



Former Cockenzie Power Station & Surrounding Area

Appendices

August 2017

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APPENDIX A: SOCIO-ECONOMIC BASELINE

Appendix A Socio-economic Baseline

- A.1.1 This section considers key socioeconomic indicators for the study area, drawing out potential opportunities and challenges for the development of the Cockenzie Masterplan.

Study Area

- A.1.2 For the purposes of this report the study area has been assumed to include the site previously occupied by the Cockenzie Power Station ('the site') and the adjoining residential settlements of Cockenzie, Port Seton and Prestonpans.



Figure A.1 Socio-economic Study Area

- A.1.3 The socioeconomic characteristics of the study area are compared with a number of wider areas, namely the areas within 30 min, 45min, and 60 min drive time from the study area, East Lothian, SESplan¹, and Scotland. This not only provides contextual information on the study area relative to these wider areas, but also allows for the calculation of additionality effects of economic impacts during the impact assessment stage.

Methodology and Data Sources

- A.1.4 Data underpinning the socioeconomic baseline was drawn primarily from Experian data forecasts, modelled on 2011 Census-based current year (2017) estimates across a wide range of indicators. This was modelled using MMG software on a variety of drive time (30 min, 45 min, and 60 min) and administrative (East Lothian, SESplan, and Scotland) boundaries. All additional data sources are referenced throughout this section.

¹SESplan, or the South East Scotland Strategic Development Planning Authority, is a partnership of six member authorities including Edinburgh, East Lothian, Midlothian, Fife, Scottish Borders

A.1.5 Key indicators considered in the socioeconomic baseline include:

- Population demographics;
- Economic activity;
- Levels of deprivation;
- Social indicators.

Population Demographics

A.1.6 The area's population is estimated to be 15,802 in 2017 with 65% of residents aged 16-64 years old, 19% children aged under 15 years old, and 16% aged 65 years and older. Over the last decade, the study area demonstrated strong population growth (24% between 2001 and 2017) which is projected to continue with 17% growth between 2017 and 2035. This growth level is significantly higher than projected for East Lothian (14%), SESplan (10%) and Scotland (6%).

A.1.7 Growing population of the study area, however, needs to be analysed in line with the age profile to gauge whether the additional population will contribute to the economic activity of the area. The current population profile of the study area is in line with that for East Lothian and broadly in line with that of SESplan and Scotland. Using East Lothian population projections as a proxy for the study area², the proportion of over-65s will increase to approximately 25% in 2035 suggesting that the population of the study area as well as of East Lothian is ageing.

A.1.8 This highlights retention and attraction of young labour force as a priority for the Cockenzie Masterplan.

Economic Activity

A.1.9 The study area has an active labour force with 72% of the working age population³ economically active, which is above the East Lothian average (71%) and SESplan average (69%). It also has relatively low unemployment, among economically active people (7%), which is in line with East Lothian (6%), SESplan (6%), and Scotland (7%). However, the proportion of highly skilled labour is significantly lower in the study area (32%)⁴ compared to East Lothian (38%), SESplan (41%) and Scotland (38%). This can be explained by the low levels of qualifications obtained by the study area population, namely 31% of residents have no qualifications and 43% have Level 1 or Level 2 qualifications. These figures are significantly higher than for East Lothian (25% with no qualifications and 39% with Levels 1 or 2) and SESplan (23% and 38%, respectively).

Table A.1 Occupational Profile

	Site Area	East Lothian	SESplan	Scotland
Managers, directors and senior officials	8%	10%	9%	8%
Professional occupations	12%	16%	19%	17%
Associate professional and technical occupations	12%	13%	13%	13%
Administrative and secretarial occupations	14%	12%	12%	11%
Skilled trades occupations	14%	13%	11%	13%
Caring, leisure and other service occupations	11%	11%	9%	10%

² A proxy had to be used due to data availability at the study area level.

³ The working age population is assumed to be 16-64 years old.

⁴ Managers, directors and senior officials, professionals, and associate professional or technical occupations.

	Site Area	East Lothian	SESPlan	Scotland
Sales and customer service occupations	10%	9%	9%	9%
Process, plant and machine operatives	8%	6%	7%	8%
Elementary occupations	11%	10%	11%	12%

A.1.10 This highlights retention and attraction of skilled and qualified labour force as a priority for Cockenzie Masterplan.

A.1.11 In terms of workforce employment profile⁵, i.e. profile of industries offering employment in the study area, health is the largest employment sector (32%), followed by education (20%) and retail (14%). This contrasts with the East Lothian workplace profile where health and education jointly employ 30% of total workforce, followed by accommodation and food services (11%). This suggests that currently there is a lower offer of tourism and recreation related employment in the study area. This could potentially be addressed by Cockenzie Masterplan if there is demand for tourism and recreation activities in the study area.

Table A.2 Workforce Employment (highlight indicates above national average)

	Study Area	East Lothian	SESPlan	Scotland
Agriculture, forestry & fishing	0%	0%	0%	1%
Mining, quarrying & utilities	2%	3%	1%	3%
Manufacturing	3%	7%	6%	7%
Construction	6%	6%	5%	5%
Motor trades	1%	1%	2%	2%
Wholesale	1%	3%	3%	3%
Retail	14%	9%	10%	10%
Transport & storage (inc postal)	2%	3%	3%	4%
Accommodation & food services	8%	11%	8%	8%
Information & communication	2%	1%	4%	3%
Financial & insurance	1%	1%	7%	3%
Property	0%	1%	1%	1%
Professional, scientific & technical	1%	7%	7%	7%
Business administration & support services	2%	4%	6%	7%
Public administration & defence	1%	6%	7%	6%
Education	20%	11%	9%	8%
Health	32%	18%	15%	17%
Arts, entertainment, recreation & other services	4%	7%	5%	4%

⁵ Based on 2011 Census, there are approximately 1,580 workforce jobs in the study area, and 27,140 in East Lothian

A.1.12 Looking at resident industries of employment⁶, the highest proportion of residents of the study area are employed in wholesale and retail repair of motor cycles and vehicles (16%) and health and social work activities (14%). The rest of the employment profile is fairly uniform and in line with employment profiles for East Lothian, SESplan and Scotland. This indicates that residents of the study area (as well as East Lothian and SESplan) have skills to carry out jobs across a wide range of industries, giving flexibility to the development options for Cockenzie Masterplan.

Table A.3 Top Industries of Employment (highlight indicates above national average)

	Study Area	East Lothian	SESPlan	Scotland
Manufacturing	5%	5%	7%	8%
Construction	9%	8%	7%	8%
Wholesale and retail; repair of motor cycles and vehicles	16%	14%	14%	15%
Transport and storage	5%	4%	4%	5%
Accommodation and food service activities	5%	5%	6%	6%
Financial and insurance activities	8%	7%	8%	5%
Professional, scientific and technical activities	5%	6%	6%	5%
Public administration, defence, compulsory social security	8%	7%	7%	7%
Education	7%	8%	9%	8%
Human health and social work activities	14%	15%	14%	15%
Industry: Other	7%	6%	5%	5%

A.1.13 Job Density measures the availability of local jobs in relation to the local population, and is expressed as a ratio of total jobs to those of working age (16-64).⁷ The job density in the study area⁸ is significantly lower than in East Lothian and Scotland, owing to relatively limited employment opportunities in the local area relative to the population.

Table A.4 Job Density

	Study area	East Lothian	SESPlan	Scotland
Job Density (total employee jobs / total population aged 16-64)	0.15	0.53	0.80	0.79

A.1.14 The study area is currently well-served by trunk roads and public transport. There is easy access to the A1 via the A198 and Prestonpans Rail Station supports connections between the study area and other employment areas. This offers flexibility for the workforce of the wider area (such as East Lothian) to commute to the study area for work, however this is also the

⁶ This employment profile indicates what industries residents of the study area are employed in. This is not area specific because some residents might be commuting to other areas for their jobs, such as Edinburgh.

⁷ ONS Employment Densities (2015)

⁸ Calculated using BRES (2017) employment data and Experian Economics population forecasts & age band data.

case for the residents in the study area to commute to other main employment area, such as Edinburgh.

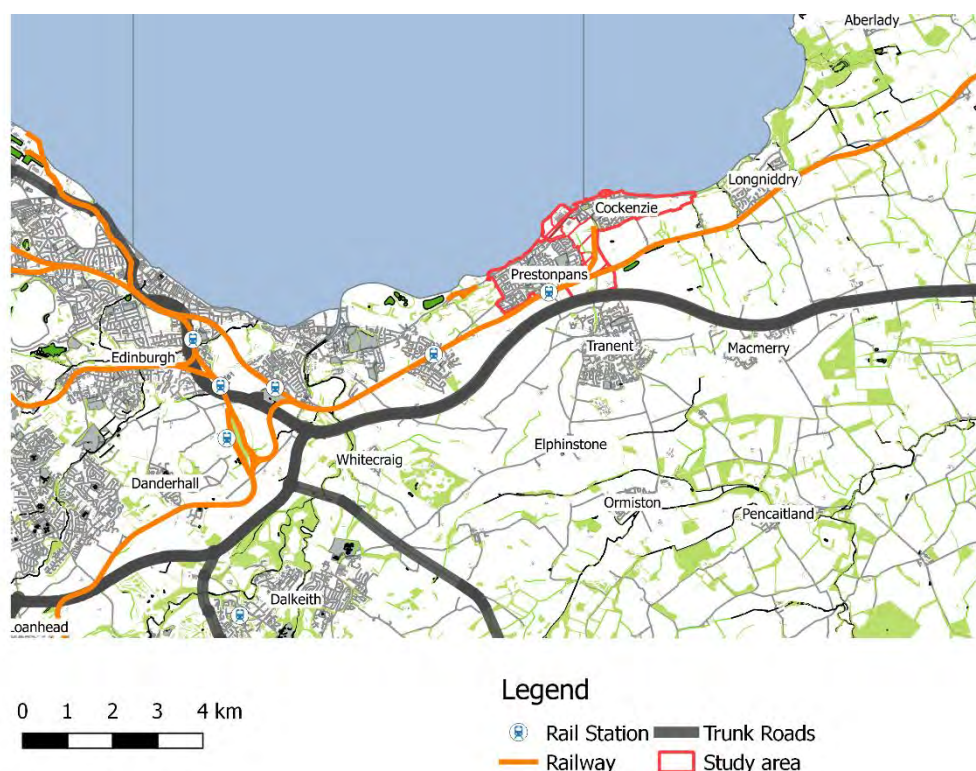


Figure A.2. Transport Access of the Study Area

A.1.15 Based on the travel to work data⁹, majority of inflow/outflow of workforce in the study area is likely to be directed at the City of Edinburgh and Midlothian. This suggests that the employment opportunities created by Cockenzie Masterplan should aim to retain local workforce but also cater for the skills of the workforce from the City of Edinburgh and Midlothian. However, any measures aimed at attracting new employment to the study area need to be realistic reflecting proximity of the study area to Edinburgh, which will continue to be the focus of employment for a large proportion of East Lothian residents.

Table A.5 Inflow/Outflow of Workforce in East Lothian

	City of Edinburgh	Fife	Glasgow City	Midlothian	Scottish Borders	West Lothian
Inflow	58%	3%	1%	18%	11%	4%
Outflow	83%	1%	1%	10%	1%	2%

Levels of Deprivation

A.1.16 Based on the Scottish Index of Multiple Deprivation (2015), the study area shows relatively low levels of overall deprivation. It is within 50% of the most deprived areas in Scotland which is the same as for SESplan but slightly lower than for East Lothian (within 60% of most deprived).

⁹ Inflow and outflow figures for the study area have been approximated based on the figures for East Lothian due to data availability at the study area level.

Table A.6 Index of Multiple Deprivation

	Overall	Income	Employment	Health	Education	Housing	Access	Crime
Study area (avg)	5	5	5	6	4	6	7	6
East Lothian	6	6	6	7	6	6	5	6
SESPlan (avg)	5	5	5	5	5	5	6	5

A.1.17 One area of heightened deprivation relative to other indicators is education (within 40% of the most deprived areas in Scotland¹⁰). This is consistent with the earlier discussion of the level of qualifications held by the local population.

A.1.18 In terms of income, there are no signs of deprivation in the study area. However, the retail and leisure spend levels are lower in the study area than in East Lothian and SESPlan, indicating potentially lower levels of annual income in the study area. This suggests that the size of retail and leisure development under Cockenzie Masterplan would depend on the target audience. If the target audience is residents of the study area, then the retail/leisure development would be relatively small in scale (e.g. convenience store, small coastal arcade). A relatively larger development would need to draw on available spend and demand of much wider areas, with related implications of the nature and scale of activity (e.g. cinema, high quality hotels, a range of shopping outlets). Any such development would need to be considered in the context of the existing retail and leisure offers in the area.

Table A.7 Retail Spend Levels

	Site Area	East Lothian	SESPlan	Scotland
Comparison	£7,229.87	£7,914.10	£7,631.31	£7,346.84
Convenience	£5,384.93	£5,689.61	£5,641.88	£5,550.27
Leisure	£5,857.55	£6,737.31	£6,655.69	£6,412.38

Social Indicators

A.1.19 Cockenzie and Port Seton is generally well-served by social infrastructure, including open space, education facilities and medical facilities.

A.1.20 Within the study area, there are several facilities catering to the local population including pitches and playing fields, amenity open space/playgrounds. There is approximately 44 ha of recreation or leisure space within the study area. However, it was noted in a 2012 Open Space Strategy¹¹ there is potential for improving the quality of space provided with the Prestonpans cluster (which includes Longniddry, Port Seton and Cockenzie). This signals the potential for Cockenzie Masterplan to contribute to improved amenity space.

¹⁰ This is a relative measure and a score of 4 means that it is well outside the most deprived in Scotland.

¹¹ East Lothian Open Space Strategy: Prestonpans Cluster Assessment, 2012.

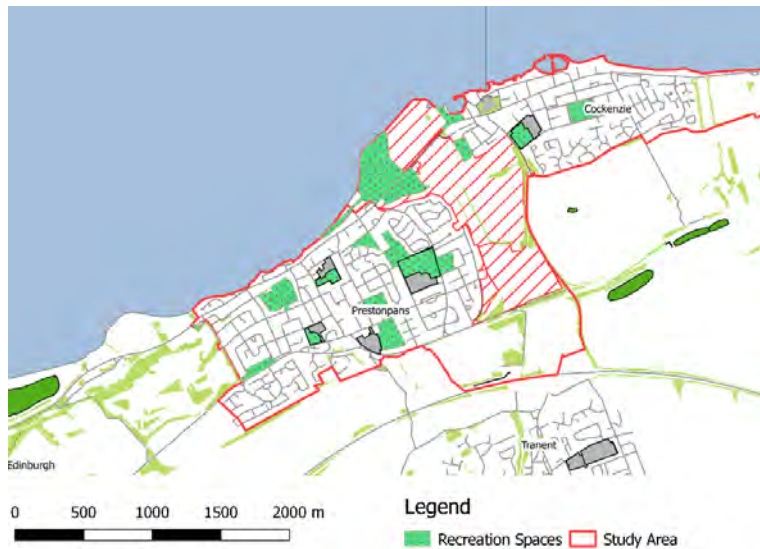


Figure A.3 Recreation Spaces in and around Study Area

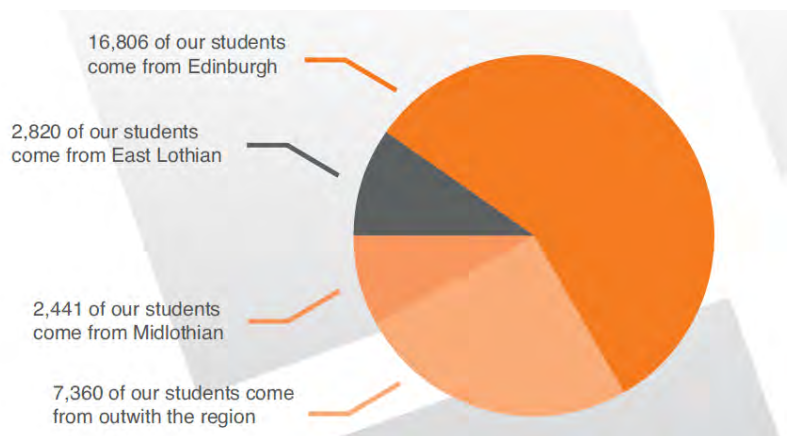
A.1.21 The study area is served by 2 GP surgeries and 2 dentists. The nearest hospital is 6.8 km West in Inveresk.

A.1.22 There is also a good access to education facilities. There are several schools, including

- Cockenzie Primary School (immediately NW);
- Prestonpans Primary School (800 m W);
- Prestonpans Infant School (600m W);
- Preston Lodge High School (300 m SW); and
- St Gabriel's RC Primary School (1.2 km W).

A.1.23 There are no higher or further education facilities located in the immediate study area, although there is a good range of higher education offered in the proximity to the study area such as Queen Margaret University in Musselburgh, University of Edinburgh, Heriot Watt University, and Edinburgh Napier University, the offer of further education in the proximity to the study area is limited to Edinburgh College (approximately 10km west). In 2012-13, 2,820 students from East Lothian attended Edinburgh College.

Figure A.4 Edinburgh College Student Population Postcodes 2012-1312



¹² Edinburgh College Strategic Plan 2013-18, August 2013

Tourism Potential

- A.1.24 There are several attractions within East Lothian which attract domestic and international tourists. While tourism sectors do not employ as great a proportion of the workforce compared to the wider SESplan area, they employ approximately 3,200 persons in 'Sustainable Tourism' producing £40.2 million Sustainable Tourism GVA in 2013¹³.
- A.1.25 Volume and value figures from Visit Scotland are provided at an Edinburgh and Lothians level. When removing Edinburgh, tourism to Lothians jointly attract nearly 0.29 million domestic tourists, spending £59 million per annum. Overseas trips generate 54,000 overseas tourism trips, generating £19 million per annum.
- A.1.26 There are several historical, cultural and natural attractions within East Lothian, notwithstanding a significant tourism offer in the City of Edinburgh. Table A.8 identifies some of the main attractions in East Lothian. Consistent with the visitor and spend figures provided by VisitScotland, there are no major tourism receptors within the local authority area which may generate a consistently large number of overnight visitors.

Table A.8 Main Attractions in East Lothian

Historical	Food/Drink	Cultural	Natural	Other
John Muir's Birthplace	Belhaven Brewery	John Gray Centre	John Muir Country Park	Myreton Motor Museum
Dirleton Castle	Glenkinchie Distillery	Musselburgh Museum	Scottish Seabird Centre	East Links Family Park
Prestongrange		Brunton Theatre	Bass Rock	Musselburgh Racecourse
Dunbar Town House Museum and Gallery		Number of Historic Scotland properties	Aberlady Nature Reserve	
Archerfield Walled Garden			Beaches at Yellowcraigs, Gullane	
Inveresk Lodge Garden				
Lennoxlove House				
Tantallon Castle				

- A.1.27 The main attractions are geographically dispersed and largely small scale, suggesting that a potential tourist attraction at Cockenzie would be unlikely to have a significant negative impact on the existing attractions. On the contrary, it could add value to the overall tourist offer of East Lothian. Based on the review of existing and planned visitor attractions in the study area, there is high potential for the development of tourism/leisure destination under Cockenzie Masterplan. Key visitor attractions include:

- John Muir Way – a stretch of this Great Scottish Walk runs along the study area's coastline. According to the John Muir Visitor Survey 2014-2015, around 240,000-300,000 visits per annum are taken on the John Muir Way. This implies significant potential to create facilities for the visitors to encourage them to spend more time and money in the study area.
- Field of Remembrance for the Battle of the Prestonpans – the Battle of Prestonpans Heritage Fund have obtained a planning permission to create a Field of

¹³ Visit Scotland's assessment of Regional Tourism (2015)

Remembrance for the battle that happened in 1745. The current plans include 2 stone table memorials which will extend the visitor attraction factor of the study area¹⁴.

Summary

A.1.28 The socioeconomic baseline indicates the need to retain young and skilled workforce in the study area as one of the priorities for Cockenzie Masterplan. Development of a qualified workforce is also a priority and opportunities exist to address the current low level of qualifications held by the local population. In addition, the study area presents a significant potential for tourism/leisure destination accommodating for the varying needs of visitors to the area.

