

MATERIAL	CUT/FILL	400kV QUANTITY (cu.m)
PEAT	CUT	67578
SUPERFICIAL SOILS/ TILL	CUT	71233
ROCKHEAD	CUT	150284
FILL	FILL	291663

MATERIAL	CUT/FILL	ACCESS ROADS QUANTITY (cu.m)
PEAT	CUT	33165
SUPERFICIAL SOILS/ TILL	CUT	6934
ROCKHEAD	CUT	1967
FILL	FILL	43395

MATERIAL	CUT/FILL	BASIN QUANTITY (cu.m)
CUT	CUT	33115
FILL	FILL	2389

ROAD CROSSFALL TO TRANSITION FROM 2.5% IN ASPHALT PAVEMENT TO 4.5% IN STONE PAVEMENT

ROAD CROSSFALL TO TRANSITION FROM 2.5% IN ASPHALT PAVEMENT TO 4.5% IN STONE PAVEMENT

EXISTING GROUND DATA IS NOT ACCURATE AT THIS LOCATION AS SURVEY INFORMATION APPEARS TO SHOW LEVELS AT TOP OF TREES

**INDICATIVE ROAD CONSTRUCTION**  
ASPHALT PAVEMENT:  
45mm HRA  
55mm AC20 BINDER  
100mm AC32 BASE  
250mm TYPE 1 SUB-BASE  
600mm CAPPING  
GRAVEL PAVEMENT:  
300mm TYPE 1 SUB-BASE WITH DUST BLINDING  
TENSAR TX160  
400mm TYPE 1 SUB-BASE  
TENSAR TX170

- NOTES:
- THIS DRAWING IS NOT SUITABLE FOR CONSTRUCTION.
  - INFORMATION REGARDING THE LOCATION AND DEPTH OF EXISTING SERVICES SHOWN ON THIS DRAWING IS TAKEN FROM LIMITED RECORD INFORMATION AND MUST BE CONFIRMED ON SITE BY THE CONTRACTOR.
  - DIMENSIONS SHALL NOT BE SCALED FROM THE DRAWING.
  - EXISTING LEVELS INFORMATION IS REPLICATED FROM DRONE SURVEY PROVIDED BY BB WITH GAPS FILLED USING LIDAR DTM AT A 5m GRID (C) BLUESKY INTERNATIONAL LIMITED.
  - LEVEL INFORMATION FOR PEAT, TILL AND ROCK LAYERS ARE EXTRAPOLATED BETWEEN LIMITED AVAILABLE EXPLORATORY HOLES AND PEAT PROBING TO COVER THE SITE AREA. ACTUAL GROUND CONDITIONS MAY BE DIFFERENT TO WHAT IS SHOWN ON THE SECTIONS.
  - FOR PLATFORM PLAN CROSS SECTIONS, REFER TO CMBS4-LT520-BB-EWKS-ZZ-ELE-C-0005
  - FOR ACCESS ROAD SECTIONS, REFER TO CMBS4-LT520-BB-ROAD-ZZ-PLN-C-0001 TO 0009
  - FOR ACCESS ROAD CROSS SECTIONS, REFER TO CMBS4-LT520-BB-ROAD-ZZ-D-C-0016 TO 0022
  - HEIGHT OF OVERHEAD CABLES AND REQUIRED CLEARANCE TO BE CONFIRMED

- KEY:
- REDLINE BOUNDARY
  - MAJOR CONTOURS INTERVAL 5m
  - MINOR CONTOURS INTERVAL 1m
  - MAJOR CONTOURS INTERVAL 5m (EXISTING)
  - MINOR CONTOURS INTERVAL 1m (EXISTING)
  - SECTION LINES
  - PLATFORM FILL AREA
  - PLATFORM CUT AREA
  - OPENREACH BT DUCT
  - OPENREACH BT BUILDING
  - CABLE LINES
  - SCOTTISH & SOUTHERN TOWER
  - SCOTTISH & SOUTHERN 33kV (OVERHEAD)
  - SCOTTISH & SOUTHERN POLE MOUNTED SWITCH
  - SCOTTISH & SOUTHERN SINGLE
  - SCOTTISH & SOUTHERN 33kV (UNDERGROUND)
  - SCOTTISH & SOUTHERN SUBSTATION
  - SCOTTISH & SOUTHERN SUBSTATION SITE
  - EXISTING DITCH
  - CULVERT

CONTRACTOR TO CO-ORDINATE WORKS WITH ADJACENT DEVELOPMENT

RED LINE BOUNDARY TO BE UPDATED TO BE SUFFICIENTLY WIDE FOR ACCESS ROAD IMPROVEMENTS

LINE AND LEVEL OF EXISTING SERVICES TO BE DETERMIND AND SERVICES PROTECTED AS REQUIRED

WORKS IN PROXIMITY TO LIVE CARRIAGEWAY  
ACCESS TO EXISTING SUBSTATION TO BE MAINTAINED AT ALL TIMES

WORKS ADJACENT TO OPERATIONAL SUBSTATION. CONTRACTOR TO AGREE BUFFER ZONE AND CONSTRUCTION PLAN WITH SSEN

SITE SURROUNDED BY SOFT GROUND

**Designer's Site Specific Risk Assessment**  
This assessment is for non-standard or unusual Hazards and it is expected that Hazards associated with standard installations and designs are well understood by a competent Contractor.

