar conditions. Further to a desktop review it is considered the local highway network is safe and suitable to accommodate traffic associated with the proposed development, with no existing highway safety issues within the immediate vicinity of the site access identified.

3. Development Proposals

- 3.1. The total site area measures approximately 15.2ha and is located west of Cockenzie, circa 14km east of Central Edinburgh. The approximate site boundary is as shown in **Plate 1.1**.
- 3.2. The proposed development proposals are to be submitted for a full planning application comprising:

“The Construction and operation of Battery Energy Storage System, transformers, substation; associated infrastructure and construction compound.”
- 3.3. A masterplan for the site is provided in the Cockenzie Site Layout drawing, included within **Appendix A**.

Proposed Site Accesses

Construction Phase Site Access

- 3.4. The proposed construction site access into the site is to be taken from Site Access B, an existing gated simple priority junction on the B6371, circa 200m south of the B6371 / Alder Rd roundabout.
- 3.5. The preferred access location and construction traffic route have been informed following a desktop study and client recommendation which highlighted that the roads are understood to be already used by HGVs associated with the nearby land uses and using the existing southern site access, Site Access B, avoids the need for HGVs to go through the built-up residential areas near East Lorimer Place and Avenue Road (B6371). The proposed traffic associated with the development during construction will be low and temporary, as further detailed in **Section 5**.

Operational Phase and Emergency Site Access

- 3.6. Operational phase access for maintenance and inspection and emergency site access will be taken from the existing northern access to the site, Site Access A, off Edinburgh Road (B1348) via the existing unmarked simple priority junction circa 640 metres west of the East Lorimer Place (B6371) / Edinburgh Road (B1348) junction.
- 3.7. The fully operational site is proposed to be unmanned and will be subject to weekly trips for maintenance and inspection in vehicles no larger than 7.5t vans. It is considered that the access junction via Edinburgh Road (B1348) and the surrounding highway network already cater for such vehicles. Therefore, the access is considered suitable for the operational period.
- 3.8. Whilst the contractor’s compounds will have been removed, space will remain within the site for vehicles to turn around to ensure that reversing will not occur onto the adjacent highway.

Potential for Alternative Access

- 3.9. It is acknowledged that there are two live planning applications located in between Edinburgh Road (B1348) and the B6371 on adjacent land to the proposed development. The

first live application relates to a proposed link road between Edinburgh Road (B1348) and the B6371 (planning ref: 22/00440/P) and the second proposes onshore infrastructure associated with the Seagreen 1A project (planning ref: 22/01416/AMM). The development of these schemes could impact the proposed access strategy for the BESS site which forms this application depending on delivery timescales. If it transpires alternative access locations are required for either the construction or operational phase, the LHA would be notified at such time.

Construction Compound and Internal Routing

- 3.10. A temporary construction laydown and parking area will be provided within the site boundary on the former coal yard area to the south of the site. Turning areas will also be provided internal to the site as shown on the site master plan, shown in **Appendix A**, along with vehicle clearance areas. In doing so vehicles avoid parking, waiting or reversing on the public highway.
- 3.11. Temporary parking restrictions, internal to the site, may be required for the delivery days when the large transformers and EHV (Electrical High Voltage) equipment is being delivered. These restrictions may also be required for the crane delivery which is understood to require an Abnormal Indivisible Load (AIL), which is further discussed in **Section 5**. For all other equipment deliveries, it will not be necessary for such temporary parking measures to be implemented. A wheel wash area will be established by the site access gates.
- 3.12. Location of material storage areas are to be confirmed but will be included within site.

Cable Routing

- 3.13. The proposed cable route will extend between the site and adjacent substation. The route is anticipated to be laid entirely within private land and will not be required to route under the public highways. It is however understood it may route under Core Path 284 (See **Appendix B**). The exact location of the cable route will be identified by the appointed contractor.
- 3.14. The potential impacts of the laying of the cable route on the Core Path would be temporary in nature. Where required, suitable temporary measures would be implemented to ensure safe operation and to allow for the Core Path to remain accessible as far as is reasonably practical, as per ELC guidelines, with suitable temporary diversion being provided as required. It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate in relation to construction and movement activities.