¹⁴ Visitor potential could be as high as 3,000 visitors per year based on the live re-enactments of the Battle held in 2013.

APPENDIX B: CONSULTATION REPORT (STAGE 1)

Cockenzie Former Power Station and Surroundings Masterplan

Stage 1 Consultation Report



Kevin
Murray
Associates

November 2016

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1. Introduction

East Lothian Council commissioned Peter Brett Associates, Duncan Whatmore Urban Design & Architecture, Kevin Murray Associates, Energised Environments and Gardiner Theobald as their Masterplan team for the former Cockenzie power station site and surrounding areas. The brief from the client was to prepare an aspirational masterplan for the area, that incorporates community aspirations and builds “a shared vision for the future redevelopment of the site...”. To this end, engagement with local stakeholders and the community at large is an important stage in the masterplan preparation process, forming the basis from which masterplan options and ultimately a final masterplan will be developed.

The programme for this first stage of consultation consisted of workshops with National Agencies and Local Stakeholders, drop-in community sessions in Prestonpans, Cockenzie and Port Seton, a school workshop in Preston Lodge High School and unstaffed drop-in sessions in Longniddry and Prestonpans. Across this programme of consultation there were multiple methods by which participants could feed in their thoughts and ideas, including consideration of the past, present and future of the area.

The programme of events was as follows:

Thursday 3 November – National Agencies Workshop
Thursday 3 November – Cockenzie Primary School Drop-in Session
Friday 4 November – Local Stakeholders Workshop
Saturday 5 November – Prestonpans Town Hall Drop-in Session
Wednesday 9 November - Preston Lodge High School Workshop
Wednesday 9 November – Port Seton Centre Drop-in Session
14 – 18 November – Longniddry Community Centre, unstaffed Drop-in Session
21 – 26 November – Prestonpans Library, unstaffed Drop-in Session

Publicity

To publicise the events the consultant team undertook the following:

- A press release and article in the East Lothian Courier
- 2500 A5 Fliers
- 40 A3 Posters
- Facebook - sponsored posts targeted for a 10km range with a reach of over 10,000 people.
- Twitter - tweets with a reach of over 1,600 people



Cockenzie Futures Facebook post



Cockenzie Power Station Masterplan flier

2. Events and Participation

In November 2016, the first stage of community consultation was carried out to inform the masterplan design and delivery strategy, for the former power station and surroundings at Cockenzie. This first stage comprised of the following events and activities:

Stakeholder Workshops were held on Thursday 3 and Friday 4 November. The first of these sessions was for National Agency organisations, the second for Local Stakeholder organisations and individuals. The sessions covered the same baseline material and had the same exercises. Participants discussed the challenges of the site; and its potential future roles. The workshops went on to explore possible future scenarios for the site as a result of a series of different drivers

Drop-in Community Sessions were held in multiple venues close to the former power station site. These sessions included a series of information posters, a large aerial map of the site and its surrounds and a poster to add sticky notes with ideas. Representatives of the design team were available through the 3, 5 and 9 November sessions to explain the process, listen to ideas and answer questions. Summary hand-outs were available to take away. Feedback forms were used for people to feed in their memories, thoughts and ideas. Additional unstaffed sessions were arranged for Longniddry Community Centre and Prestonpans Library during the two weeks following the initial drop-in sessions (14 – 18 November and 21 – 26 November respectively). The exhibition was publicised through direct email invitations to organised groups, in local media, flyers and posters distributed to local shops and community centres and through Twitter and sponsored adverts on Facebook.

School Workshop was held on the morning of the 9 November at Preston Lodge High School. This session was attended by a cross-section of year groups, ranging in age from 12 years old – 17 years old. The primary workshop activity was the same future scenarios exercise carried out at the national agency and local stakeholder workshops.



EVENT	PARTICIPANTS	FEEDBACK CARDS
Drop-In Community Sessions		
Thursday 3 November – Cockenzie Primary School	36	21
Saturday 5 November – Prestonpans Town Hall	29	15
Wednesday 9 November – Port Seton Centre	80	29
14 – 18 November – Longniddry Community Centre	-	0
21 – 26 November – Prestonpans Library	-	2
Stakeholder Workshops		
Thursday 3 November – National Agencies	26	-
Friday 4 November – Local Stakeholders	20	9
School Session		
Wednesday 9 November - Preston Lodge High School	33	32
TOTAL	224	108

The table above shows the number of participants (where known) and the number of completed feedback forms returned for each session. A number of the workshop participants and most at the school session also completed feedback forms.

The drop-in sessions were attended by people from all ages and backgrounds to come and take part and share their ideas and aspirations for the site. This included people who had recently moved to the area, and others who had lived in the area all their lives.

3. The Feedback Methods


People visiting the drop-in sessions had multiple ways to feed in their thoughts.


1. They were encouraged to complete a feedback form, which asked 5 questions covering the past, present and ideas for the future (Appendix A: Feedback Form).
2. In addition to this there was the large 2m x 3m floormap that allowed people to explore the area from a different perspective, and mark on where they lived, what they liked and did not like. While this was a subjective exercise, over time the clustering of dots began to reveal patterns such as the positive cluster for Cockenzie Harbour and negative clusters for the substation and former coalpits.

3. Post it ideas

This was in addition to the two scenario workshops.

A total of **108 completed** feedback forms were received across the sessions.









 **Cockenzie Power Station Site Masterplan Consultation**
November 2016

Please use the space below to share your ideas and aspirations and tell us how you imagine the former power station site could be in the future. Should you require additional space, please continue overleaf.

1. What do you remember of the power station, the site and its surroundings?
2. What do you like about the site and the area?
3. What would you like to keep?
4. What would you like to see change?
5. What ideas do you have for the future use and appearance of the site and its surroundings?

If you wish to be kept updated about the Cockenzie Power Station masterplan, please leave your name and email address (or postal address, if you prefer).

Name:
Email Address:
Postal address:

The feedback form utilised at workshops and drop-in sessions.



Drop-in Community Sessions: top row Cockenzie Primary School, 3 November, middle row Prestonpans Town Hall, 5 November, bottom row Port Seton Centre, 9 November.

4. The stakeholder workshops

Stakeholder workshops were held on the mornings of 3 and 4 November. The workshops followed the same format, with different attendee groups. National agencies and organisations met on 3 November and local stakeholders on 4 November. As part of these workshops, site visits were made to understand the scale of the site, and to build common understanding of the different characters across the site and areas of importance. The national agency site visit took place immediately following the workshop, while the local stakeholder site visit took place immediately before.

The workshops began with an introductory presentation that provided a briefing for the participants on the site, history of planning and future considerations. The presentation was followed by a plenary discussion on the material that had been presented and the participants were asked to write on sticky notes their ideas and the constraints when considering the area and the site. Following the open discussion, a briefing was given for the scenarios exercise that would make up the remainder of the workshop.

The scenario exercise is a way to explore change in a place without prejudice – change is assumed as the participants considered the site in 2030. Each group was given a different driver of change, and was asked to consider how the place had changed; who were the users of the place, and what key moves (physical change, governance and funding models could all be considered) were made to get there. The participants were also given a land-use toolkit and asked to illustrate their scenario. The toolkit consisted of scaled land-uses ‘units’ that could be used to demonstrate, albeit crudely, how any development in the scenario, and its scale would look from a plan perspective. Groups presented back before discussion was opened up to consider whether each scenario was plausible, desirable and whether or not it had a positive or negative impact on the area as a place, and a strong or weak contribution economically. Each group was asked to give their scenario a name. Following the summary from the scenarios exercise is a chart that shows the impact participants deemed each scenario to have.



(l) National Agency Workshop, (r) Local Stakeholder Workshop

National Agency Organisations Workshop: 3 November



National Agency Organisations Workshop

Plenary Discussion Thematic Summary

The key ideas from the constraints and opportunities discussion are as follows.

Constraints and challenges:

- The future plan should make concession for a wider strategic context through environmental issues such as ground condition, surface water (flooding, in-combination effects, environment capacity, etc.), coastal process (erosion, defences, climate change, etc.).
- The location of the site: centrality of the site in terms of East Lothian, as well as its position and impact regarding the two communities.
- The legacy issues: the site previously was a power station therefore, a heritage of energy production is existent and an industrial legacy needs to be considered. Furthermore, the transformer building is still active and there are no immediate plans to decommission this.
- The impact on the sea side of the development and how to respond to opportunities
- The scale of the site and its seeming impermeable nature.

Site potential:

- The site is well located and therefore with the appropriate infrastructure enhancements could be a sustainable location. Enhancements could include upgrades to the rail network
- Heritage – there are multiple heritage strands including art, culture, the battlefield and industrial assets that form a very interesting story.
- Multiple uses – there is space on the site for multiple uses, the challenge is in how to package them as an attractive proposition and as something that is deliverable.
- Energy – the infrastructure is already in place for this to be a leading site for renewable energy. As well as its national importance, the site could also have significance at a local and sub-regional level with district heating, etc.
- Employment – there is the potential for the area to generate substantial local employment opportunities and to be a really attractive area to work, but the question is what type of employment? The desire is for it to be good quality.
- Leisure and visitors – the site has a great deal of destination potential with a network of routes, including the John Muir Way. There is a lot of scope for creating a visitor attraction of scale.

Scenarios Exercise Summary



Feedback on the scenario planning exercise

Scenario 1: Cockenzie coastal park, Green Environment



The scenario created a large ecological leisure destination, that also functions as a sub-regional water attenuation area with a primarily light touch landscaping works. This would address the open space deficit that surrounding communities experience and that of future communities being developed in the area. Development would take place around Cockenzie Harbour, with a strong emphasis on place making. Other key moves were:

- Landscape to transform the area from industrial to wilderness
- Extensive movement networks- local + wide with green network approach
- Inchcape substation moved to transformer station, the powerlines are rationalised or underground
- Improvement of John Muir walk
- Funding sources include legacy funds and income from renewable energy.

Scenario 2: Cockenzie Energized, Energy



This scenario converts the area into a renewable energy-producing site with a focus on utilising the existing infrastructure. The renewable energy functions would be confined to one third of the site in combination with putting the powerlines underground, opening up the rest to public access, and to making more of the Battle of Prestonpans history and field of remembrance.

- Types of energy: offshore wind/ renewable, thermal energy, carbon capture+ storage, biomass (hidden in the former coal lagoon)
- Community benefits: district heating, energy for schools, energy related employment
- Rail network- could it connect to biomass
- Structured landscaping on urban edges marking out countryside around community
- Policy context for delivery. Volatility of energy, assume market will deliver.

Scenario 3: Preston Park, Employment



The scenario is based on creating an alternative place of employment in East Lothian. Businesses would be attracted to locate here, feeding into the desire to avoid parts of East Lothian acting as Edinburgh dormitory towns. While aiming to have a dense enough employment offer, it was important to retain large areas of open space and to make the most of the coastal location. Access to the area was predicated on a consolidated rail halt at the southern edge of the site.

- Employment on coastal, cruise terminal, local ferry service, retain Greenhills
- Park with leisure component + tourism
- Further Education campus
- Positive separation of community – high quality green space between, not filling with undesirable uses, and serves 3 communities.

Scenario 4: Transformation Park, Community/ leisure/ destination



Creating an iconic visitor attraction was the key move in this scenario. This took advantage of what already exists on the site through the open space and coastal location and reusing the former power station site as an area for a more intensive destination. A key feature would be a set of viewing towers, which recognise the importance of the chimneys as a landmark and serve to reinterpret these now gone features. Across the site there would be a wide variety of types of attraction, therefore creating a destination that is not predicated on one thing. On the coast there would be a regenerated Cockenzie Harbour and marina, and inland a country park and Battle of Prestonpans heritage and interpretation.

- Improve and enhance connectivity of John Muir walkway
- Presence of a self-catering accommodation to visit the area but with access to Edinburgh.
- How to get to this scenario: Continue along the trajectory of the current natural environment and existing heritage; requires changes to NPF3.

Scenario 5: East Lothian Locate, transport/ connectivity



The aim of this scenario was to create a destination, a place to be, rather than a place to pass through or leave. Through infrastructure improvements and better connections the area should play a role in wider city region context and encourage people to move here. Having a two-way flow of people throughout the day, that would mean as many people were coming here to work as were leaving. Key infrastructure moves included:

- Encourage the creation of a fast ferry that connects the area to Fife
- Creation of a smaller scale energy + tech on the waterfront to service the renewable sector
- Rail halt and park + ride – create a two way flow which provides and increase accessibility therefore locate more business there
- Meadowmill junction and other major junctions to address capacity issues
- Connect the ferry to the train

Delivery of this scenario is dependant on a mixture of private sector + public sector investment, and this itself is based on making a cohesive proposition as to what the site could be.

Scenario plotting: The groups plotted the scenarios on the below graph to give a comparison of how the scenarios might perform.



A point raised in the final discussion was that while most of the scenarios were deemed to make a positive economic contribution to the area, this was predicated on the belief that appropriate businesses could be attracted to locate and invest in the area. At the moment, this is still somewhat unknown; therefore proceeding further needs to take this into account.

Local Stakeholder Workshop: 4 November



Local Stakeholder Workshop

Plenary Discussion Thematic Summary

The key ideas from the constraints and opportunities discussion are as follows.

Constraints:

- The ability of local infrastructure to deal with growth in the area, including the need for green infrastructure.
- The balance between generating local jobs and retaining and enhancing the local assets
- Matching the aspirations of investors and future owners and the community
- National Policy – does this restrict what can happen, if not how can it change?

Ideas for the future:

- Making the most of the location – coastal, open space, hills and views and the proximity to Edinburgh.
- The site has the potential to meet multiple local needs including open space, energy, growing the local economy etc.
- Scope for different scales of business from a start-up approach to building the local economy, through to aquaculture (regeneration of historic oyster beds) and higher tech energy-related business in exemplar low-energy use units.
- Potential for leisure tourism from heritage visitors (Battle of Prestonpans, Waggonway, Mining and former power station as examples) to activity visitors to the harbour.



Feedback on scenario planning exercise

Scenario 1: Coalpit park, Green Environment



This scenario aimed to create a sustainable destination following the examples of the Helix Park Cunnigar Loop and Foxlake Park. The scenario builds on the natural assets, including the open sea view, and creates economic opportunities for local people.

- Enhance John Muir way as a coastal route
- Collocate and coexistence of: Green space and Energy production
- Links to community: Waggonway enhancement
- Quality employment through training

Scenario 2: Sunshine on Cockenzie, Energy



The scenario is based on Inchcape moving their proposed transformer station to either the coalpit or to the substation, and putting all power cables underground. Solar energy panels used on the new structure would create energy that would be gifted to the local area. The former footprint of the power station would be used as an area to develop a film theatre and art hub. Other employment would be created through developing a centre of excellence for sustainable energy. Other elements to the scenario are:

- Mini train link: kinetic energy run
- Art park
- Respite care complex – care in community
- Marina + passenger ferry – No dredging
- Celebrate John Muir way – boardwalk to Musselburgh
- The battlefield site: celebrate the battle through Tables, a Visitor centre and Museum, and a Battle memorial.

Scenario 3: Cockenzie Marina, Employment



This scenario explored the range of employment opportunities that could be realised on the site. The scenario aimed for a diverse range of employment, therefore not building the whole around a single idea that could fail or disappear. The types of business that could come to the area ranged from tourism to education, as shown below:

- New rail spur to serve Ferry terminal
- Site uses include: Battlefield site with associated visitor centre and hotel; Business park: accessed by local population; Landscaping + lagoons – leisure; Further Education facilities; Marina; Retail development to complement the existing high street; Waterfront: model village and a hotel; and Respite care.

Scenario 4: A beautiful place, Community/ leisure/ destination



The vision expressed in this scenario was for the creation of a place that would have an established reputation and a quality of environment that gives it an image and identity equal to that of any other place in East Lothian. The scenario has a wide range of uses, taking advantage of the areas natural assets from the open green space to Cockenzie Harbour, which would be developed into a marina with associated onshore leisure development. Space would also be allocated for business in the science and technology sectors.

- Battlefield interpretation: people know about the battle of Prestonpans
- Marina: employment at the marina through water sports, fishing and scuba diving
 - Beautifully developed harbour
 - Associated development to the marina: a vibrant place to visit with cafes, restaurants and bars
- Public art on a large scale: Something like Helix
- Community facilities: Nursing home; Allotment beside nursing home; more community facilities.

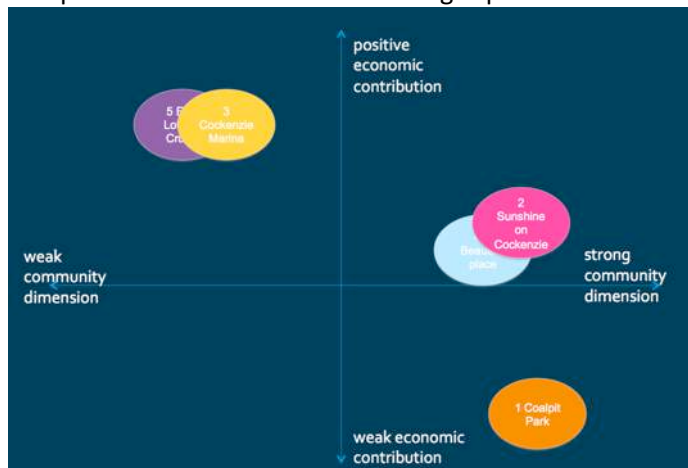
Scenario 5: Cruise Ferry East Lothian, transport/ connectivity



This scenario highlighted the infrastructure potential of the area. Through enhanced connections regionally and locally, the place becomes a much more attractive destination. Growing the infrastructure capacity in the local area is also of importance due to the growth of the communities in the area. Improvements changes through the scenario include:

- Cruise terminal + associate development (high end retail, destination retail, hotel)
 - Retail destination (House of Bruar type of location)
 - Cockenzie Harbour: marina + passenger ferry service
- John Muir walkway enhancement: tourist + travel opportunities (cycle, walkway, etc.)
 - Protect greenspace + district communities:
 - All very well connected to the space
 - Powerful coastal attraction
 - New rail to serve Blindwells and cruise terminal in addition to the current rail.

Scenario plotting: as before the groups plotted the scenarios on the below graph to give a comparison of how the scenarios might perform.



The closing discussion following this highlighted the importance of understanding the economic constraints and how investment would be attracted to the area

- Economic constraints – where are we going to get funding from? How does this run?
- No dredging
- Community burial ground
- Need to keep community onside – do not impose
- 5000 homes, need to retain the population increase benefit locally/in East Lothian.

5. Feedback Form Analysis

The following table show the positive and negative impact the power station and its surroundings have on the participants when asked about their remembrance of the site.

Positive	Negative
The Chimneys (signified Home)	Noise
Provided employment	Air pollution (smoke, dust, ash)
Stacks landmark	Road traffic on limited infrastructure
Coal making	Water pollution
Green hills	Grey
Power station in harmony with its pastoral surroundings	Unsightly
hustle + bustle of staff+ contractors	Crackling pylons
Landmark	Soot spots
Scale and size	Ugly buildings
Scottish Power donated to the community	Industrial activity
Quality green space	Messy
The mural	Eye sore
Worked there for 33 years	Traffic
Held part of 3 harbours art festival	Lung disease
Illumination of the chimneys	
Jasmine playing Bach to the chimneys	
Worked there for 39 years	

The table highlights that even though the power station was a source of pollution and nuisance to the area, it was considered at the same time a landmark and provided employment and benefits.

Appendix A: Feedback Form Material is a selection of key responses that highlight the views of the participants when asked about what they liked, wanted to keep or see changed about the site and the area.

The table brings out that the **location**, **green spaces** and **history** are highly valued features of the site. Furthermore, these features as well as the **distinctive character** of the area are key components to **preserve** and **enhance**.

However, when asked about what they would like to see change, diverse and contradictory answers were given.

The common points were:

- 1- Employment
- 2- Improvement of the infrastructure
- 3- Creation of a place for the community and especially young people to live and stay

Contradictory responses were given regarding:

- 1- Type of retail
- 2- Industrial/ Energy use of the area
- 3- Creation or not of a ferry terminal or cruise liner
- 4- Any housing development.

