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

CULVERT CROSSING TO BE PROVIDED OVER DITCH

EXISTING TRACK EXTENDED TO TIE INTO BRACO WEST ACCESS ROAD

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

CULVERT CROSSING TO BE PROVIDED OVER DITCH

EXISTING BRACO WEST SUBSTATION

BATTERY STORAGE PLANT

EXISTING TRACK REALIGNED

ACCESS ROAD 2

SITE SURROUNDED BY SOFT GROUND

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

ACCESS ROAD 3

ACCESS ROAD 1

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

ACCESS ROAD 1

EXISTING TRACK TO BE DIVERTED AROUND SUBSTATION PLATFORM

BASIN

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

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

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:
1. THIS DRAWING IS NOT SUITABLE FOR CONSTRUCTION.
2. 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.
3. DO NOT SCALE FOR CONSTRUCTION PURPOSES.
4. 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.
5. 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.
6. FOR PLATFORM PLAN CROSS SECTIONS, REFER TO CMBS4-LT520-BB-EWKS-ZZ-ELE-C-0005
7. FOR ACCESS ROAD SECTIONS, REFER TO CMBS4-LT520-BB-ROAD-ZZ-PLN-C-0001 TO 0009
8. FOR ACCESS ROAD CROSS SECTIONS, REFER TO CMBS4-LT520-BB-ROAD-ZZ-D-C-0016 TO 0022
9. 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

0 1:2000 100 metres

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)

- Falls From Height	- Drowning/Fall onto Rebar
- Hazardous Material	- Contaminated Land
- Excavation/Service Strike	- Poor Ground conditions
- HAVS	- Site Fabrication/drilling
- Confined Workplace	- Manual Handling
- Access/Egress	- Stored Energy
- Weight Limit	- Congested site
- Residual Electricity	- Existing equipment in close proximity

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:

DC0 - Standard solution
DC1 - Simple design
DC2 - More complex design
DC3 - Complex/Innovative
DC4 - Abnormal Highly innovative

Complete temporary works design check certificate: ENG-SF-0101C

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.

RESIDUAL RISK METER — MEDIUM — LOW — HIGH — 0 — 100

OVERALL RISK SCORE = xx / xx

KEY TO HEALTH AND SAFETY SYMBOLS

- DESIGN DEVELOPMENT TO CONSIDER IF ACCESS SHOULD BE LEFT IN / LEFT OUT
- CARRIAGEWAY 6m WIDE. VEHICLES STRADDLE CENTERLINE TO ENTER/EXIT 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	BG	REMARKS:			
CHKD	KT	REISSUED FOR PLANNING			
DESIGN	RV	STATUS	S5	DATE	02/05/25
APPD	MD	FOR ACCEPTANCE		REV	P05
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	S5	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

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