Summary of Development Proposals

- 3.15. The proposed operational phase and emergency site access into the site are to be taken from Site Access A, off Edinburgh Road (B1348) (circa 640 metres west of the East Lorimer Place (B6371) / Edinburgh Road (B1348) junction) via an existing unmarked simple priority junction. Vehicles using this access are not anticipated to be vehicles larger than a 7.5t LGV (aside from the occasional replacement of large components) and so are also deemed appropriate.



- 3.16. The proposed construction phase site access into the site is to be taken from Site Access B, off of the B6371 circa 200m south of the B6371 / Alder Road roundabout via an existing gated simple priority junction.
- 3.17. A temporary construction compound will be provided on site which will accommodate all HGV and LGV parking, offloading and turning requirements throughout the construction and operation phase.

4. Construction Routing

- 4.1. The majority of local highway network surrounding the site is made up of 'A' and B' classified roads, which are appropriate for HGV usage and are not subject to any weight or height restrictions.
- 4.2. The proposed route for all traffic associated with the construction phase of the development from the Trunk Road Network is summarised below and shown in the **Plate 4.1**.

Plate 4.1 – Proposed Construction Route



- 4.3. The inbound route is as follows:

- If travelling from the west on the A1 (T), vehicles will exit via the slip road and take the second exit at the first roundabout (Bankton Junction north roundabout);
- If travelling from the east, vehicles will exit onto the Bankton Junction south roundabout via the slip road and take the fourth exit on the first roundabout to join the A198. This is followed for circa 290 metres before reaching a second roundabout (Bankton Junction north roundabout). Vehicles will take the first exit at this roundabout, continuing along the A198;
- The A198 will be followed for an additional circa 470 metres before taking the second exit at the roundabout onto the B6371; and
- The B6371 will be followed for circa 670 metres before arriving at the gated site access where a left turn shall be made.



- 4.4. Vehicles exiting the site will utilise the inverse of the construction route turning right from the proposed site access onto the B6371 and following on the A198 to reach the A1 (T).
- 4.5. Construction vehicles will only access and egress the site via this designated construction route identified in this CTS. Drivers will be informed of the route prior to departing for the site and will be advised not to use Sat-Nav.
- 4.6. As set out in Section 3, if an alternative access location is required as a result of adjacent live applications, the LHA would be notified of any relevant changes to the construction routing as a result of the revised access strategy.

5. Vehicle Trip Generation

Construction Phase

- 5.1. It is anticipated that the construction phase shall have a circa 12–14-month duration, of which there is expected to be circa 453 HGV vehicles required, resulting in 906 two-way trips accessing the site via Site Access B, in the southeast of the site.
- 5.2. Of these 453 HGVs, circa 403 will be required in the main construction period, which has been estimated to be a period of 4–6 months. This would equate to 806 HGV two-way trips, averaging to 6–9 two-way trips per day based on a five-day working week.
- 5.3. The remaining 50 HGVs of the 453 HGV total will occur during the enabling works phase in which initial site setup and geotechnical works are undertaken. This will equate to 100 two-way trips.
- 5.4. During the main construction period, there will be a peak within the peak, associated with the delivery of batteries to site. This will comprise of 188 HGVs (resulting in 376 two-way trips) of the total 403 HGVs occurring during the main construction period. During the peak of the peak, there is estimated to be a peak of 12–16 two-way HGV trips per day for approximately a 30-day period.
- 5.5. There will be daily fluctuations in the number of vehicles and HGVs accessing the site depending on the delivery schedule of components.
- 5.6. In summary, the following construction traffic delivery movements could be associated with the construction on the development, as set out in **Table 5.1**.

Table 5.1 – Vehicle trips generated based on site activity during the full 12–14 month construction period

Activity	Total Number of Arrivals to Site	Total Number of Departures from Site	Total Number of Two-Way Vehicle Movements
Enabling Works			
Topsoil removal, plant delivery and set up of temporary compound	50	50	100
Main Construction			
Battery Unit delivery	188	188	376
Inverter delivery	44	44	88
Transformer delivery	22	22	44
Substation building and breakers	5	5	10
Switch Breaker delivery	4	4	8
Gravel/ Hard core/ Concrete delivery	140	140	280



Total Main Construction Phase (4 – 6 Months)	403	403	806
Overall Total of Entire Construction Phase (12 – 14 Months)	453	453	906