6. Summary of comments by theme

The following is a more detailed, thematic summary of the ideas and uses received from the feedback form and the post-it notes. These ideas are clustered according to the following themes: leisure uses, retail use, housing, employment and industry, energy, community, tourism and heritage, transport, infrastructure and connectivity, landscape, biodiversity and education.

Leisure Uses

The aspiration is for a mix of leisure that can cater for different age groups, interests and with a preference for free access. These activities can be performed throughout the whole year, indoor and outdoor and can become a destination for the local people as well as tourists. These are samples of the suggestion: skate park, art studios, harbour festival, “Scotland Golf Coast”, etc.

Retail Use

When it comes to retail, there is a discord about the type of retail needed in the area. For some participants, a local market that supports local produce is encouraged. For the youth a shopping centre is what the area lacks. However, there appears to be agreement about the enhancement in terms of cafes, restaurants and bars along John Muir walkway and in the Cockenzie Harbour area. Furthermore, some participants flagged up that the fishing industry was part of the economy and heritage of the two villages and therefore, a fish market ought to be present.

Housing

Any suggestion for housing were limited, for either affordable or sensitive development surrounded by green areas. Accommodation for tourists and visitors needs to be included if tourism and leisure is to be a central component.

Employment and industry

The main aim is to create employment that will encourage the youth and resident to stay in the area through apprenticeships. In this category as well, there is a disagreement on the type of employment and industries that should be encouraged, nevertheless, employment uses that create pollution and noise are common rejected elements. Some of the suggestions were about the revitalisation of old industries such as breweries, fishing, brick-making, etc. Other suggestions were about renewable and high tech industries. And others were about encouraging the development of local businesses and food production.

Energy

The image of the power station as source of pollution and nuisance is still vivid in the mentality of the local communities, therefore, the energy subject is a sensitive topic. However, renewable energy was a frequent suggestion such as wave energy, solar farm, solar park, etc. Another topic that was brought up is the substation building which for many is undesirable and in the long-term many would like to see it removed and if not then hidden by trees/landscaping. The pylons as well are considered a negative on the landscape and the preference would be for these lines to be placed underground.

Community

A community led initiative with ideas ranging through community centre, play area, public community gardens and allotments, etc. are considered essential for the preservation of the character of the two communities. From the feedback, these places will encourage education for young people, community relationships through the gardens/ allotments, and help emerging artists through the art centre.

Tourism and Heritage

The area is rich in historic components such as the Waggonway, the Battlefield site, the mural, and Cockenzie House. Linking these heritage assets through a touristic trail and a visitor centre was suggested several times by the participants. The need to preserve and to enhance the existing tourism is considered essential for the inhabitants. The term 'Attract' is an often used word – people want to desire to be in the area. Suggestions from participants included creating a *“big sculpture like the Kelpies”* and raising standards that leads to seeing *“Cockenzie on the map again.”*

Transport

When it comes to transport, the location of the site on the Firth of Forth as well as its proximity to Fife and Edinburgh allows the development of a sea related activity. Here as well there was an amalgam of suggestions from a *small ferry port* to a *cruise ship terminal*, passing through *shipping port*, a *passenger terminal* and a *cruise liner port*. Furthermore, participants mentioned the potential for East Coast railway line to have a stop in the area in order to facilitate the connection from and to the site and therefore, resulting in a more accessible tourist destination by boat or train.

Infrastructure and Connectivity

Keeping up with the connectivity theme, it was mentioned that the area lacked cycling and walking routes as well as the coastal path road needs to be enhanced for cycling and walking and it must be equipped for wheelchair and mobility assisted users. Furthermore, an improvement of the infrastructure and enhancements for road traffic safety measures especially between Musselburgh/ Prestonpans and Cockenzie has to be integrated in the future plan. When it comes to the rail connection, as mentioned before, another suggestion was the re-introduction of a passenger rail line to Cockenzie from Prestonpans branch line in order to increase the connectivity. Finally, some concern was expressed about road closures as stated below *“Do not close any road or path links between coastal villages”*.

Landscape

An emphasis on the landscape of the area was recurrent. The participants want to see open and green space **preserved** as well as **enhanced**. Green Hills and the landscape around the area could be enhanced with additional planting, trees, etc. Some mentioned the creation of a *massive park* or a *botanical garden*. When it comes to walking path, as previously mentioned, the inhabitants wish to see more landscaped clear paths, including formalising the many informal pathways that currently run through the area. Additionally, the demolition of the power station has served to emphasise the spectacular **coastal views**, which can now be taken in uninterrupted. There is a feeling that to develop something that interrupts the views would be a loss.

Biodiversity

This theme is complementary to the previous landscape theme. Several ideas were proposed such as an increase of the diversity of birds and wildlife, creation of a nature reserve, the remediation of all lagoons to reduce pollution, an environmental corridor from inland to sea and the enhancement of the existing greenspace surrounding the boiler house/ turbine-hall and former chimney site. All of these suggestions demonstrate the aspiration for a greener and pollution free environment after the demolition of the power station.

Education

An interest for education and the creation of educational buildings came through the feedback, especially from the youth. The establishment was proposed of an *environmental educational park, Forest school, Art college/ studios, a space for student's/ school kids could go to do work both inside (a new library perhaps) or outside (benches/desk types tables and chairs), and an extension of the Queen Margaret University.*



Post-It ideas at a drop-in session.

7. Floormap Analysis



The floormap showing the masterplan in its local context.

The large scale floormap provides a way for people to orientate themselves with the site and to highlight areas or places that they like (green dots) or dislike and would like to change (red dots). While this exercise is subjective, the collective action of marking these on a map begins to reveal interesting patterns. It was present and used at every event.

On the site itself the following areas had positive clusters:

- Greenhills
- Battlefield Site
- Waggonway
- Greenspace immediately south of the road.

Areas that had negative clusters were:

- The electricity substation
- The electricity pylons
- The coal store.

Areas with mixed clusters were:

- The power station pier
- The former power station site itself (positively that the power station had been demolished, negatively that its current state is an eyesore)

Sites off the masterplan site that had positive clusters include:

- Cockenzie Harbour
- Port Seton Harbour
- The Battlefield view point

8. School Workshop



The school workshop was held at Preston Lodge High School, with a cross-section of pupils ranging in age from 12 – 17. The group of 33 worked on workshop activities collaboratively across these age groups.

The format for the workshop was an open discussion session, including using the large scale floor map to identify what they liked about the area and what they would like to see changed. This was followed by a repeat of the future scenarios workshop exercise that had been carried out with the national agency stakeholder and local stakeholder groups. The groups were encouraged to think about how other people use the place currently and how others may use the place in the future, in addition to their own perspectives.

Group 1 – Suburban Atmosphere



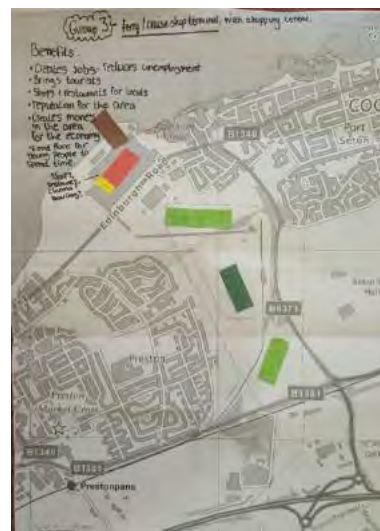
- Creation of a Port
- Focus on retail and leisure, restaurants such as McDonalds, Nandos
- Creation of a big hotel close to the port
- Presence of green space

Group 2 – New Pans



- Main focus on retail and leisure activities through the creation of a shopping mall with shops, restaurants (McDonald), cinema on the waterfront
- On the southern part of the site, more leisure activities are created such as dance studios, indoor/outdoor swimming pool, haunted house, gym, etc.
- The transformer building is removed

Group 3 – Ferry cruise terminal with a shopping centre



- The creation of a ferry cruise terminal with a shopping centre that will benefit the community through the creation of jobs and the reduction of the unemployment. Furthermore, it will bring tourists to the area. Shops and restaurants are created for the locals. It will help the economy and enhance the reputation of the area. Finally, it is a good place for young people to spend time.

Group 4 – Cockenzie Leisure



- A mix of medium density housing units (35+ unit per ha)
- Retail and leisure areas for the communities
- Green space and offices
- Battlefield site

Group 5 – Preston Clarke



- New housing development along the old coal supply line and along the line of the pylons.
- Leisure centre development on the old power station site
- Keep the battlefield site green
- Doctors surgery and community hospital

Group 6 – Diversity



- **Focus on retaining as much green space as possible**
- Create a boundary with the greenspace between Prestonpan and Cockenzie
- Develop an energy centre on the old power station site
- Put a shopping centre along Edinburgh Road
- Have a visitor attraction at the Battle of Prestonpan field.

In all the pupils' plans there was a focus on retail and leisure through shopping centre, restaurants, cinema's, gym, etc. Furthermore, a presence of housing in some of the plans were suggested with its amenities. Additionally, one of them proposed a ferry terminal that would bring economic prosperity and tourists to the area. Finally, green spaces were considered key components for the whole area.

9. Conclusion

Overall the feedback from the workshops and drop-in sessions suggests:

- **Raise the aspirations** of the area – whatever happens should be of such **quality** and note that the area is equal to the best of the best that East Lothian has to offer
- **Create a destination** – make this a place that locals want to use, and that attracts visitors across East Lothian and beyond
- **Create a clean and green area** – use this theme to lead all development, with areas that are to be built up following ecological development principles
- **Respect the heritage** of the area – in particular the Battlefield – both east and west triangles
- **Natural assets** should be retained
- **Local jobs** should be created through this process
- Change in this area should serve to **make these communities places that people want to stay** (i.e. not dormitory)
- Infrastructure enhancements could help **deal with the capacity constraints and other deficits** in the area – especially with new and expanding communities.

There are **tensions** concerning:

- The positive and negative impact, and viability, of **a cruise terminal**
- **Energy development** outside the current footprint
- Any development that **negatively impacts quality of life and well-being** (there is no desire to return to something similar to the power station)
- Development that might **impact the coast or the seabed**.

However there are many **positive hooks** for ideas and projects, such as:

- Using the scale of the site to accommodate multiple uses by deconstructing the site into sub-areas, therefore meaning **the area benefits from diversity of uses**
- **Large scale public art** to act as an anchor for a destination
- **Formalise much of the informal leisure use** that already takes place across the site – and create further opportunities with this increased access
- **An opportune time for Cockenzie Harbour** – whether it develops into a marina or not, this is a key opportunity to realise the potential of this area.

Regarding the process, there is some concern that the masterplan is a repeat of processes that have taken place in the past with no progress being made, but there have also been comments that the process is indicative of an open and fresh approach to the area by East Lothian Council, including allowing questions to be asked regarding the process.

From this first stage of consultation, the following conclusions can be drawn:

- The commonalities between the scenarios present a framework based around greenspace and green networks around which other elements can be structured
- There are areas that are generally considered to be appropriate for development, and other areas that are not.
- Development should add value to the local communities and East Lothian, enhancing the area as a chosen location
- Consideration should be given to areas outside the masterplan boundary – the masterplan should as far as possible act as a catalyst for positive change in these areas in addition to areas within the masterplan boundary.

The consultation analysis and report will be used as a basis for producing masterplan options, alongside the technical baseline material.

Kevin Murray Associates

November 2016

Appendix A: Feedback Form Material Summary

This table is a summary digest of responses received through the Feedback Forms.

Like	To Keep	Change	Do not do
View of the sea / Fife/	The mural	More employment (especially for young people)	Housing
Coastal area	Chimney	Pylons (Underground)	Industrial development
Green space / Green hills	Green Hills	Reduction in size or removal of converter building	Anything with noise or pollution
Potential for positive change	Green space	Camouflage the converter bldg. with trees	High rise building
History	Open space	Infrastructure: buses/ trains, walkways	Does not become a commercial site
Proximity to Edinburgh	Coastal walk	More disable accessibility	No grand schemes: E.g.: cruise liner terminal
Quiet	Individual character of the villages	More public gardens/ allotments	Don't put another power station there
Wild life	The fabric and community	Family oriented activities	No: MacDonald's, cinema, retail outlets
Size, scale + location	Battlefield site	Cleaner, greener environment	Horried at idea of Liner Terminal- 4,000 passengers to be bussed on to Bypass/ Edinburgh, East Lothian? Would destroy Port Seton's character
Variation in the landscape	Separation between the villages	Integration of older people	No housing or retail
Potential for positive change	There are areas within the plan which should be protected against semi-industrial instalment so that the expectations of the people are not betrayed	Enhance harbour area	Keeping industries on current footprint not expanding
Battlefield site		Viable economic component	Not viable for a ferry port
Sense of community		John Muir way	Not a ferry cruise liner not enough liners in forth

APPENDIX C: CONSULTATION REPORT (STAGE 2)

Cockenzie Former Power Station and Surroundings Masterplan

Stage 2 Consultation Report



Kevin
Murray
Associates

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1. Introduction

This is the Engagement Report for the second stage of consultation on the Former Cockenzie Power Station Masterplan. The purpose of this second stage of consultation was to review the progress that masterplan team had made up to this point, and provide an opportunity for reflection and evaluation before narrowing the masterplan approach further. This engagement with local stakeholders and the community at large serves as an important ‘gate check’ in the masterplan preparation process, prior to the development of a final masterplan.

East Lothian Council commissioned Peter Brett Associates, Duncan Whatmore Urban Design & Architecture, Kevin Murray Associates, Energised Environments and Gardiner Theobald as their Masterplan team for the former Cockenzie power station site and surrounding areas. The brief from the client was to prepare an aspirational masterplan for the area, that incorporates community aspirations and builds “a shared vision for the future redevelopment of the site...”.

The programme for this stage of consultation consisted of a combined stakeholders workshop which drew together participants from the previous National Agencies and Local Stakeholders workshops, drop-in community sessions in Prestonpans, Cockenzie and Port Seton, a school workshop in Preston Lodge High School and at Longniddry Primary School and unstaffed drop-in sessions in Port Seton, Prestonpans and Longniddry. Across this programme of consultation there were multiple methods by which participants could provide their feedback, which included evaluation of the scenarios the team had developed and their own scenario or modifications.

The programme of events was as follows:

Wednesday 1 February	Combined Stakeholders Workshop
Wednesday 1 February	Cockenzie Primary School Drop-in Session
Saturday 4 February	Prestonpans Town Hall Drop-in Session
Wednesday 8 February	Preston Lodge High School Workshop
Wednesday 8 February	Port Seton Centre Drop-in Session
10 - 17 February	Unstaffed Drop-in Sessions at Prestonpans Library, Port Seton Library and Longniddry Library
Thursday 23 February	Longniddry Primary School Workshop



Cockenzie Futures Stage 2 Facebook post

COCKENZIE POWER STATION SITE AND SURROUNDINGS



**Join us to contribute to the emerging plan
1, 4 and 8 February**

Cockenzie Power Station Masterplan flier

Publicity

To publicise the events the consultant team undertook the following:

- A press release and article in the East Lothian Courier
- 2500 A5 Fliers
- 40 A3 Posters
- Facebook - sponsored posts targeted for a 10km range with a reach of over 9,000 people.
- Twitter - tweets with a reach of over 1,600 people

2. Events and Participation

In February 2017, the second stage of community consultation was carried out to inform the follow up of the masterplan design, for the former power station and surroundings at Cockenzie. This second stage comprised of the following events and activities:

Combined Stakeholder Workshop was held on Wednesday 1 February. National Agency organisations and Local Stakeholder organisations and individuals were invited to attend the workshop. Participants were given briefing presentations on the conclusion of the first consultation and on the masterplan themes and scenarios was provided. The workshop task was to explore the possible future scenarios for the site that had been produced, to review and evaluate each scenario, and to consider the construction of a hybrid that would result in a better evaluation outcome.

Drop-in Community Sessions were held in multiple venues close to the former power station site. These sessions included a series of information posters, the previous large aerial map of the site and its surrounds and a live presentation and Q&A sessions. Representatives of the design team were available through the 1, 4 and 8 February sessions to explain the process, listen to ideas and answer questions. Feedback forms were used to evaluate the possible scenarios that had been produced and to give people an opportunity to create their own hybrid scenario.

Additional unstaffed sessions were arranged at Prestonpans Library, Port Seton Library and Longniddry Library following the initial drop-in sessions from 10 - 17 February.

These community drop-in sessions were publicised through direct email invitations to organised groups, in local media, flyers and posters distributed to local shops and community centres and through Twitter and sponsored adverts on Facebook.

School Workshop was held on the morning of the 8 February at Preston Lodge High School. This session was attended by a cross-section of year groups, ranging in age from 12 years old – 17 years old. The primary workshop activity was the same score the scenarios and create your own hybrid exercise carried out at the national agency and local stakeholder workshop. A second school session was held with Longniddry Primary School with 10 and 11 year olds, where the primary activity was creating new hybrid scenarios.



Top row on the left, Combined Stakeholder Workshop, on the right, Cockenzie Primary School Drop-in Session, bottom row on the left, Port Seton Centre Drop-in Session and on the right, Longniddry Primary School Workshop.

EVENT	PARTICIPANTS
Drop-In Community Sessions	
Wednesday 1 February – Cockenzie Primary School	38
Saturday 4 February – Prestonpans Town Hall	56
Wednesday 8 February – Port Seton Centre	58
Stakeholder Workshops	
Wednesday 1 February – National Agencies and Local Stakeholders	42
School Session	
Wednesday 8 February - Preston Lodge High School	30
Thursday 23 February - Primary School Longniddry	58
TOTAL	282
Feedback Cards Received	77

The table above shows the number of participants (where known) and the number of completed feedback forms returned through mail, online or dropped in the box.

The drop-in sessions were attended by people of all ages and backgrounds to come and take part and share their ideas and opinions for the site. This included people who took part of the previous community session, and others who attended it for the first time. The general feedback of the attendees was positive.

3. The Feedback Methods

People visiting the drop-in sessions had multiple ways to feed in their thoughts.

1. They were encouraged to complete a feedback form, which asked them to review and evaluate the four suggested scenarios and accordingly, to propose another scenario (Appendix A: Feedback Form). Those who did not have enough time to complete the form were given the options to either drop it at any East Lothian Council office or to email it or to post it.
2. An online feedback form (replicating the form from the drop-in sessions) was emailed to all the attendees who had left an email contact, to create another means of providing feedback.
3. Following the live presentation(s) at the drop-in sessions there were Question and Answer Sessions that allowed the team to respond directly to any queries or thoughts.

This was in addition to the scenario workshop.

A total of **73 completed** feedback forms were received.

YOUR SUGGESTION

We have produced one possible hybrid scenario to demonstrate how the different themes and zones could work together. Please use the following **blank zone map** and the **zone codes** from the previous themes to propose your own **preferred hybrid**. Then, we would like you to **evaluate** it.

COCKENZIE MASTERPLAN

Welcome to the second stage in the consultation for the masterplan.

This stage presents different scenarios the masterplan team have put together using the inputs from the first round of consultation. We are asking you to review these variants, to evaluate how you think they contribute and to make any other suggestions.

The material from this stage will be used to work towards a preferred masterplan approach that will be presented to East Lothian Council.

Is the vision right? Are there any amendments you would make?

Have we got the masterplan guiding principles right? Are there any amendments you would make?

If you would like to be kept updated, please leave your name & contact details

NAME:

CONTACT DETAILS: (email or postal address)

Logos: East Lothian Council, pba peter grett, Kym's Workshop Associates, WHITMORE, GT, and others.

The feedback form utilised at workshops and drop-in sessions.

These scenarios have been produced each using a lead theme, representative of possible approaches to the site. In reality the optimum plan will be a hybrid, drawing on elements from each of these themes.