By: \_\_\_\_\_ Date: \_\_\_\_\_

☐ No works associated with this drawing

HAZARDS/ ACTIVITY - Assessed as Low (L) / Medium (M) / High (H)

<ul style="list-style-type: none"><li>Falls From Height</li><li>Hazardous Material</li><li>Excavation/Service Strike</li><li>HAVS</li><li>Confined Workplace</li><li>Access/Egress</li><li>Weight Limit</li><li>Residual Electricity</li></ul>	<ul style="list-style-type: none"><li>Drowning/Fall onto Rebar</li><li>Contaminated Land</li><li>Poor Ground conditions</li><li>Safe Fabrication/Drilling</li><li>Manual Handling</li><li>Stored Energy</li><li>Congested site</li><li>Existing equipment in close proximity</li></ul>
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Interfaces: ☐ Public ☐ Operatives ☐ Vehicle/Plant

WHO COULD BE HARMED?

- Construction operatives
- Dismantling crew
- Future maintenance crew
- Public

CONTROL MEASURES

- Existing work instruction
- Method detailed on drawing
- Method detailed on separate document

TEMPORARY WORKS

- No temporary works required
- Temporary works required and documented separately
- Drawing contains temporary works:

<input type="checkbox"/> DC0 - Standard solution	} Complete temporary works design check certificate ENG-SF-0101C
<input type="checkbox"/> DC1 - Simple design	
<input type="checkbox"/> DC2 - More complex design	
<input type="checkbox"/> DC3 - Complex/Innovative	
<input type="checkbox"/> DC4 - Abnormal Highly innovative	

Level 1 Control

☐ OK to proceed, no significant design hazards and risks, standard control measures apply.

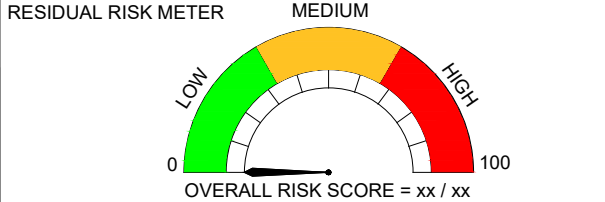
Level 2 Control

☐ OK to proceed as detailed in existing work instruction or procedure detailed on drawing or separate document.

Level 3 Control

☐ OK to proceed providing specific design hazards and risks have been recognised, acknowledged and understood by the operation team. Site operatives may require additional instruction/training

**CDM REGULATIONS RESIDUAL RISKS**  
Design based hazards are actively eliminated where possible. Where hazards cannot be eliminated, this symbol along with an attached note will identify the hazard and indicate that an action is required by the person supervising the works to manage the design hazard during construction.  
Other than those noted, we are not aware of any further residual design risks apart from those that a competent contractor would ordinarily consider.



SLOPE TABLE	
CUT IN PEAT	1 in 4
CUT IN SUPERFICIAL SOILS	1 in 3
CUT IN ROCKHEAD	1 in 1
FILL	1 in 3

KEY TO HEALTH AND SAFETY SYMBOLS

- DESIGN DEVELOPMENT TO CONSIDER IF ACCESS SHOULD BE LEFT IN / LEFT OUT
- COMPENSATION FOR WIND VEHICLES STRANGLE CENTERLINE TO OVERCUT BAYS
- WORKS IN VICINITY OF LIVE RAIL LINES DESIGN DEVELOPMENT TO INVESTIGATE ANY REQUIRED BUFFER ZONE FROM RAIL LINES
- RETAINING WALL FOUNDATIONS TO BE INVESTIGATED PRIOR TO ANY EXCAVATION

DRAWN	BP	REMARKS:
CHKD	MD	ROAD SLOPES UPDATED TO 1 IN 3
DESIGN	RV	STATUS S5 DATE 06/12/24
APPD	NM	FOR ACCEPTANCE REV P04
DRAWN	BP	REMARKS:
CHKD	MD	UPDATED TO SUIT ROAD WIDENING TO 6.5M
DESIGN	RV	STATUS S5 DATE 26/11/24
APPD	NM	FOR ACCEPTANCE REV P03
DRAWN	BP	REMARKS:
CHKD	MD	2C FINAL ECE
DESIGN	RV	STATUS S0 DATE 12/07/24
APPD	NM	FOR ACCEPTANCE REV P02
DRAWN	BP	REMARKS:
CHKD	MD	FIRST ISSUE
DESIGN	RV	STATUS S0 DATE 25/06/24
APPD	NM	FOR REVIEW REV P01

**Scottish & Southern Electricity Networks**

**Balfour Beatty**

PROJECT NAME:  
ASTI - ECE

LOCATION:  
CAMBUSHINNIE 400kV S/S

SITE:  
CMBS

TITLE:  
CAMBUSHINNIE 400kV S/S PROPOSED PLATFORM PLAN OPTION 3.3 (FSL-241.0m)

SIZE	SCALE	FORMAT	SHEET No.
A1	1:2000	ACAD	01 OF 01

DRAWING No.  
CMBS4-LT520-BB-EWKS-ZZ-PLN-C-0007