- 5.7. The construction period will include the use of HGVs to bring the equipment onto the site and this will be strictly managed to ensure that vehicle movements are controlled and kept to a minimum. There will be sufficient space within the site to allow for construction vehicles and staff vehicles to enter, manoeuvre and exit the site in a forward gear.
- 5.8. Deliveries to the site shall be reported to the site manager and will utilise the smallest possible vehicles for each item(s) of plant or material to ensure that vehicles can manoeuvre safely. It is however acknowledged that the use of larger vehicle will in some instances allow additional materials to be transported together reducing the overall number of trips to the site.
- 5.9. Deliveries to the construction compound will be predominantly scheduled for weekdays avoiding peak times/school times, as per ELC Guidance². However, at this stage it is envisaged there will be some flexibility in delivery hours to suit fluctuations within the construction period due to supply and delivery constraints.

Staff Trips

- 5.10. It is anticipated that there will be typically 10–15 staff on site per day with a maximum of circa 30 workers during peak periods.
- 5.11. Working hours for construction staff are proposed to be Monday to Friday between 08:00 and 16:00. However, at this stage it is envisaged there will be some flexibility in working hours to suit fluctuations within the construction period due to supply and delivery constraints.

Temporary Parking Restrictions

- 5.12. Temporary parking restrictions, internal to the site, may be required for the delivery days when the large transformers and EHV (Electrical High Voltage) equipment is being delivered. For all other equipment deliveries, it will not be necessary for such temporary parking measures to be implemented.

Abnormal Indivisible Loads

- 5.13. It is anticipated that Abnormal Indivisible Loads (AILs) deliveries will be required for the delivery and removal of a crane on-site. This could equate to up to four two-way AIL movements associated with the construction period. This AIL will be managed separately from standard HGV deliveries and will be kept to a minimum where possible with further

² [ELC – Transport infrastructure in new developments – 4.3 Construction Method Statements](#)



measures, implemented as necessary including introducing parking restrictions during the delivery and removal of the plant.

Construction Phase Summary

- 5.14. The construction phase is expected to occur over the course of a 12–14-month period with an estimated total of 906 HGV two-way trips.
- 5.15. Peak deliveries are set to be in a 4–6-month period referred to as the main construction phase, of which circa 806 of the 906 two-way delivery trips fall within, resulting in an average of 6–9 two-way trips per day during this period.
- 5.16. There is a peak stage within the 4–6 months peak delivery period, in which the battery units are delivered to site. This stage will require an estimated 376 two-way trips of the circa 806 two-way trips of the main construction phase, which will occur over a period of 30 days, thereby resulting in an average of 12–16 two-way trips per day within this time frame.
- 5.17. There will be two ALLs to install and then decommission a crane, resulting in a total of four two-way trips in relation to this operation.
- 5.18. Peak staff numbers on site have been estimated as 30 workers with an average of 10–15 staff on site per day.
- 5.19. There will be an increased level of traffic for circa 12–14 months, with little to no impact during most of the project and the main increase in traffic being during the main construction period of circa 4–6 months in which there will be an average of 6–9 two-way trips per day.
- 5.20. Overall, these impacts caused by the temporary construction phase is not considered to be material and will not therefore have a material effect on the safety and operation of the local highway network.
- 5.21. Management and mitigation, if required, will be detailed within the full Construction Traffic Management Plan (CTMP) document.

Operational Phase

- 5.22. It is anticipated that the site will operate predominately by remote access and only visited on a weekly basis with minimal effect on the surrounding local network. The site access used for this phase will be Site Access A, to the north of the site. This access will also be used in the case of emergency site access.
- 5.23. Once the site is fully operational, it will be associated with a very low number of trips associated with maintenance staff and inspections, in vehicles unlikely to be larger than 7.5t vans.
- 5.24. HGVs are not anticipated to be required during the operational phase, unless in the event of a replacement of failed plant and equipment.