Evaluate these scenarios using the following scale:

- 1 = Positively contributes to the principle
- 2 = Neutral, does not advance the principles
- 3 = Risk to the principle that needs mitigated

Scenario 1 "Characterful"

- A- Model Village C- Energy Production
- B- Retail D- Restaurant

- ☐ Green Framework
- ☐ Appropriate Development
- ☐ Value to Local
- ☐ Catalyst for Positive Change
- ☐ Quality of Life



Scenario 3 "Connected"

- A- Port Facility
- B- Ferry Terminal
- C- Hotel
- D- Industrial Estate
- E- Energy Production
- F- Open Space
- G- Sports Facility
- H- Visitor Centre
- J- New Infrastructure
- K- Agricultural

- ☐ Green Framework
- ☐ Appropriate Development
- ☐ Value to Local
- ☐ Catalyst for Positive Change
- ☐ Quality of Life



Scenario 2 "Commercial"

- A- Energy Production
- B- New Open Space
- C- Retail/ Leisure
- D- Industrial/ Workshops
- E- Office/ HQ Employment
- F- FE/ HE Campus
- G- Hotel
- H- P + R
- J- Open Space
- K- Agricultural

- ☐ Green Framework
- ☐ Appropriate Development
- ☐ Value to Local
- ☐ Catalyst for Positive Change
- ☐ Quality of Life



Scenario 4 "Illustrative Hybrid"

- A- Port Facility
- B- Ferry Terminal
- C- Hotel
- D- Tourist Accommodation
- E- Energy Production
- F- Open Space
- G- Care Home
- H- Industrial/ Workshops
- J- Office/ HQ Employment
- K- Visitor Centre
- L- Battlefield Site

- ☐ Green Framework
- ☐ Appropriate Development
- ☐ Value to Local
- ☐ Catalyst for Positive Change
- ☐ Quality of Life



The feedback form utilised at workshops and drop-in sessions.



Drop-in Community Sessions: top row Cockenzie Primary School, 1 February, bottom row left Prestonpans Town Hall, 4 February, bottom row right Port Seton Centre, 8 February.

4. The Combined Stakeholder Workshop

A combined stakeholder workshop was held on the morning of 1 February. Attendees from National agencies and organisations, local stakeholders and organisations were present. The workshop began with an introductory presentation that provided a briefing for the participants on the outcomes of the previous public consultation. This was followed with a presentation on the development of the different themes and scenarios for the masterplan. The presentation included discussion of technical constraints that the team were aware of. The presentation was followed by a briefing on the workshop tasks that would make up the majority of the workshop time.

Workshop tasks

The workshop task was to evaluate each of the scenarios, the hybrid scenario and to propose a new hybrid scenario that would address issues that were identified during the evaluation process.

Each of the six groups was provided with an A2 set of the scenarios and the hybrid, a scoring sheet for each scenario and a blank zone map for the creation of a new hybrid. The evaluation exercise was to score from 1 to 3, 1 being a positive contribution, 2 a medium contribution and 3 a risk to compliances and negative contribution, the following: planning policy; strategic environmental impact; strategic economic impact; green framework; appropriate development; value to local; catalyst for positive change; and quality of life. Following the evaluative scoring, groups were requested to provide a justification for their evaluation, offering critiques and appropriate solutions. Finally, to create a new hybrid based on their previous analysis of the scenarios. Each group was asked to start their discussion with a different scenario to cover the possibility that more time would be spent on the first scenario the group would discuss.



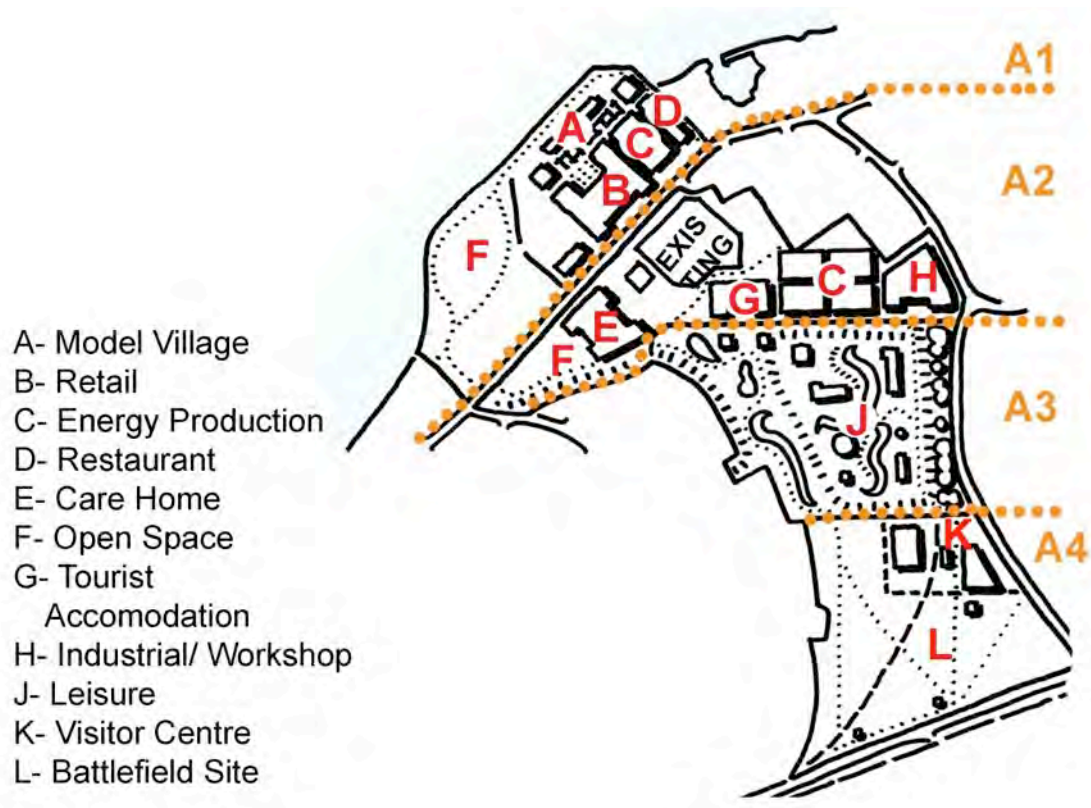


Combined Stakeholder Workshop

Workshop Evaluation

This section will run through the scenarios providing summary of each groups' evaluation.

Scenario 1 - Characterful Cockenzie



Scenario 1 Plan

Scenario 1 Evaluation Scores:

<i>Evaluation Criteria/Principle</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
1 - Planning Policy	2	2	3	2	1	3
2 - Strategic Environmental Impact	2	1	1	2	2	1
3- Strategic Economic Impact	2	2	2	2	3	3
4 - Green Framework	1	1	1	-	1	2
5 - Appropriate Development	3	2	2	-	1	2
6 - Value to Local Community	2	2	2	-	2	1
7 - Catalyst for Positive Change	2	2	2	-	2	2
8 - Quality of Life	2	1	1	-	1	1.5
Total	16	13	14	-	13	15.5

Group 1:

- **Planning Policy**, there is a concern over the retail location because it might compete with other town centre retail, which is already fragile. Another concern stated was the type of retail, would it be a supermarket, wholesale, etc. An option suggested was specialised retail.
- **Strategic Environment Impact**, the concern was over the location of the energy production - C, the industrial/ workshop- H and the tourist accommodation - G near the residential area. This could be mitigated by the creation of a green buffer zone between them. Finally, the establishment of a care home next to the transformer was deemed inappropriate.
- The scenario was seen as having a low **Strategic Economic Impact** since it does not generate employment.
- **Green Framework**, distance/ location should be improved. The green leisure park - J should be swapped with the industrial uses from zone B2.
- Some of the **Development** location was considered inappropriate such as tourist accommodation -G, energy production - C, Industrial/ Workshop - H, Leisure -J.
- **Value to the Local community** was expressed as being average since the scenario does not provide a mix of choices. The Battlefield site - L and the Open space - F were regarded as crucial to be retained in order to help the local communities.
- When it came to consider it as a **Catalyst of Positive Change**, the retail development was questionable on planning/ viability.
- The **Quality of Life** was as well considered average because of the negative impacts for Whin Park/Cockenzie and the traffic that will be generated by the retail.

Group 2:

- **Planning Policy**, the scenario scored a “high” two because of the issue with the town centre displacement, but otherwise considered broadly compliant.
- **Strategic Economic Impact** was perceived as average because the scenario is not optimum when it comes to local employment.

- Although the **Green Framework** was strong, some remarks were made about the distribution and location of the green spaces.
- Several concerns were raised about the **Appropriate Development**, why should there be a Model Village - A when there is existing heritage that could be interpreted? The Visitor centre - K in zone 3 might not be needed since there is already another visitor centre nearby. The retail -B was regarded as a threat to the retail in the town centre. Finally, G, C, H should be moved to zone A3.
- The **Value to Local Community** scored a “high” two because of the presence of the care home - E and Leisure - J that were perceived as a positive elements. However, the negative aspect of the scenario was moving jobs/displacement.

Group 3:

- Overall the scenario was characterised as a mismatched plan, despite the relatively low score.
- Some of the issues were the Model Village - A which was not perceived as authentic, unless it was genuine housing in the style of Knockroon (for example) and if it was, why should it be created here?
- The economic benefits were considered to be limited as there is not a lot of employment.
- Split the energy production site -C, with one site in zone A1 next to the retail and restaurant.
- Another suggestion was to include a land sculpture path into the leisure space.

Group 4:

No comments

Group 5:

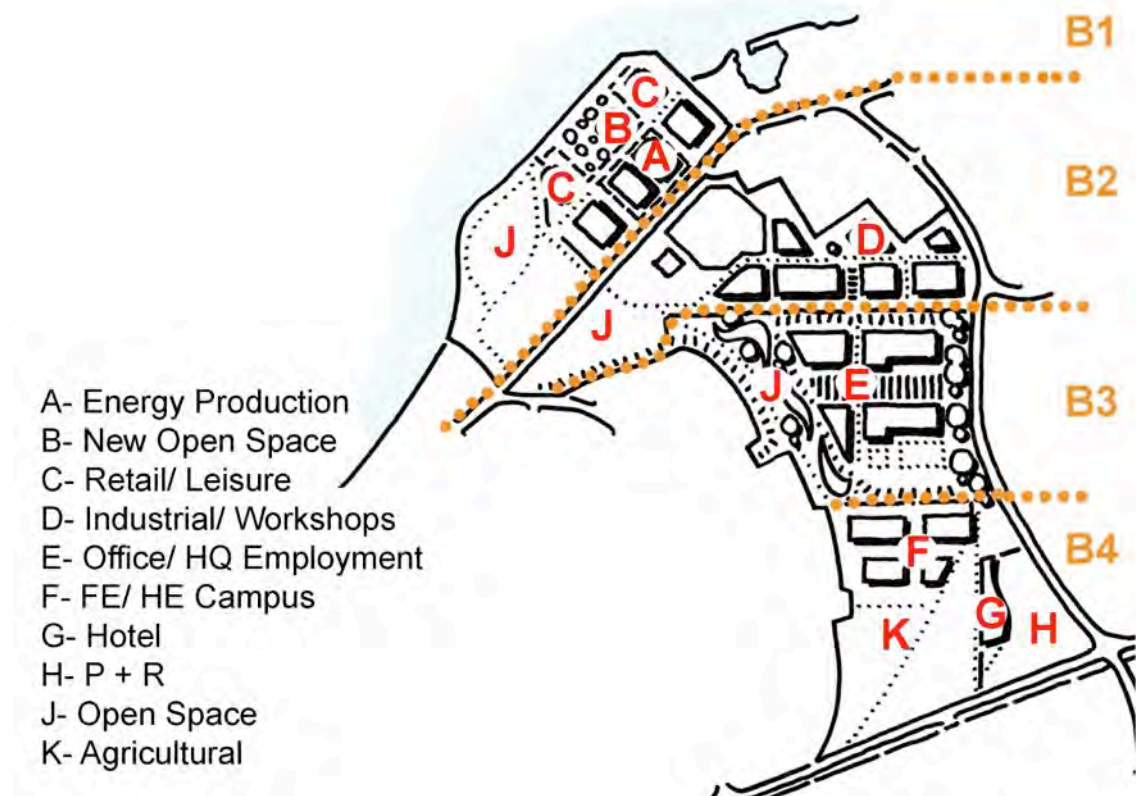
Overall the scenario was seen as positive, however, it does not have all the elements to transform the area. The green spaces must be linked together.

Group 6:

- **Green Framework**, improve green connections between the zones.
- A suggestion put forwards was to build a linear park over the potential Inchcape development in a bid to not sterilise the area, allow for access etc.

Overall the **Average total** of the **Scenario 1 - Characterful Cockenzie** was **14.3**.

Scenario 2 - Commercial Cockenzie



Scenario 2 Plan

Scenario 2 Evaluation Scores:

<i>Evaluation Criteria/Principle</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
<i>1 - Planning Policy</i>	2	2	3	-	1	2
<i>2 - Strategic Environmental Impact</i>	3	3	3	-	2	2
<i>3- Strategic Economic Impact</i>	1	1	1	-	1	1
<i>4 - Green Framework</i>	3	2	1	-	2	3
<i>5 - Appropriate Development</i>	2	2	2	-	1	1.5
<i>6 - Value to Local Community</i>	2	1	1	-	1	1.5
<i>7 - Catalyst for Positive Change</i>	2	1	2	-	1	1.5
<i>8 - Quality of Life</i>	2	1	2	-	2	1.5
<i>Total</i>	18	13	15	-	11	14

Group 1:

- Retail/ Leisure - C & Energy Production - A were believed to not work together. The retail/Leisure will increase the traffic impact, which will require a revised infrastructure.
- The **Green Framework** could be improved with “Green Network/ buffer zones” in order to connect areas and not result in isolated/exclusive development in zones B2 and B3.
- As for **Appropriate Development**, FE/HE Campus - F should be moved to zone B2 and that Industrial Workshops -D and Office/ HQ employment to Zone B3. The Hotel -G in zone B4 either removed or moved to the waterfront. A question was raised over the need/demand for higher education in this location?
- **Value to the Local Community**, the creation of jobs was a positive factor, nevertheless, the loss of Battlefield site to development was a negative factor.
- The mix of uses proposed in this scenario would change the dynamic of the area - while bringing benefit would impact negatively on **Quality of Life**.

Group 2:

- **Planning Policy**, the town centre would suffer from aspects of this scenario. Therefore, it will encounter some problems with the planning policy as well as the National Plan.
- **Strategic Environmental Impact**, the mix of uses in the Zone 4 has a negative impact. Move the Hotel - G and Park and ride- H as this is in an inappropriate location.
- **Green Space**, the question was why remove green space (Zone 4) and create new areas of it (in Zone 1)? and why create green space on brownfield land and develop on green field.
- Zone 4 was deemed inappropriate development. The rest of the uses are dependent on Blindwells coming forward to be considered as **Appropriate Development**, i.e. scale and demand for uses
- **Value to Local Community**, if the uses in the scenario generate local employment, then it is positive. A potential route to high quality employment is created if there is a direct connection between FE/HE Campus - F and the employment area.
- The scenario presents a lot of potential for employment and training, which are a **Catalyst for Positive Change**.
- **Quality of Life**, Zone 4 has an anticipated negative impact on the development. Why could the elements in Zone 4 not be integrated elsewhere?

Group 3:

- The proximity between the Retail/Leisure- C, and energy production- A may not be appropriate unless the latter employs a high number of individuals.
- The location of the hotel- G and the P+R- H next to the Battlefield monument are inappropriate.

Group 4:

No comments.

Group 5:

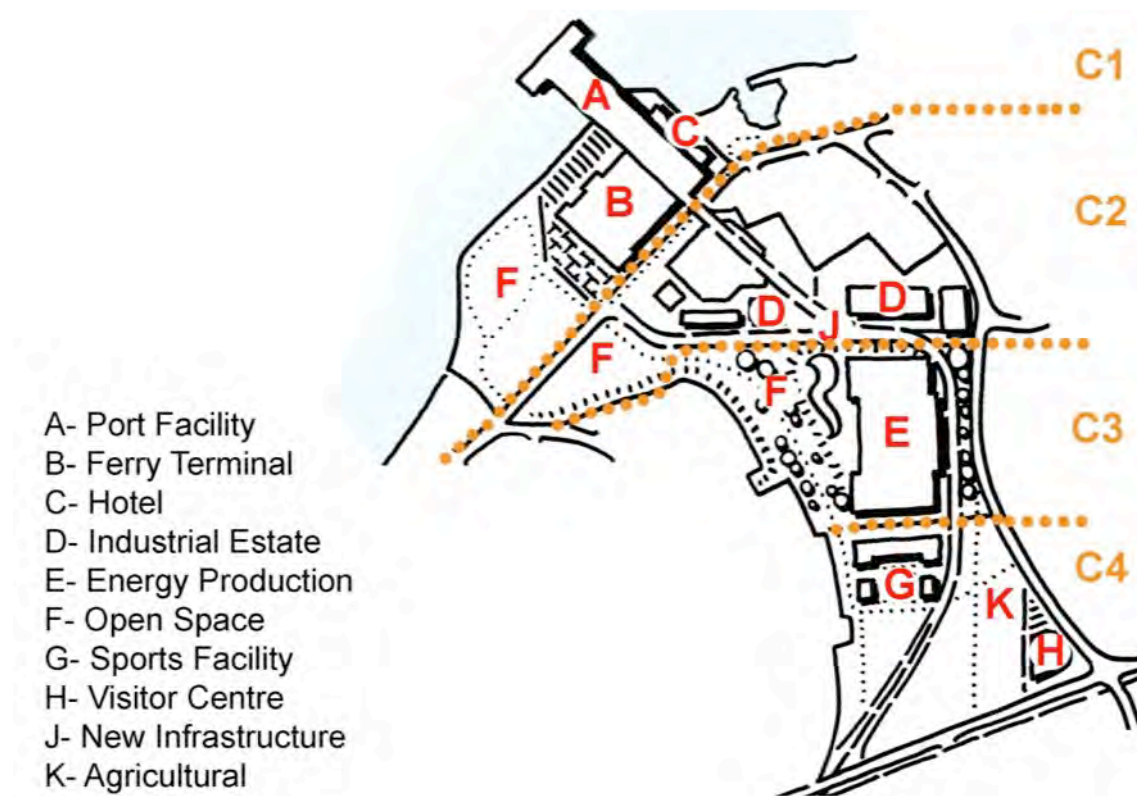
The scenario was believed to be under achieving, the uses could be expanded and pushed further.

Group 6:

- **Strategic Environmental Impact** a concern expressed was the traffic impact on the development and the area.
- **Green Framework** was considered weak although the scenario has strong connectivity.
- When it comes to the **Appropriate Development**, the debate was the on the ability of the uses to attract investment and generate local employment.
- The same debate was held on the **Value to Local Community**.
- A potential was noted for the **Quality of Life**, which is Live/Work units.
- Creation of local traffic issues was a concern, Park and Ride - H was not considered negative on the assumption that a rail halt was developed.

In conclusion **Scenario 2 - Commercial Cockenzie** scored an **average total of 14.2**

Scenario 3 - Connected Cockenzie



Scenario 3 Plan

Scenario 3 Evaluation Scores:

<i>Evaluation Criteria/Principle</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
<i>1 - Planning Policy</i>	2	2	3	2	3	1.5
<i>2 - Strategic Environmental Impact</i>	3	3	3	3	3	3
<i>3- Strategic Economic Impact</i>	2	3	1	1	1	2
<i>4 - Green Framework</i>	3	3	2	2	2	3
<i>5 - Appropriate Development</i>	3	3	3	2	2.5	2
<i>6 - Value to Local Community</i>	2.5	3	3	2	1.5	2
<i>7 - Catalyst for Positive Change</i>	3	3	3	2	2	2
<i>8 - Quality of Life</i>	3	3	3	3	2	2
<i>Total</i>	21.5	23	21	17	17	17.5

Group 1:

- **Planning Policy**, some issues were expressed over the sports facility - G with regard to Meadowmill and the visitor centre - H.
- **Strategic Environmental Impact**, the Ferry Terminal -B and Port Facility -A will have a negative impact due the need for dredging and other environmental impacts such as air pollution from large vessels.
- **Strategic Economic Impact**, the concern was that the ferry travellers will “hop on a train straight to Edinburgh”.
- **Green Framework**, better connectivity between zones needs to be demonstrated.
- **Appropriate Development**, Sports Facility - G and the Visitor Centre -H were identified as inappropriate, due to other facilities in close proximity. The Energy Production- E was considered as a good development depending on the type of energy, (thermal or solar). The Port facility- A and ferry terminal- B were viewed as inappropriate primarily due to scale issues and subsequent impact.
- **Value to the local community**, the scenario could only generate minimal employment, particularly with so much area and therefore potential given to the Ferry and the energy production.
- **Quality of life** scored a 3 because of the impact on the battlefield; there was a consensus about leaving the battlefield clear.
- The main concern expressed was around the ferryboat terminal. Although it is deemed to be an attractive development, it is outweighed by negative outcomes such as traffic, a lorry park would need to be created and it would require freight operations to subsidise operations in the low season. Furthermore, it is an endangerment to the marine life.

Group 2:

- **Planning policy**, a 2 was agreed upon, as Zone 1 and Zone 4 were considered quite negative.
- **Strategic Environmental Impact** was given a 3 due to the Port development, which is hard to mitigate. The results are loss of greenspace and a negative environmental impact on seabed, pollution etc.
- **Strategic Economic Impact**, the scenario is less likely to provide local jobs and routes to employment. As a result, the local people would not see economic benefits.
- For the **Green Framework**, the infrastructure designed would isolate the area between East and West. No benefits was perceived elsewhere.
- When it comes to **Appropriate Development**, the scale was concluded to be inappropriate. Sports facilities are already near and the Battlefield site development was inappropriate.
- For **Catalyst of Positive Change**, the port has a negative effect; it will sterilize the site due to the infrastructure and land requirements of the port.

Group 3:

- For the **Strategic Environmental Impact**, the port and the ferry will have a considerable negative impact on the area.
- For the moment, there would be no **Strategic Economic Impact** on the area.
- The group questioned the viability of the port/cruise port since it would require a substantial amount of investment.
- When it comes to energy production, it was agreed upon the fact that it has to be placed close to the waterfront for cooling purposes.
- A concern raised around the industrial uses was the potential negative impact on amenities and the need to control it.
- Sports facility possibly not on this site, unless it is a centre of excellence.

- Finally, the agricultural land contains a scheduled monument, thus, it might be more appropriate for leisure use.

Group 4:

- **Strategic Environmental Impact**, the port and the ferry terminal were considered a threat.
- As for the **Strategic Economic Impact**, there was questioning about the viability of such development.
- For the **Green Framework**, the designed infrastructure was deemed undesirable.

Group 5:

- For the **Planning Policy**, the scenario would have a negative regional and national impact.
- The **Strategic Environmental Impact** is dependant on the size of the port.
- Concern was expressed regarding the infrastructure - it would require a considerable investment.

Group 6:

- **Planning Policy**, the energy on site complies with the NPF3.
- Overall, a concern was expressed over the port including economic justification and the potential impact on the Leith's port.

In conclusion **Scenario 3 - Connected Cockenzie** scored an **average total** of **19.5**

Hybrid Scenario - Complete Cockenzie



Scenario 4 Plan

Hybrid Scenario Evaluation Scores:

<i>Evaluation Criteria/Principle</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
1 - Planning Policy	-	2	3	2	1	-
2 - Strategic Environmental Impact	-	2	3	3	2	-
3- Strategic Economic Impact	-	2	1	1	1	-
4 - Green Framework	-	2	2	2	2	-
5 - Appropriate Development	-	2	3	3	1	-
6 - Value to Local Community	-	2	2	2	1	-
7 - Catalyst for Positive Change	-	2	3	3	2	-
8 - Quality of Life	-	2	2	3	2	-
Total	-	16	19	19	12	-

Group 1:

The first group did not score this scenario and were of the view that it regroups all the negative elements from the scenarios.

Group 2:

- **Strategic Economic Impact**, the scenario was missing the local enterprise scale that was a positive in other scenarios.
- **Green Framework**, the port will make the coastal zone impermeable.
- **Appropriate Development**, the port's impact is difficult to mitigate.
- For the **Value to the Local Community**, although the opportunities exist in this scenario, the routes to employment are still low.
- **Quality of Life**, the port was considered the biggest draw back.
- In general, without the appropriate infrastructure, it has to be assumed that the port is much smaller or does not work.
- There is less displacement of jobs in this scenario.

Group 3:

- The scenario was not a **Catalyst for Positive Change** due to the way the site is laid out and the negative consideration of the port development.
- The industrial/ workshops and the office/HQ employment space have to be interchangeable to give flexibility.
- Concern was expressed over the return of investment on the port facility and the ferry terminal.
- The care home location splits the "green" amenity area and ought to be moved.
- The location of the tourist accommodation near the transformer station is inappropriate.
- The visitor centre should not be located over the rail spur.

Group 4:

- **Planning Policy**, the scenario was not considered energy led and thus, not complying with the NPF3.
- A negative **impact** on the **environment** due to the port facility and the ferry terminal.
- **Strategic Economic Impact**, concerns were expressed over the viability, challenges and how much displacement.
- For the **Green Framework**, this scenario was characterised as uninspiring and unappealing.
- The scenario has *"too many bits and does not make sense for East Lothian"*, therefore, it was not deemed to be **Appropriate development**.
- **Value to the local community**, one negative was the location of the care home.

Group 5:

Overall, there was an over reliance on port and the care home was not considered in the right place.

Group 6:

The group did not score this scenario.

In conclusion **Hybrid Scenario - Complete Cockenzie** scored an **average total** of **16.5**

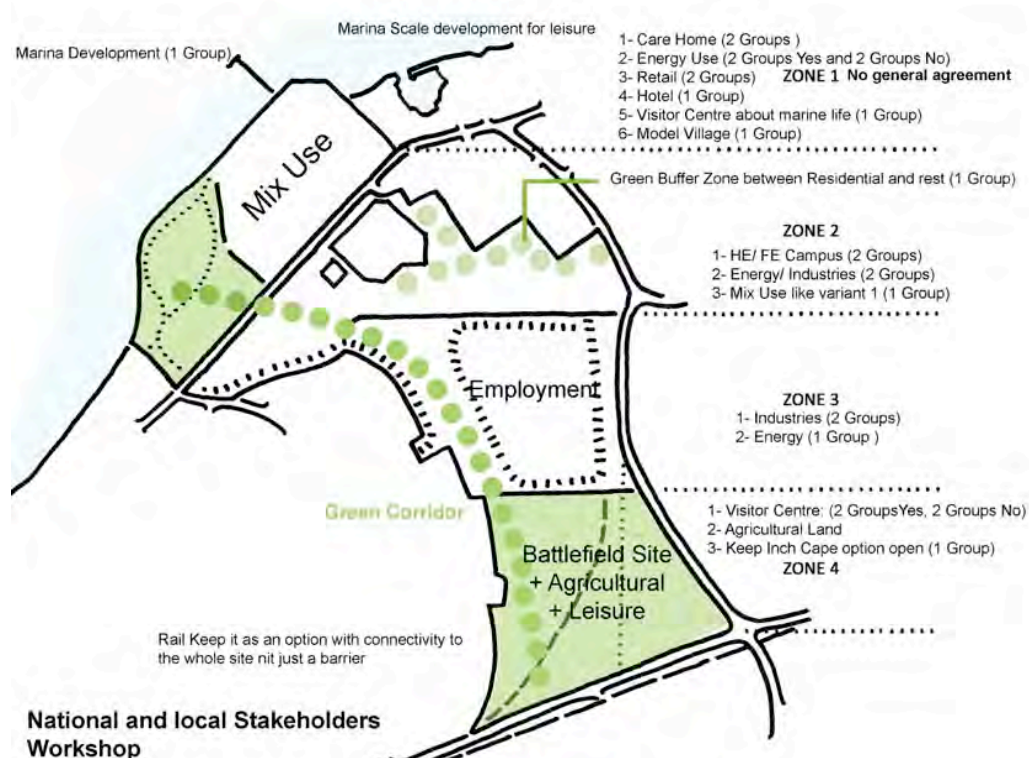
Conclusion

Group	Scenario 1 Characterful Cockenzie	Scenario 2 Commercial Cockenzie	Scenario 3 Connected Cockenzie	Hybrid Scenario
1	16	18	21.5	-
2	13	13	23	16
3	14	15	21	19
4	-	-	17	19
5	13	11	17	12
6	15.5	14	17.5	-
Averaged Total	14.3	14.2	19.5	16.5

The table shows the total scores given by the groups for each scenario, and the averaged total score. It highlights that Scenario 2 - Commercial Cockenzie and Scenario 1 - Characterful Cockenzie received the most positive evaluation scores. Nevertheless, the above scores are to be caveated, since most of the scores given in the eight criteria were conditional, for example on relocating particular uses, or the group defining a particular scale of development.

Composite Hybrid Scenario

The below composite diagram is a composite capturing all the material from the “make your own” hybrid. The lowest level of agreement was on zone 1, with higher agreement on zone 2, and strongest agreement on zone 3 and zone 4.



Composite diagram from “make your own” hybrid

General ideas across the site were for **a north/ south link of green spaces and green movement** such as walking and cycling. Regarding the rail spur, some of the groups kept the option open for reinstating rail.

For **zone 1**, there was no consensus on the uses, some of the groups suggested energy production, others created a visitor centre about marine life, another a hotel and retail etc. Nevertheless, most of the groups agreed on the negative impact a ferry terminal could have and preferred to substitute it for a small marina.

For **zone 2**, again there was no consensus with several propositions suggested. Either an **HE/FE campus for education** purposes that would serve as an anchor for the businesses developed in zone 3. Another proposal is **energy production utilising the transformer** and other existing infrastructure present. Finally, **industrial/ workshop units**, in order to bring employment to the area. For the care home, most of the groups preferred this to be located in zone 1. One of the groups, created **a green buffer zone** between the residential area and the new development in order to limit the disturbance and ameliorate the area.

Zone 3 was designated for **work and employment uses** such as light industry and/or energy production. However, the general consensus was about the clean nature of the energy use such as solar or geothermal.

In **zone 4**, the general agreement was around **a no development approach to the Battlefield Site**, which needs enhancement. For the visitor centre there was a disagreement on the location and the demand for it, some preferred to be moved to zone 3 and other to be completely removed.

5. Feedback Form Analysis

Q1. Is the vision right? Are there any amendments you would make?

Regarding the vision, if the vision is right and what amendment would they propose, the majority of participants responded yes. Amendments suggested include:

- *“More or less. I would like to see more emphasis on developments to attract visitors e.g. conference/ exhibition centre and also on capitalising on any improving transport into out of the site”*
- *“It is heading in the right direction, in my view. My concern is that it is going to become a mini city- too build up! I moved out of Edinburgh to get away from that”*
- *“If you aim to draw people need something no one else has in county”*
- *“Energy solutions must be clean and renewable”*

Q2. Have we got the masterplan guiding principles right? Are there any amendments you would make?

Feedback on the Masterplan guiding principles returned a similarly positive response to the vision. Comments on amendments included:

- *“Affordability/Sustainability key factors given pressures on public funds”*
- *“More consideration to the quality of life for local residents-what we see, hear, etc. as opposed to bringing in workers in industry”*
- *“Would like to see a bigger emphasis on the arts. Very neglected in Scotland with very little funding. This is a very creative area - this opportunity should feed on that”*
- *“Keep the upgrades true to the area. Not to copy but be sympathetic to the existing traditional environment. No Benidorm here please - An understated new way - pleasing to live in - no bling!”*

Scenario Evaluation

Participants were asked to evaluate the four scenarios using the following scale to evaluate the scenarios on how they performed under 5 of the masterplan principles:

Scale

- 1 - Positively contributes to the principle
- 2 - Neutral, does not advance the principle
- 3 - Risk to the principle that needs mitigated

	Number of responses	Total score	Averaged score
Scenario 1	40	275	6.87
Scenario 2	40	373	9.32
Scenario 3	37	440	11.89
Hybrid Scenario	39	410	10.51

Scoring of the four scenarios.

The table shows that **“Characterful Cockenzie”** and **“Commercial Cockenzie”** scored best in the evaluations (where a low numerical score equals a better evaluation). These two scenarios were community led and employment led which is indicative of the emerging community

aspiration for the area. **Scenario 3 “Connected Cockenzie”** which is connectivity and infrastructure led demonstrated a divergence in opinions, specifically around the **port facility** and the **ferry terminal**. For some participants it is viewed as the best option available and for others it elicits a strong negative reaction. The question of scale is still an issue, the comments indicate that something on a smaller scale, less reliant on additional on shore infrastructure would be acceptable. These are a sample of the comments:

- *“No, get rid of port and ferry terminal”*
- *“Marina and not a ferry terminal”*
- *“No thanks to Ferry terminal - lots of traffic, no local benefits and further destruction of the seabed.”*
- *“Ferry terminal: yes yes yes. Ferry port connected with Nordic countries”*
- *“Ferry terminal not a cruise liner”*

Other areas of difference were **zone 4**, and the issue of whether or not any development was acceptable on the battlefield site, and if so to what extent. Some of the participants’ comments were:

- *“I think scenario 2 is the best, I am not keen on a port facility I also don't have a problem with building on the battlefield site. My main focus would be on jobs/ training”*
- *“Historical sites should be preserved, cherished and promoted with educational centres.”*
- *“Battlefield heritage centre very good plan”*
- *“Maximise tourist attraction of waggonway & battlefield site & walkway to harbour (or tramway to harbour)”*

Energy uses also drew out differences of opinion. A few participants thought that the NPF3 designation as a strategic area for energy development can be amended, whilst others were did not want energy on principle:

- *“No energy/ Prestonpans has had enough energy (over 50 years) Energy and pollution”*

Others considered the inclusion of the Inchcape proposal in the Masterplan as sufficient to be compliant with NPF3, although an amended proposal would be preferred:

- *“Inch cape get through planning permission, [then in scenario 4], E would take the place of J”*
- *“Inch cape should cover energy needs, plus some solar power”*
- *“Any development by Inch Cape should be located on the existing industrial land, preferably in zone 3 and not in Zone 4”*

However, many participants included energy in their hybrid mostly between zones 2/3 and there was a general agreement on the need for green energy. One participant even thought that it would be a good driver for the site:

- *“I was never in favour of the energy park I still think the theme of energy running through the whole site could be powerful e.g. Offices for green energy companies, cafes using produce made in East Lothian, tourist activities that encourage future generations to learn about energy use, recycling, sustainability.”*

Similar to the National and Local Stakeholder Workshop, reinstating the **rail link** was an option proposed by the participants:

- *“Re-instate railway line to Cockenzie”.*
- *“Regarding access to any development could the rail link be considered as an alternative route?”*
- *“Improve transport link and making use of the existing rail link”*

The idea of the **North/ South green corridor** was again suggested as a link between the zones and as vital green element to the area.

Your Suggestion - Create your own hybrid

The final task on the feedback form is an opportunity to suggest a hybrid scenario based on the participants own views. For several participants a hybrid from scenario 1 and scenario 2 was desired. Additional suggestions were for an art-craft led scenario with an exhibition and concert hall, meeting a need for such space in East Lothian. Other proposed hybrid scenarios had a focus on green open spaces for leisure and recreational uses etc. The table below shows the scenario zones that were used, followed by the comments and amendments that the majority made to their own hybrids.

	Zone 1	Zone 2	Zone 3	Zone 4
Scenario 1	13	9	7	14
Scenario 2	8	9	10	4
Scenario 3	3	-	3	1

Hybrid scenario chosen based on zones of one of the scenarios

As noted, many of the new hybrids were caveated or amended beyond the zones that had been proposed in the three scenarios. The following outlines the uses that have been proposed through the additional comments. This is followed by tables that show how participants distributed these uses.

Accommodation: Hotel, Motel and tourist accommodation

To further capitalise on historic heritage in the area, the Golf Coast and other attractions (including any potential new ones), accommodation would be required for future visitors and tourists. The type of accommodation was diverse: hotel (of varying scales) motel, eco-camping or other tourist accommodation.

Agriculture/Growing space

Suggestions for using land for growing food at different scales from agricultural use to community orchards.

Care Home/Sheltered Housing

The presence of a care home in the scenarios was popular. This could also include sheltered housing and supported living elements.

Concert / Exhibition/ Gallery

Concert hall, exhibition centre, small gallery for arts and craft of local artists including venues for gathering, dance, music, etc. This is perceived to be missing from the area.

Education facilities

Education facilities such as FE/HE Campus particularly if it relates to any industrial or employment uses, creating training and route to employment opportunities.

Energy Use

This is caveated that it should be a clean form of energy production, therefore compatible with other uses on site.

HQ/Office uses

Employment uses, in an attractive setting. This use is particularly favoured if it connects to routes to employment through training and education facilities.

Industrial units/ workshops

Particularly if it could be related to other uses on the site, advanced manufacturing for the energy industry etc.

John Muir way and waterfront

There was an emphasis on not blocking the access to the waterfront for the local residents as well on upgrading and enhancing John Muir way for recreational and leisure.

Leisure

Leisure facilities such as restaurants, cafes, bars, etc. were in the mix to cater for different age groups and interests in order to transform areas within the site into a destination for the local people as well as tourists.

Marina or Ferry / Cruise terminal:

Support for a large-scale port was in the minority. However support for a smaller scale marina or ferry terminal was more wide ranging.

Model Village – Art and Craft Village

While some viewed the model village as a potential threat (development of exclusive housing) others it as a perceived as a positive addition, another participant transformed it into an art and craft village.

Retail

Retail was commonly suggested in order to enhance and add a mix to the uses already present to cater for different tastes and age groups. The type of retail has not been specified, some people mentioned local shops for local produce.

Sculpture and Public Art

Sculptures and public art installations by some of the participants to enhance and animate the waterfront as well create a new character and image to the area.

Sports Facility

A range of sports facilities were suggested from a high performance centre of excellence to a swimming pool with views on the sea, skateparks or a watersport facility for sculling/paddle boarding etc.

Tourism/Heritage uses

The area is rich in heritage and historic monuments. Therefore, a heritage and cultural centre with an education facility was seen as mean to promote and inform the visitors as well as residents about the rich culture of the area.

The table shows the distribution of these uses by order of occurrence.

Zone 1	Zone 2	Zone 3	Zone 4
Leisure	Industrial/Workshops	Energy Use	Tourism use - Battlefield Site
Retail	Energy use	Industrial/Workshops	Leisure use
Marina or ferry/cruise terminal	Care Home /Sheltered Housing	Education	Hotel
John Muir Way	Retail	HQ/Offices	Agriculture/Growing space
Care Home	HQ/Offices	Leisure	Industrial/Workshops
Concert/Exhibition Hall/Gallery	Leisure	Care Home	Sports Facility
Model Village	Tourism use	Retail	Retail
Hotel	Tourist Accommodation	Hotel	
Other Tourist Accommodation	Education	Tourism use	
Sculpture and Public Art	Hotel		
Energy Use			
Education			
Industrial/Workshops			
Sports/leisure Facility			
Tourism use			

The reducing number of uses suggested in each of the zones, is suggestive of the trend from the combined stakeholders workshop that consensus has been easier to find in zones 3 and 4 than in zones 1 and 2.

Diverging views on the Port/Cruise Facility

Tension still remains regarding the port facility or ferryboat terminal, primarily around scale, but also other issues such as financial/economic viability. An alternative coastal use advocated was a marina.

- *“Many local people in Prestonpans support the principle of cruise ships coming to Cockenzie and this was included in the community council's submission for the site last summer. However, I was very disappointed to hear consultants and representatives from NGO's dismiss out-of-hand the option of a cruise pier being viable at Cockenzie. I am not sure of their knowledge or expertise in this area and I would like to see resources allocated to fully explore the technical, environmental and financial implications of a cruise pier and also establish whether there is a demand from cruise operators for Cockenzie to be a cruise destination gateway to Scotland.”*
- *“ The proposal for a cruise terminal at Cockenzie has been circulating for several years now. It would need to compete with Leith, Queensferry and Rosyth. The number of cruise*

ships visiting Edinburgh is not very great and there is no shortage of port capacity. Leith has the advantage of quick, easy and independent travel into Edinburgh and Queensferry has the major attraction of sailing under the Forth railway bridge. A new, large capacity, more remote, port would be difficult to justify and would inevitably have to rely on freight for which the road network is poorly suited”.