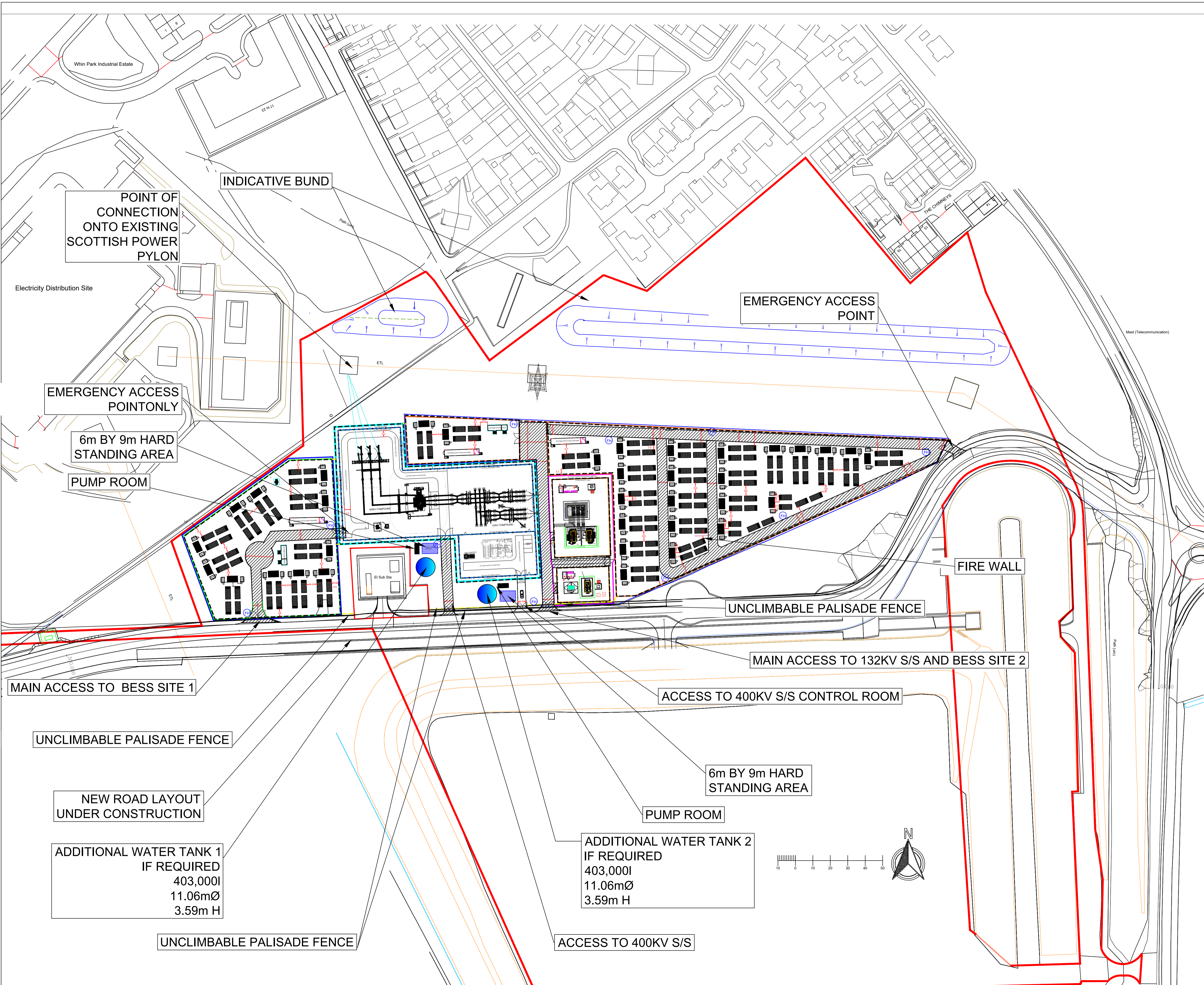


6. Conclusion

- 6.1. This Construction Traffic Statement (CTS) has been prepared by Pegasus Group on behalf of Cockenzie Storage Ltd (the Applicant) to consider and, where appropriate, address the traffic and transportation implications associated with the installation of a Battery Energy Storage System (BESS) on land that lies to the southeast of Whin Park Industrial Estate, west of Cockenzie, circa 14km east of central Edinburgh.
- 6.2. Access to the site during the construction phase will be via Site Access B, an existing gated simple priority junction off of the B6371, circa 200m south of the B6371 / Alder Road roundabout.
- 6.3. All construction traffic will access the site via Site Access B, routing from the A1 (T), Bankton Junction via the A198 and B6371. A plan showing this construction route is provided in **Plate 4.1** with the proposed construction route accommodating for the relevant vehicle types and frequency of arrivals with no material impact on the operation and safety of this route.
- 6.4. Access to the site during the operational phase and in the case of emergencies throughout the project's timeline, will be via Site Access A, an existing simple priority junction off of Edinburgh Road (B1348), circa 640m west of the Edinburgh Road (B1348) / East Lorimer Place (B6371) junction.
- 6.5. Overall, within the 12–14 month proposed construction period, there will be a total of 453 HGVs accessing the site, which will comprise of 50 vehicles being allocated for the enabling works period and 403 for the main construction period, lasting 4 – 6 months, equating to an average of 6–9 two-way vehicle trips per day during this time. There is expected to be 12–16 two-way trips per day for circa 30 days during the battery delivery stage peak.