Biodiversity

Biodiversity plays an important role in preserving the aspiration for a greener, pollution free environment. One of the participants highlighted the areas for wildlife to be improved by introducing native trees and plants:

- Zone1: Waterfront: otters, Dolphins and Porpoises; Green Hills: Feeding bird, breeding
- Zone 2: Feeding birds, breeding
- Zone 3: Important for insects, breeding birds
- Zone 4: Breeding birds and butterflies

Key ideas

The key ideas that have emerged from the feedback include

- Incorporating multiple uses on the site to maximise the community and economic benefit. There is a desire that one does not compromise the other.
- Therefore no ‘bad neighbour’ development can take place; any development that prevents the wide mix of uses is identified as negative.
- Open space, outdoor leisure, green buffer zones and corridors, growing space are all still important. Green space can be used to create buffers between uses, while at the same time connecting them.
- Access to the waterfront and around and through the site should not be compromised by infrastructure
- Many people are starting to make connections between the different uses, build a coherent picture of how the site might work. For example a FE/HE campus would provide training and routes to employment in any office or industrial workshops, tourist accommodation/leisure would relate to heritage attractions and other new destination attractions.
- If Inchcape proposals could be consolidated with the existing transformer and fulfilled NPF3 designation it would be acceptable.
- The debate on the port/cruise facility cannot be settled without a fix on the scale, impact, benefit and the required land-take for the facility itself and associated infrastructure.

8. School Workshops

Preston Lodge

The first school workshop was held at Preston Lodge High School on 8 February 2017, with a cross-section of pupils ranging in age from 12 – 17. The group had taken part in the first stage of consultation in November 2016. The group of 30 took part in workshop activities collaboratively across these age groups.

The format for the workshop was a presentation that brought the pupils up to date on the conclusions to first stage of the consultation, and explained the process of producing the three scenarios and the hybrid. This was followed by a repeat of the scenarios workshop exercise that had been carried out at the combined stakeholder workshop. The groups were encouraged to produce their own hybrid based on what they would like to see happening in the area. This exercise resulted in an interesting debate about energy use, its impact on the site and the scale it ought to have.



Preston Lodge School Workshop

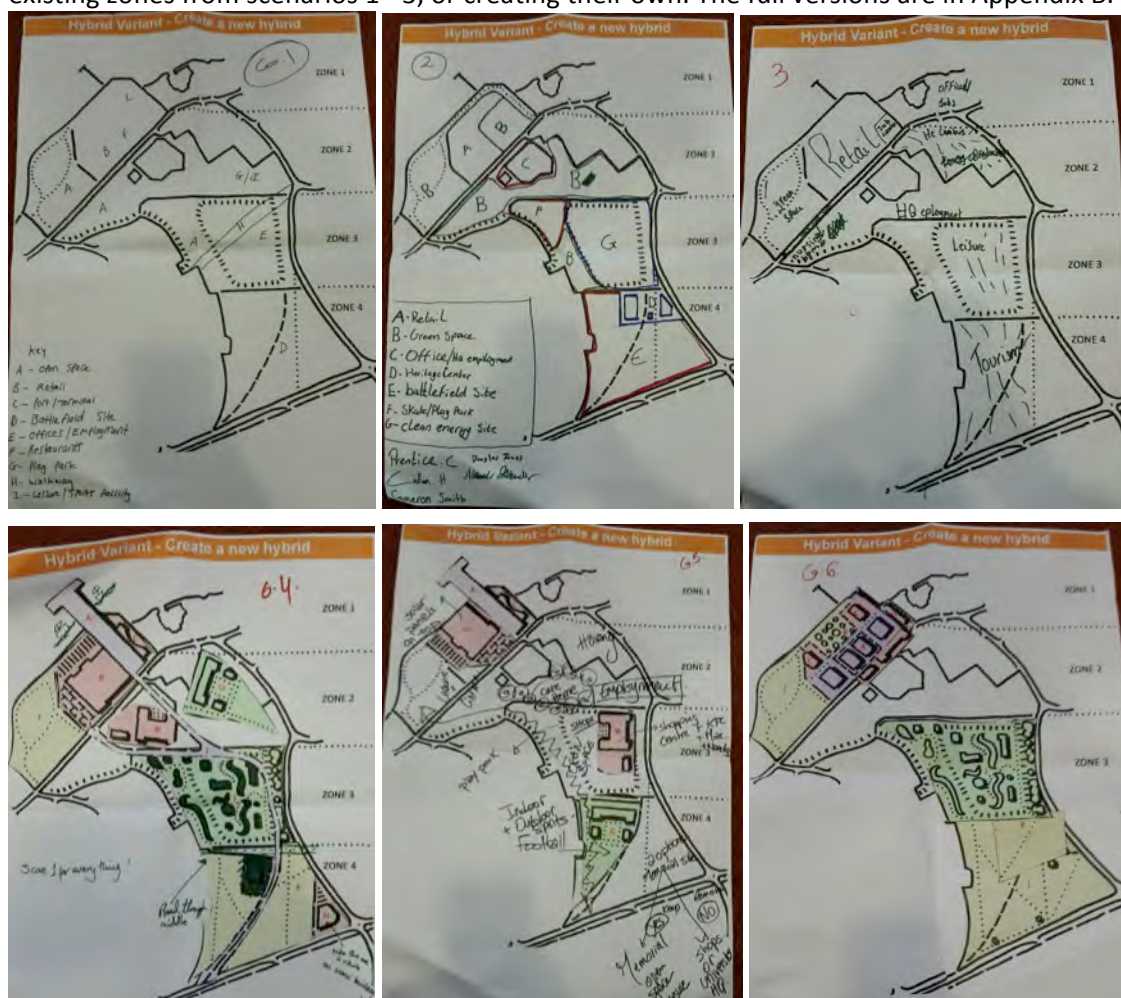
The evaluation put Scenario 1- Characterful Cockenzie ahead, followed closely by Scenario 3- Connected Cockenzie. The pupil's evaluation did not have as wide a range as the combined stakeholders workshop. They took a more balanced view across the three scenarios and the hybrid. A consistent point made in the evaluation was *"not enough retail"*, highlighting the need for retail and leisure for the young generations.

	Scenario 1	Scenario 2	Scenario 3	Hybrid Scenario
Group 1	8	9	6	7
Group 2	7	8	8	8
Group 3	8	8	9	-
Group 4	8	12	10	-
Group 5	9	10	7	-
Group 6	9	10	10	-
Averaged Score	8.17	9.5	8.33	7.5

Scoring of the scenarios

Your Suggestion - Create your own hybrid

Following the evaluation, the groups produced their own hybrid scenarios using either the existing zones from scenarios 1 - 3, or creating their own. The full versions are in Appendix B.



Hybrid scenario suggestion of each group

Outcomes:

In all the pupils' plans, there was a focus on retail and leisure through shopping centres, restaurants, cinemas, gym, etc. In zone 2 and 3 the focus was on employment, energy and education. Additionally, green open spaces were considered key components for the whole area and played the role of connecting the zones and other elements. Finally, the importance of the Battlefield site was identified and enhanced.



Composite diagram from "make your own" hybrid

- In **Zone 1**, mostly leisure, restaurants, open space, job centre and hotel. Three groups proposed a ferry terminal on the basis that it would make an economic contribution and bring tourists to the area.
- In **Zone 2**, open space was very present in their hybrid. In addition to HQ employment, sports centre, play park. A care home surrounded by trees and a nursing home were suggested. One group placed energy next to the existing transformer.
- In **Zone 3**, leisure was the primary suggested use. Other proposals included a shopping mall, energy site and offices, employment with a skate park and play park on the side.
- In **Zone 4**, the majority wanted to enhance the battlefield site. Some wanted to create an iconic visitor centre or a heritage centre. Others wanted to develop a sports facility, retail and/or higher education.
- For the infrastructure, some suggested a North/ South road, or an East/West pedestrian link. The idea of a North/South green corridor was suggested by all.

Longniddry Primary School

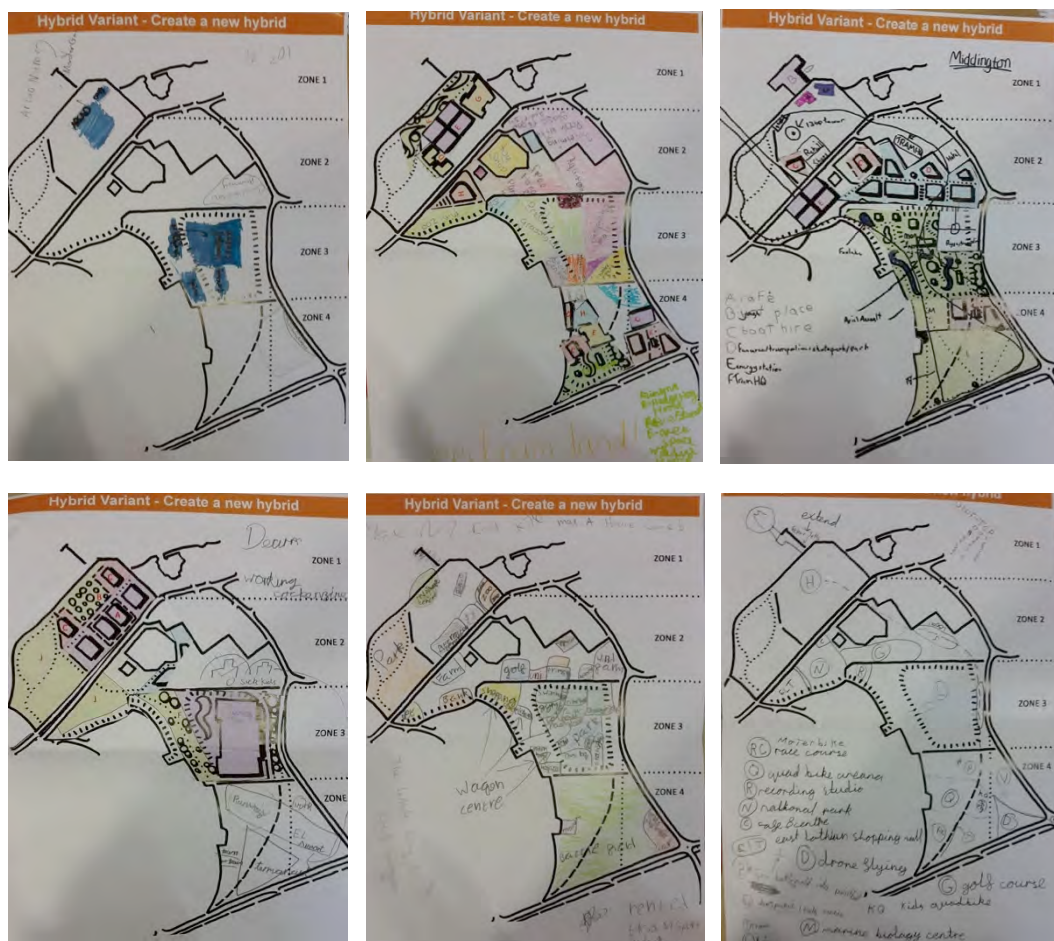
A second school workshop was held at Longniddry Primary School with the Primary 6 and 7 classes on 23 February 2017. The workshop consisted of a brief presentation explaining the project, followed by a workshop session where the pupils designed their own hybrid scenario.

The pupils had many creative ideas, that both echoed ideas that had been proposed in previous sessions, as well as new ideas for consideration. The main ideas were as follows:

- Make use of the coastal location with a marine biology/sea life centre. This is a visitor attraction as well as a research facility.
- Create leisure areas that bring people to the area - such as a Go Ape centre with tree top cafes in zone 3.
- Use the area to add facilities for the community, such as more shops, health and care facilities and education facilities.
- Create outdoor play and learning areas that are for all ages of children from young to teens.
- Create an iconic visitor attraction on the old power station site.

Your Suggestion - Create your own hybrid

Following the evaluation, the groups produced their own hybrid scenarios using either the existing zones from scenarios 1 - 3, or creating their own. The full versions are in Appendix C.



Hybrid scenarios constructed by each group

9. Conclusion

Overall the feedback from the workshops and feedback forms highlights the positive aspiration for the site. The methodology used and the presentation at the events was positively received by attendees.

When it comes to opinion on the preferred scenario, a hybrid from the scenario 1 “Characterful Cockenzie” and scenario 2 “Commercial Cockenzie” was the most favoured. However, there were responses that thought “Connected Cockenzie” presented the better solution for the area, particularly if there was a strong local employment element.

The uses suggested in these scenarios were recurrent in the different hybrid scenarios although there was not a general agreement on the location of these uses. The general uses proposed for each zone are as follows:

- Zone 1 is mostly for leisure and recreation use.
- Zones 2 and 3 for employment, energy and education uses.
- Zone 4 which is the battlefield site is for touristic, heritage and visitor use.

A consensus on the need to preserve the green open aspect of the site, to add more green space and not to over develop the site.

Some of the tension present from the first consultation still exists especially around the viability and the positive and negative impact of the cruise terminal, as well any development that would have a negative impact on the quality of life and well-being of local residents. Other tensions were around the necessity for agriculture land or the model village or the presence of retail. Nevertheless, an agreement on the green nature for the energy use was expressed.

The positive hooks from the first stage consultation were manifested in the hybrids scenarios suggested. For the youth, the need for leisure and recreational activities was expressed. Several attendees talked about the importance of arts in the area and that it can become a driver to the development.

The consultation analysis and report will be used as a basis for producing the masterplan alongside the technical baseline material.

Kevin Murray Associates

March 2017

Appendix A: Combined Stakeholder's Workshop Hybrid Scenarios

Group 1:



Zone 1:

- Cafe/ restaurant
- Model Village with cafes/ restaurant
- Care Home
- Park
- Motel for students and academic visiting
- Walking and cycling paths

Zone 2:

- A green space will play as buffer zone between the residential area and the development
- HE/ FE campus

Zone 3:

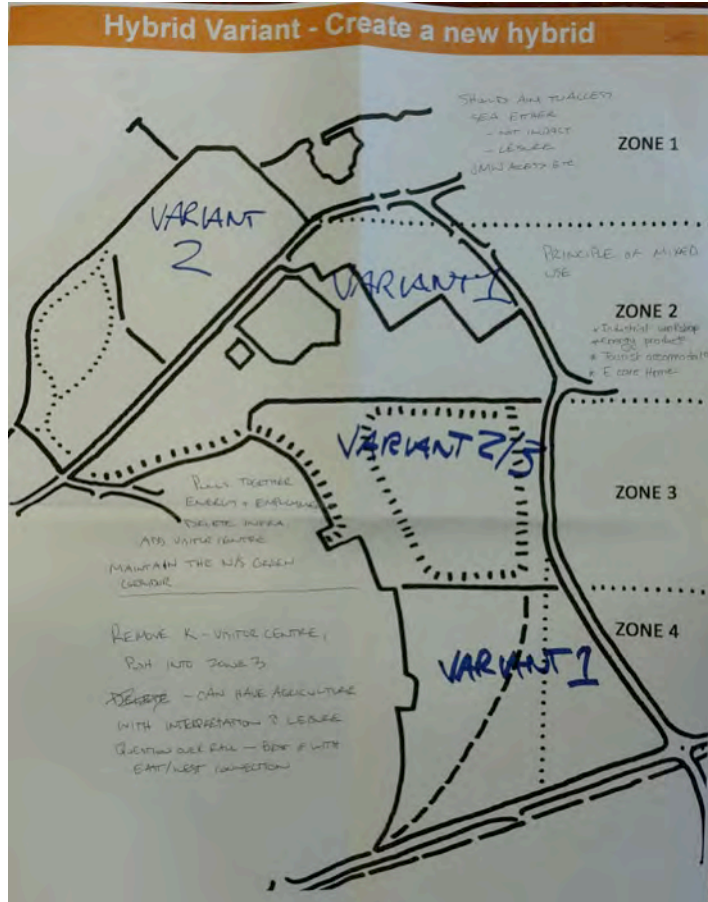
- Industrial/ Workshop units
- Energy
- Possibility of a brewery because of the presence of the correct infrastructure

Zone 4:

- Agriculture
- Battle guide and some structure that would animate the area

Reinstate the railway for better access and connectivity of the site

Group 2:



Zone 1:

- Scenario 2
- The zone should aim to access the sea either through leisure or not create a large development such as ferry terminal
- Enhance John Muir Way access.

Zone 2:

- Scenario 1
- The zone 2 should follow the principle of mixed use

Zone 3:

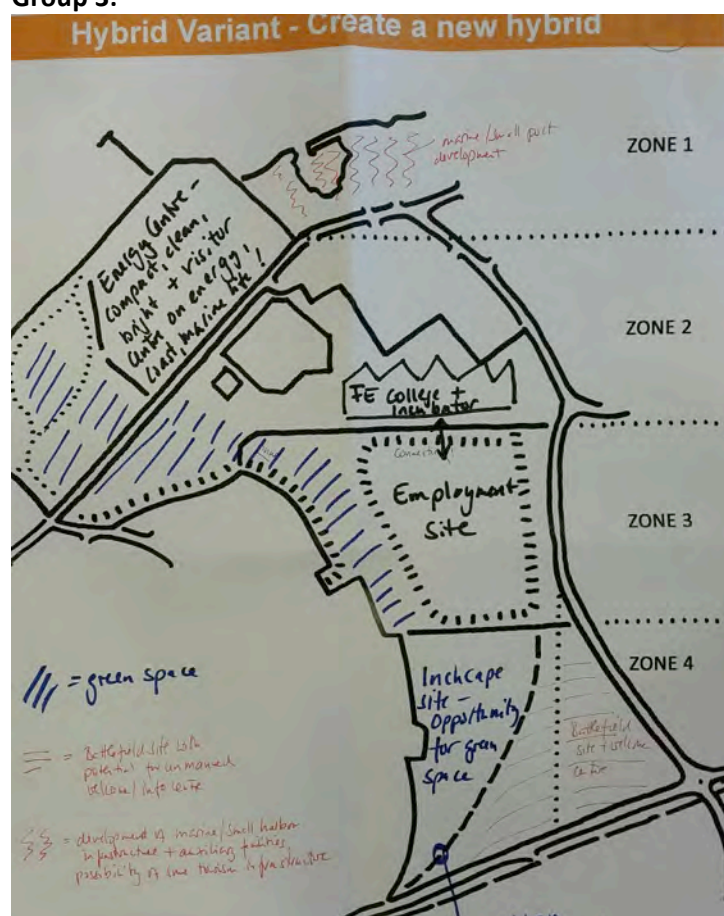
- Hybrid of Scenario 2 and 3.
- It pulls together energy and employment without the road infrastructure in the scenario 3.
- A visitor centre is added to the mix
- Maintain a North/ South green corridor

Zone 4:

- Scenario 1 without the visitor centre, which has been placed in zone 3.
- The zone can have agriculture with interpretation and leisure facility.

There was questioning over reinstating the rail, as long as the rail would not play a barrier role between East/ West and a connection is still maintained.

Group 3:



Zone 1:

- A compact, clean and bright energy centre
- A visitor centre on energy and coastal marine life
- A marina/ small port development with auxiliary facilities. Possibility for some tourism infrastructure

Zone 2:

- FE college and incubator which will work and have a relation with zone 3

Zone 3:

- Business and office/ HQ employment site. That can allow the exchange with the college part through for example research.
- Maintain a North/ South green corridor

Zone 4:

- Inchcape site present an opportunity for green space.
- Battlefield site and a welcome/ info centre

Keep option open for reinstating the railway.

Group 5:



Zone 1:

- Retail
- Care Home
- Cafes/ restaurant around an open space
- Maintain connection with the adjacent marina
- Creation of a ferry terminal/marina

Zone 2:

- Energy
- Employment

Zone 3:

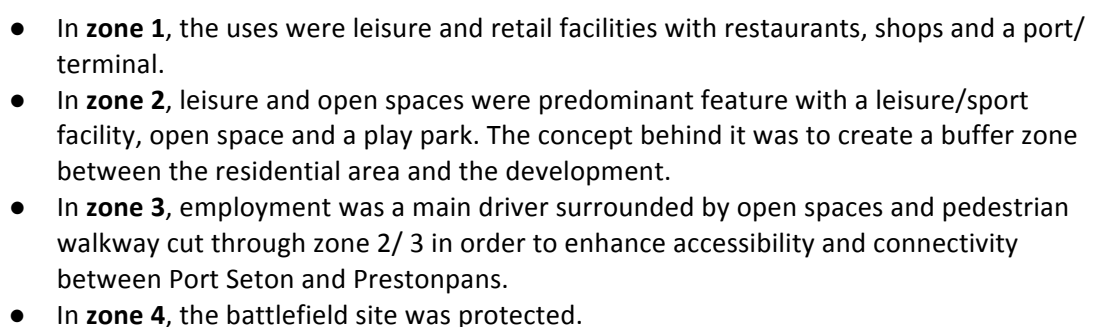
- Business and office/ HQ employment
- Maintain a North/ South green corridor

Zone 4:

- Scenario 1

Maintain fluidity in the movement in the site to enhance connectivity.

Group 1



Group 2



The group focused in their hybrid on Green Open spaces.

- In **zone 1**, the coastal zone was considered important for leisure and retail and should have as much open space as possible to allow the residents to enjoy the sea.
- In **zone 2**, employment and green spaces were the driver. Here as well green spaces were created to play the role of a buffer zone between the residential areas and the rest of the development.
- In **zone 3**, clean energy use took the lead with a skate/ play park and open space in order to forge an exciting place.
- In **zone 4**, the battlefield site was preserved and a heritage centre was conceived to promote the existing rich heritage of the area.

Group 3



The main emphasis of group 3 was on mix of uses, with retail and employment on the former power station site.

- In **zone 1**, retail and leisure were the main drivers, with a jobcentre.
- In **zone 2**, employment took the lead through the creation of high quality employment. However, a nursing home was created to add
- In **zone 3**, leisure was the main use.
- In **zone 4**, due to the presence of the battlefield site, the area was deemed for tourism in order to attract more visitors to it.

Group 4



The group 4 focused on accessibility and connectivity in their hybrid through the establishing a North/South link and an East/West link between zone 3 and zone 4. Also included were green open space, leisure uses and sports.

- In **zone 1**, similar to Scenario 3, a port facility and a ferry terminal are created with an annex hotel.
- In **zone 2**, retail and sports facility are created.
- In **zone 3**, similar to Scenario 1, a leisure area was conceived.
- In **zone 4** was preserved for the battlefield site. Designing the visitor centre as an iconic building will help promote and attract more visitors and will become a landmark to the area.

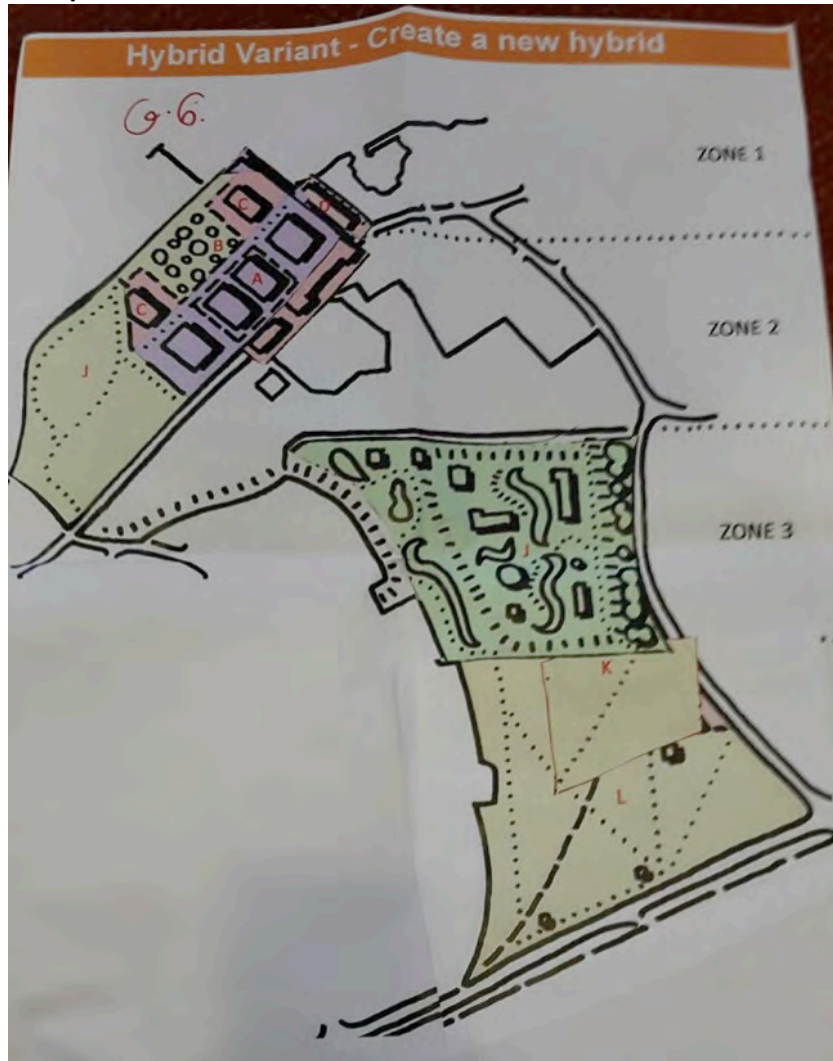
Group 5



The main focus was into retail, leisure and open space.

- In **zone 1**, the choice was for Scenario 3 with solar panels on top of the ferry terminal building to generate power. Leisure facilities i.e. a cinema were added to the mix.
- In **zone 2**, the main focus was on employment and a care home surrounded by trees was created in order to give a more pleasant environment for the elderly people.
- In **zone 3**, retail and leisure were dominant as well, with the establishment of a shopping centre with fast food chains such as KFC, Nandos and Macdonald. The shopping centre is surrounded by open space and has an outdoor play park.
- The **zone 4** was more disputed over the topic of the battlefield site. For some group member, they wanted to preserve it and have a memorial site with open space and leisure. For other, they wanted to clear away the site and build either shops or a campus for higher education. As well they both agreed on an indoor/ outdoor sports club.

Group 6



In **zone 1**, the scenario picked was scenario 2 in order to keep the energy use in the same area. The rest of the site was deemed for leisure use and open spaces. The **Zone 3** followed scenario 1 and the **zone 4** was for the battlefield site with no development on it.

Appendix C: Longniddry Primary School Workshop

Group 1 – Middington

The overall focus is on leisure uses. A tram HQ contouring the site is conceived.

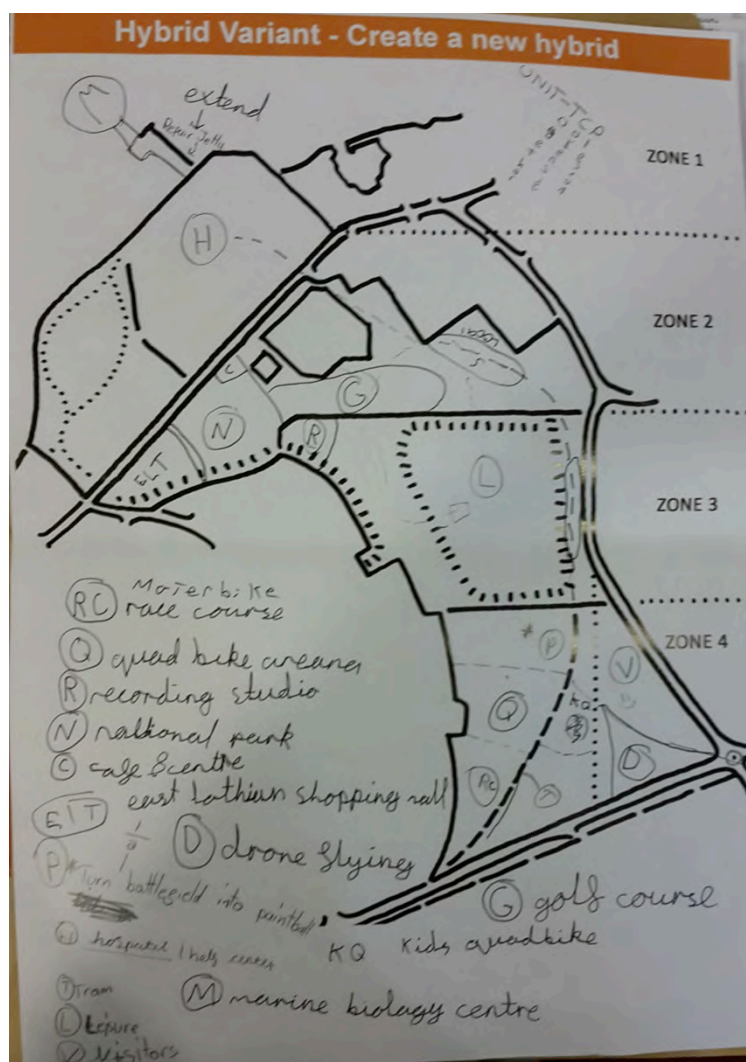
- In **zone 1**, the uses were mostly leisure with café, 1360° Tower¹, shops and retail. The jetty is transformed into a yacht place with a boat hire facility on the waterfront.
- In **zone 2**, as well, an indoor trampoline park and skate-park park is designed. A hotel and retail are added. Energy is also present in the mix.
- In **zone 3**, the leisure uses introduced are a wakeboarding park like “Foxlake”, indoor aerial assault, monument and a trampoline park like “Ryze trampoline park”.
- **Zone 4** follows the scenario 1 with a visitor centre and the battlefield site.



¹ The 1360° tower is a feature tower on Brighton seafront with a revolving 360° viewing platform.

Group 2 – UNIT-TCP

- In **zone 1**, the jetty is repaired and extend to create a marine biology centre. Services are introduced to the mix with a hospital and a help centre.
- In **zone 2**, the uses are retail and leisure with ELT (East Lothian Shopping Mall), a national park, café and a golf course.
- **Zone 3** is as well for leisure use and recording studio is proposed.
- In **zone 4**, the battlefield site is substituted by a paintball course, a quadbike arena, a motorbike race course, kids' quadbike and a drone flying area. However, a visitor centre is suggested in the mix.
- A tram line crossing north/ south the site reaching the hospital is added.



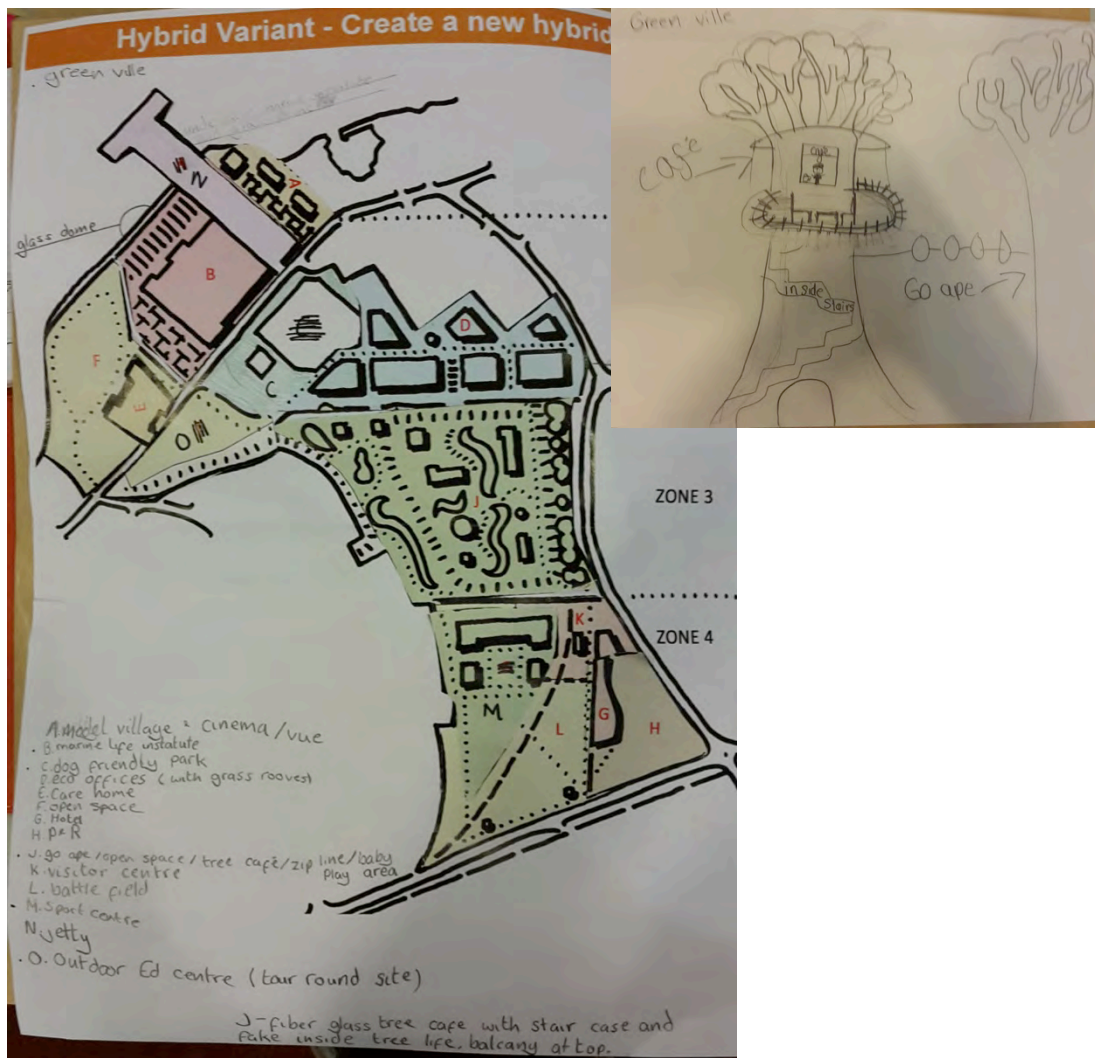
Group 3 - Newburgh

- The **zone 1** is reserved to maritime uses, a new harbour is created and the jetty is restored and transformed into a port for fishing boat, small boat only and car ferry. Alongside the fishing port, a fishing factory, a fish shop and a fish market are suggested. The green space is maintained and additional shops and leisure uses are proposed.
- **Zone 2** is for energy use with a power station.
- **Zone 3** is for leisure use with the creation of an outdoor pool. Furthermore, a care home and a tram station linked to zone 4 are created.
- **Zone 4** is reserved for the battlefield site with a visitor centre.



Group 4 – Green Ville

- In **zone 1** the jetty is repaired and a marine life institute is created with a glass dome. A model village with a cinema offering a panoramic view on the sea is designed. As well a care home is built in the open space.
- **Zone 2** is for employment uses through eco offices with green roofs. Near the offices, a dog friendly park and an outdoor ED centre that tour around the site are designed.
- **Zone 3** is for leisure use with a go ape, open space, tree café, zip line and a baby play area. The drawing above illustrates the concept behind the leisure area.
- In **zone 4**, is a combination of “Characterful Cockenzie” and “Commercial Cockenzie”. It includes a sports centre, a visitor centre for the battlefield site, a hotel and a park and ride space.



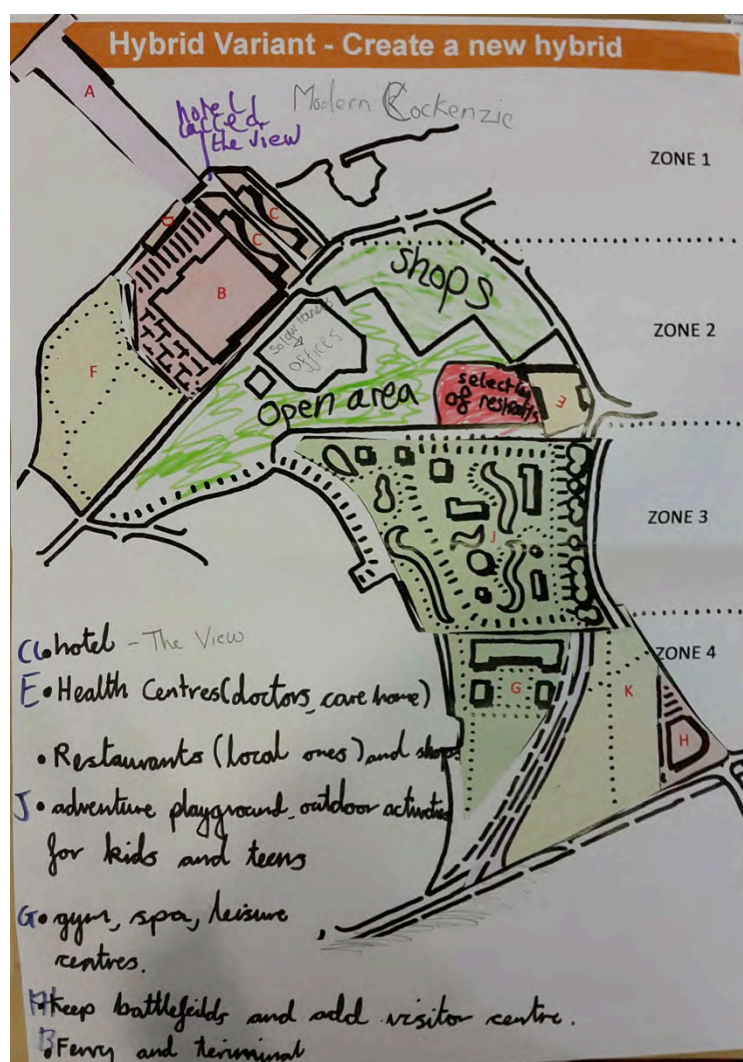
Group 5 – Working Cockenzie

- The scenario chosen for **zone 1** is “Commercial Cockenzie”
- In **zone 2**, a hospital for sick children is created
- In **zone 3**, a large indoor swimming pool is designed
- In **zone 4**, the battlefield site is developed into an EL airport with a terminal and runway. A rail for tram or train is also suggested.



Group 6 – Modern Cockenzie

- The scenario chosen for **zone 1** is “Connected Cockenzie”. Another hotel is added, benefiting from a panoramic view on the sea.
- In **zone 2**, solar panels are attached to the transformer building. A health centre with a care home are suggested near restaurants and shops of local produce. These developments are surrounded by open green space.
- The **zone 3** is for leisure use, it includes an adventure playground with outdoor activities for kids and teens.
- The **zone 4** follows, as well, “Connected Cockenzie” with a couple of amendments. The sports centre will include a spa. Additionally, the battlefield site is kept and a visitor centre is added.



Group 7 – Spectrum Land

- The uses proposed in **zone 1** are an energy centre, tourist accommodation and a care home with open green space on the waterfront.
- In **zone 2**, leisure uses are dominant with a mini zoo adjoining a visitor centre, an aquarium and a park. The transformer building is converted into a toy shop. Finally, the residential area is transformed into a swimming pool with a glass floor and fish.
- The **zone 3** is, as well, for leisure use, the uses are a pet doctor, a shopping mall, a skate park, a sport centre, a museum, a water park. These uses surround a large green open space “pretty grassland”.
- Part of the battlefield site, in **zone 4**, is developed into a hedgehog home, a cinema, restaurants, an open space for wild birds, industrial workshop, care home, retail/leisure, energy production, a MacDonald and a visitor centre.



Group 8 – Waggen

The uses for this scenario are mainly for leisure and recreational.

- The **zone 1** has a nature centre on its waterfront, a zoo, an I 360° and an attraction centre.
- The **zone 2** is for employment and educational uses. It has a vet, farm, bank, golf, university, primary school, a hotel and offices. The energy is introduced through a wind farm.
- The **zone 3** features a waggon centre which includes a shopping centre, an elder home, a hospital and a church. The old coal mine is transformed into leisure uses with a swimming pool, a gym, a cinema, a paintball area, a catering and a spa around a park and a lake. An area of employment is well present. An area for transport and buses has been allocated.
- The **zone 4** features the battlefield site with a museum. A small parcel for rent transport is designated and it is only for bikes.



Group 9

- In **zone 1**, an arcade “Monster Game” is created for recreational and leisure use.
- In **zone 2**, a hospital, clinics and a pharmacy are suggested.
- In **zone 3**, a shopping centre with a parking and a hotel are proposed.
- In **zone 4**, an underground visitor centre for the battlefield site is designed.