- 6.6. During the operational phase it is expected that individual trips will be generated on a weekly basis with no material impact on the local network and vehicles used being under 7.5t vans.
- 6.7. It is considered that the proposed access arrangements and the construction route are suitable to accommodate the low number of construction and operation trips related to the proposed BESS.
- 6.8. In summary, it is considered that there are no valid highway or transportation reasons which would prevent the proposed development of this site.



Appendix A – COCKENZIE SITE LAYOUT



LEGEND

- ADDITIONAL LAND FOR MITIGATION.
- INDICATIVE SITE BOUNDARY
- 400KV S/S AREA
- 132KV S/S AREA
- 102MW BESS SITE
- 240MW BESS SITE
- ACOUSTIC FENCE
- 2.4m UNCLIMBABLE PALISADE FENCE
- 3.0m UNCLIMBABLE PALISADE FENCE
- FIRE WALL
- ACCESS ROAD
- FIRE HYDRANT
- WATER STORAGE TANK

BESS EQUIPMENT SUMMARY:

- SITE 1: 102MW 2h Site**
 44 - BATTERY CONTAINERS
 11 - TRANSFORMER
 22 - INVERTORS
 22 x 5 = 110MW
- SITE 2: 240MW 2h Site**
 96 - BATTERY CONTAINERS
 24 - TRANSFORMER
 48 - INVERTORS
 48 x 5 = 240MW

No	REVISIONS	By	Date	Chkd
T	WATER TANK & PUMP ROOM ADDED	MM	05.01.24	GJ
S	UPDATED TO 5MW UNITS	MM	15.11.23	GJ
R	ACCESS ROAD UPDATED FOR SWEEP PATHS	MM	02.11.23	GJ
Q	UPDATED RLB	MM	12.09.23	GJ
O	UPDATED BLUE LINE & FENCE LINE	MM	13.07.23	GJ
N	UPDATED DUE TO AMENDED 400KV S/S	MM	05.07.23	GJ
M	UPDATED TO BATTERY CONTAINERISED SYSTEM	MM	26.06.23	GJ
K	UPDATED 132 S/S	MM	19.05.23	GJ
J	UPDATED 400KV S/S	MM	16.05.23	GJ
I	BOTH 2H SITES - ALL EQUIPMENT IN NORTH	MM	06.04.23	GJ
H	UPDATED 132/33KV SUBSTATIONS	MM	17.11.22	GJ
G	ALTERNATIVE BATTERY LAYOUT	MM	04.11.22	DO
F	400KV SUB OPTIONS ADDED AS REQUESTED	MM	09.11.22	GC
E	100MW SITE MADE 2h	MM	03.11.22	DO
D	LINE CLEARANCE ADDED	MM	02.11.22	DO
C	UPDATED TO SITE 1: 100MW & SITE 2: 240MW	MM	31.10.22	DO
B	UPDATED TO 340MW SITE	MM	31.10.22	DO
A	FIRST ISSUE	MM	24.05.22	DO

PROJECT NUMBER
COCKENZIE

TITLE:
INDICATIVE SITE LAYOUT

CLIENT:
COCKENZIE STORAGE LTD

LOCATION:
**COCKENZIE
EH32 9SF**

CAD REFERENCE: **00-COCKENZIE -102**

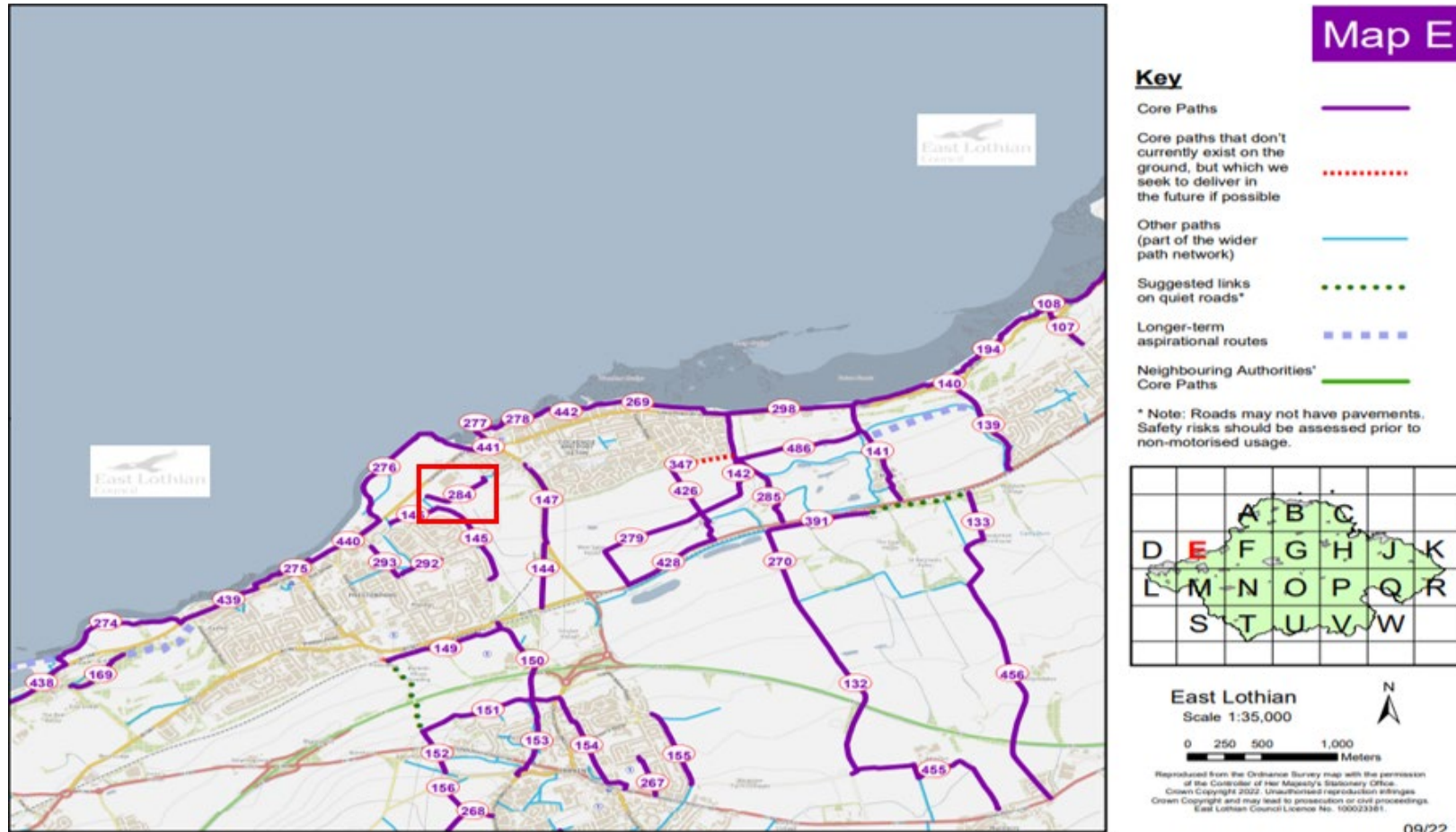
SCALE: **1:1000 @ A1** SHEET: **1 OF 1**

DRAWN BY: **MM** DATE: **25.05.22**

CHECKED BY: **DO** DATE: **25.05.22**

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 MERIDEN,
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Appendix B – EAST LOTHIAN CORE PATHS PLAN – MAP E PRESTONPANS, PORT SETON, TRANENT NORTH (EAST LOTHIAN COUNCIL, 2022)³



³ https://www.eastlothian.gov.uk/downloads/file/23126/map_e_prestonpans_port_seton_tranent_north

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