Appendix D: Stakeholder Workshop Attendees

Alex Stewart	Cockenzie Harbour Master
Andrew Crummy	Area Partnership
Anna Gaffney	Historic Environment Scotland
Arran Johnston	Battlefield Trust
Catherine Hall	Network Rail
Chris Cutts	Forth Estuary Forum
Colin McCulloch	Corporate Advice
Craig Watt	Scottish Enterprise
Dave Northcott	East Lothian Council
Davie Ostler	Coastal Regeneration Alliance
Ed Bethune	Coastal Regeneration Alliance
Emma Foster	Student Observer
Fiona Stirling	SNH
Frazer McNaughton	SNH
Gareth Jones	Coastal Regeneration Alliance
Gary Porter	Coalfields Regeneration Trust
Gillian Stuart	Cockenzie West Tenants and Residents Association
Helen Wood	Scottish Government
Hugh Miller	Scottish Power
Iain Slater	Hargreaves Services
Jamie Baker	East Lothian Council
John MacDonald	Transport Scotland
John Miller	Cockenzie Development Co.
Keith Barbour	The Business Partnership
Lesley McGrath	Holder Planning for Forth Ports
Lisa Moir	Scottish Power
Manuela Calchini	Visit Scotland
Mike Fraser	RSPB
Neil Gilbert	Council Candidate
Nikki Christie	Inch Cape Offshore
Paul Devine	Scottish Futures Trust
Paul Hatch	The Coal Authority
Peter Forsyth	East Lothian Council
Ruth Cameron	Historic Environment Scotland
Ruth Highgate	Savills for Inch Cape Offshore
Simon Herriot	Savills for Inch Cape Offshore
Brian Weddell	Prestonpans Community Council
Dave Bisset	Scottish Water
Willie Innes	East Lothian Council
John McMillan	East Lothian Council
Kenneth Deans	Gardiner & Theobald
Iain McFarlane	East Lothian Council

The PBA-led Project Team wish to thank all participants in the Stakeholder Workshop for their valued contributions to the Cockenzie masterplanning process.

Appendix D Economic Impacts

Introduction

D.1.1 Cockenzie Masterplan area ('the site') presents a unique opportunity to drive economic change in the local area¹ and the wider East Lothian. This paper considers the potential economic effects of the Preferred Masterplan.

D.1.2 Existing and anticipated drivers of economic change include:

- The baseline analysis shows strong local population growth since the Millennium (24% between 2001 and 2017). This is forecast to continue with 17% growth anticipated between 2017 and 2035. The population in adjacent areas is also increasing and new settlement proposals such as that at Blindwells will also generate demand for services, facilities and economic opportunities close to the A1, the East Coast Main Line, and the access they afford to key markets. Meeting the needs of the local population for employment, education, community facilities and other services is a clear opportunity for Cockenzie.
- Related to the above, accommodating the expenditure of local residents locally can stimulate local retail, leisure and other facilities. The baseline analysis indicates that residents of the local area have lower levels of comparison, convenience and leisure spend compared to East Lothian and Scotland. As the population increases and as employment opportunities are more readily accessed whether in Cockenzie or elsewhere, this is likely to change as 'new' residents move to the area.
- The site's proximity to established heritage assets including the site of the Battle of Prestonpans, the John Muir Way, creates the opportunity to develop them further and the potential to introduce new interpretation facilities e.g. showcasing the area's industrial heritage.

D.1.3 The economic impact assessment considers the economic and qualitative effects of delivering the Preferred Masterplan scenario. Table D.1 below summarises the deliverables.

Table D.1 Summary of Deliverables for Preferred Masterplan Scenario

Land Uses	Preferred Masterplan Scenario (ha)
Mixed use	8.8
New Open Space	4.2
Open Space	34.8
Energy	10.2
Agricultural	16.9
Employment	17.3

Methodology

D.1.4 An approach consistent with Government guidelines and best practice has been adopted. The potential economic impacts of delivering the Cockenzie Masterplan have been estimated employing the most recent Scottish Government and other data on local and national GVA in

¹ Local area is defined to include the site, Cockenzie, Prestonpans and Port Seton.

relevant sectors, sector multipliers and employment densities. Estimates are presented at Scotland and East Lothian level.

Gross number of jobs

- D.1.5 A standard floorspace-based approach was adopted in estimating the gross number of FTE jobs generated by each scenario following construction. Floorspace in different uses has been factored by related employment density ratios².
- D.1.6 Table D.2 below shows the relationship between the potential land uses under the Preferred Masterplan Scenario and the broad land use categories.³ It also provides Gross External Areas (GEA) for each use and assumed employment densities. Consistent with the HCA Employment Density Guide, GIA is assumed to be 95% of GEA and NIA to be 80% of GIA.

Table D.2 Summary of Deliverables under the Preferred Masterplan Scenario

Land Use Category	Potential Land Use	GEA sqm	Employment Density (sqm per FTE)
Retail	Retail, pop-up, sports retail	11,442	20 NIA ⁴
Office	Office, energy headquarters building	23,234	12 NIA ⁵
Restaurants and cafes	Restaurant, café, bar	9,254	20 NIA
Hotels	Hotel	180 beds	1 FTE job per 5 beds ⁶
Fitness centres	Health and fitness centre, marine sports	1,708	65 GIA ⁷
Visitor centre	Visitor centre	297	200 GIA
Small business workspace	Marine craft refurbishment, workshop	4,282	40 NIA ⁸
Energy production	Energy support/maintenance, transformer house, production facility, large maintenance	23,513	100 GIA ⁹
Light industrial	Light manufacturing	1,733	47 NIA
Corporate HQ	Corporate HQ	9,611	13 NIA
Education	Education	3,548	1 FTE job per 27 students ¹⁰
Industrial and manufacturing	Manufacturing	6,515	36 GIA

² HCA (2015), Employment Density Guide, 3rd Edition.

³ An alternative schedule of floor areas was calculated for the optimised variation of the Masterplan Scenario, yielding 5,441 gross FTE jobs.

⁴ Assuming the upper end estimate (15-20) for high street and food store.

⁵ Based on the average across different office uses.

⁶ Assuming a limited service/budget hotel type.

⁷ Based on mid-market and family sized type venue.

⁸ Assuming the upper end estimate (15-40) for the maker spaces which include workshops.

⁹ Assuming that energy production will be primarily technology operated with limited opportunities for manual labour operation and maintenance.

¹⁰ Based on the student to staff ratio at the Edinburgh College. In 2014/15 there were 1,183 members of staff (teaching, administrative, and other) and approximately 32,370 students. This implies that there is one member of staff per 27 students.

GVA

- D.1.7 GVA effects under each scenario have been estimated using GVA per capita¹¹ figures by sector for Scotland and East Lothian. Table D.3 below shows how the broad land use categories in Table D.2 above were grouped into different sectors for the purposes of estimating GVA per head.

Table D.3 GVA Sectors and Respective Land Uses

Manufacturing	Wholesale, retail and repairs	Accommodation and food service activities	Office	Education	Arts, Entertainment and Recreation
Energy production, light industrial, industrial and manufacturing	Retail, small business workspace	Restaurants and cafes, hotels	Office, corporate HQ	Education	Fitness centres, visitor centre

Net Additional Jobs

- D.1.8 In determining net additional impacts an economic impact model has been developed consistent with the Homes & Communities Agency (HCA) Additionality Guide (Additionality Guide, 2014). Socioeconomic indicators for Scotland and East Lothian and professional judgment based on economic impact assessment elsewhere have been used to estimate values for:

- Leakage – the proportion of outputs that benefit those outside the study area or group;
- Displacement - the proportion of outputs accounted for by reduced outputs elsewhere;
- Multiplier effects - capturing further economic activity associated with additional local income and local supplier purchases; and
- Deadweight – effects that would have occurred without intervention.

- D.1.9 Table D.4 and Table D.5 summarises the additionality assumptions made for each sector at Scotland and East Lothian levels.

Table D.4 Additionality Assumptions - Scotland

	Manufacturing	Wholesale, retail and repairs	Accommodation and food service activities	Office	Education	Arts, entertainment and recreation
Leakage	0%	0%	0%	0%	0%	0%
Displacement	50%	25%	25%	50%	10%	25%
Multiplier	1.96	1.76	1.24	1.48	1.25	1.25
Deadweight	50%	95%	95%	50%	50%	95%

¹¹ For simplicity, it is assumed that GVA per head equals GVA per FTE employee in each sector.

Table D.5 Additionality Assumptions – East Lothian

	Manufacturing	Wholesale, retail and repairs	Accommodation and food service activities	Office	Education	Arts, entertainment and recreation
Leakage	25%	10%	10%	25%	10%	10%
Displacement	25%	50%	50%	25%	0%	50%
Multiplier	1.38	1.30	1.10	1.19	1.10	1.10
Deadweight	25%	25%	25%	25%	50%	25%

Leakage

- D.1.10 **National:** Leakage figures are assumed to be zero as none of the jobs created are assumed to be taken by people living outside Scotland.
- D.1.11 **East Lothian:** Leakage for wholesale, retail and repairs; accommodation and food services activities; education; and arts, entertainment and recreation sectors is assumed to be fairly low as few of the jobs created in these sectors are assumed to be taken up people living outside East Lothian. Leakage is likely to be higher for manufacturing and office sectors due to the site's proximity to Edinburgh where skilled labour may commute to take up the new jobs.

Displacement

- D.1.12 **National:** Displacement for education is assumed to be very low because the proposed further/higher education facility is likely to be specialised in nature (e.g. related to energy production) for which limited alternatives exist. Displacement for wholesale, retail and repair; accommodation and food service activities; and arts, entertainment and recreation are assumed to be low (25%) as the site's area of reach of potential customers is likely to be limited to the East Lothian region. Displacement for manufacturing and offices is assumed to be higher (50%) as there will be more competition at a national level.
- D.1.13 **East Lothian:** Displacement for education is assumed to be 0% as there are currently no further or higher education facilities in the area. Displacement for other sectors is assumed to be low (25%) to medium (50%) based on the assumed existing presence of these sectors locally.

Deadweight

- D.1.14 **National:** businesses in wholesale, retail and repair; accommodation and food services; arts, entertainment and recreation are assumed to invest and locate within Scotland if the Masterplan is not delivered (95%). It is less clear whether businesses in other sectors would locate elsewhere in Scotland because East Lothian was identified as a suitable site for them (50%).
- D.1.15 **East Lothian:** Deadweight for education is at 50% as it is likely that the East Lothian local authority would invest into a further/higher education facility which is currently lacking in the region.

Multipliers

D.1.16 **National:** multipliers for each sector were based on Type II Multipliers from the Scottish Government Input-Output Tables 2013. Where there was no definite sector in the Input-Output Tables, a composite is used to estimate the multiplier for that sector.

D.1.17 **East Lothian:** East Lothian-specific multipliers are not available. Given that there is no high concentration in any particular sector, multipliers for East Lothian are assumed to be 40% of the national level.

Economic Impacts

D.1.18 Based on high level understanding of the land uses, the Preferred Masterplan Scenario is estimated to generate 3,348 gross FTE jobs, of which 1,639 FTE jobs will be additional for East Lothian and 1,021 for Scotland as a whole. Additional GVA is estimated at £66 million at East Lothian level and £56 million across the country (Table D.6).

Table D.6 Economic Impacts – the Preferred Masterplan Scenario

Sector	Area	Gross jobs	Net additional jobs	GVA per employee (£)	GVA impact (£)
Manufacturing	Local	423	247	39,526	9,773,160
	National	423	208	71,186	14,776,389
Wholesale, retail and repairs	Local	516	227	33,984	7,714,915
	National	516	34	36,379	1,237,855
Accommodation and food service activities	Local	326	121	20,011	2,415,627
	National	326	15	19,856	301,197
Office	Local	2,033	1,022	45,051	46,022,709
	National	2,033	751	52,297	39,272,137
Education ¹²	Local	22	10	16,011	158,411
	National	22	12	13,005	162,342
Arts, entertainment and recreation	Local	26	10	13,344	130,556
	National	26	1	20,721	25,579
Total	Local	3,348	1,636		66,215,379
	National	3,348	1,021		55,775,499

D.1.19 In addition to the economic effects discussed above, the development is also likely to deliver a string of qualitative effects that should be considered as part the holistic approach to assessing the impacts of the Masterplan scenarios on the local area and the surrounding areas. The following land uses were not included in the calculation of permanent jobs created as it was considered that they would create a negligible number of jobs during the operational phase of each scenario:

- Open space;
- Agricultural;

¹² Assuming a medium-sized specialist education facility hosting 600 students.

- Road Infrastructure; and
- Rail Infrastructure.

D.1.20 However, these deliverables are likely to have considerable qualitative effects. For example, new open space and enhancement of the existing open space along the coastal line and the western border of the site under the Preferred Masterplan Scenario is likely to have a positive impact on the wellbeing and health of the local residents as well as attract more visitors to the area.

APPENDIX E: HIGH LEVEL ORDER OF COST ESTIMATE

COCKENZIE FORMER POWER STATION

MASTERPLAN

INITIAL HIGH LEVEL ORDER OF COST ESTIMATE NR 1

FOR

EAST LoTHIAN COUNCIL

14 April 2017

COCKENZIE FORMER POWER STATION

MASTERPLAN

INITIAL HIGH LEVEL ORDER OF COST ESTIMATE NR 1 - 14 APRIL 2017

FOR

EAST LoTHIAN COUNCIL

DESIGN TEAM

Planning & Economic Development Consultant:	Peter Brett Associates LLP
Masterplan Designer:	Whatmore Urban Design & Architecture
Consultation & Engagement Consultant:	Kevin Murray Associates
Cost Consultant:	Gardiner & Theobald LLP

THE PROJECT

The project comprises of a masterplan for the former Cockenzie Power Station site and surrounding area to provide a range of mixed use future development opportunities.

This cost estimate report is for the Preferred Masterplan and **not** the Port Scenario.

COCKENZIE FORMER POWER STATION
MASTERPLAN

INITIAL HIGH LEVEL ORDER OF COST ESTIMATE NR1 - 14 APRIL 2017

EXECUTIVE SUMMARY

		GIFA		99,087	m ²	1,066,572	ft ²		
		COST		COST/M ²		COST/FT ²		%	
		£		£		£			
1.0	ZONE A (1) - MIXED USE	61,216,950							
2.0	ZONE B - NEW OPEN SPACE	9,450,000							
3.0	ZONE C - OPEN SPACE	10,440,000							
4.0	ZONE D (2) - ENERGY	223,898,650							
5.0	ZONE E - AGRICULTURE	0							
6.0	ZONE F (3) - EMPLOYMENT	88,162,700							
		393,168,300		3,967.91		368.63		-	
7.0	OUTTURN INFLATION PROVISION	0		0.00		0.00		-	
		393,168,300		3,967.91		368.63		-	
8.0	CONTINGENCIES	58,975,245		595.19		55.29		-	
	TOTAL ESTIMATED COST (APRIL 2017 BASE)	£ 452,143,545	£	4,563.10	£	423.92		-	

ALL COSTS TO BE READ IN CONJUNCTION WITH COMMENTS OVERLEAF

**COCKENZIE FORMER POWER STATION
MASTERPLAN**

INITIAL HIGH LEVEL ORDER OF COST ESTIMATE NR1 - 14 APRIL 2017

COMMENTS

1.0 STATUS OF COST ESTIMATE

- 1.1 This cost estimate report is an initial high level assessment of the estimated costs for the proposed development of the masterplan zones.

Given the high level nature of the current design proposals a 15% contingency has been added to the estimated costs.

The estimated costs are subject to the key assumptions and exclusions noted below.

- 1.2 All costs are based on assessment of estimated costs as at 2nd Quarter (April) 2017 with no allowance for outturn inflation costs as project phasing and delivery timescales are not yet known.

2.0 BASIS OF ESTIMATE

- 2.1 Peter Brett Associates LLP information as follows:

E mail 12/04/17 attaching Economic Impact Model (Preferred Masterplan) (Version 4) providing information on zonal areas and proposed building types and building areas.

- 2.2 Whatmore Urban Design & Architecture information as follows :

E mail 10/04/17 attaching Cockenzie Illustrative Masterplan Drawing at A3 at 1:5,000 scale.

E mail 10/04/17 attaching Cockenzie Illustrative Masterplan Roads Drawing.

3.0 KEY ASSUMPTIONS

The following assumptions have been made in the preparation of this cost estimate report :

- 3.1 All works are competitively tendered.
- 3.2 All works carried out during normal working hours.
- 3.3 All retail space is constructed to shell only standard with no provision for tenant fit out costs.
- 3.4 All office space is constructed to a Category A fit out standard per the British Council of Offices Guide. It has been assumed blinds, carpets and floor power / data boxes to the office areas will be tenant incentives and no cost allowance has been made for these items.
- 3.5 All restaurant and cafe space is constructed to shell only standard with no provision for tenant fit out costs.
- 3.6 The proposed hotel is of a 3 star rating. Furniture, fittings and equipment for the hotel are included within the estimated costs.
- 3.7 The fitness centre is fitted out with Group 1, 2 and 3 furniture, fittings and equipment.
- 3.8 The small business workspace is assumed to be industrial shed type accommodation with a basic fit out.
- 3.9 A provisional allowance has been made for enhancing the existing landscaping in Zone C.
- 3.10 The cost provision for the energy production space is provisional until the type of energy production can be defined.
- 3.11 The light industrial space is constructed to a shell only standard with no provision for tenant fit out costs. It does not allow for high bay warehousing.
- 3.12 No works are required to the agricultural space at Zone E which is assumed to remain as existing.
- 3.13 The corporate headquarters space includes for both a Category A and typical Category B (tenant) fit out.
- 3.14 The industrial and manufacturing space is constructed to a shell only standard with no provision for tenant fit out costs. It does not allow for high bay warehousing.
It is assumed there is no mezzanine type space within any of the proposed building types.

4.0 OUTTURN INFLATION

- 4.1 All costs are based on assessment of estimated costs as at 2nd Quarter (April) 2017 with no allowance for outturn inflation costs as project phasing and delivery timescales are not yet known.

5.0 EXCLUSIONS

The following are a list of items not yet able or appropriate for inclusion within this cost estimate :

- 5.1 Value Added Tax.
- 5.2 Site acquisition costs, lease termination, decanting, relocation and legal costs in connection therewith.
- 5.3 Client finance, insurance, legal and marketing costs.
- 5.4 Professional fees and site supervision costs.
- 5.5 Planning and building regulation fees.
- 5.6 Geotechnical surveys and site investigations

- 5.7 Environmental / ecological / biodiversity / protected species studies, surveys and investigations and the carrying out of any works resulting from these.
- 5.8 Cultural heritage and archaeological surveys and investigations and the carrying out of any works resulting from these.
- 5.9 Fees or costs associated with third party agreements.
- 5.10 Planning gain costs including any Section 75 works, contributions and costs.
- 5.11 Currency and exchange rate fluctuations.
- 5.12 Costs resulting from tariffs or other charges applied by foreign countries following the withdrawal of the UK from the European Union.
- 5.13 Statutory charges.
- 5.14 Works outside of site (zone) boundaries except where specifically stated.
- 5.15 Phasing of the works.
- 5.16 Demolition and site clearance (including making good) of all remaining parts of power station including buildings, roads, hardstandings, conveyors, pipelines, outfalls and the like.
- 5.17 Works to ash lagoons and feeder pipes serving lagoons.
- 5.18 Decontamination and remediation works including removal / treatment of contaminated materials.
- 5.19 Asbestos removal works.
- 5.20 Site clearance and preparation works to former coal store area.
- 5.21 Works to all existing and provision of new utility mains infrastructure (drainage, electricity, gas, telecom, water) including diversions and relocations.
- 5.22 Works to existing retained National Electricity Transmission System and Transformer Building.
- 5.23 Works to / diversion of overhead power transmission lines.
- 5.24 Works or measures to deal with / prevent flooding.
- 5.25 Formation of SUDS ponds.
- 5.26 Bulk earthworks including cutting, filling and reprofiling of all areas of existing site.
- 5.27 Works to quayside and quay / sea walls including repairs, improvement and new works.
- 5.28 Works to existing jetty.
- 5.29 Works to form a new port facility.
- 5.30 Works to existing railway permanent way including removal of former sidings and provision of new facilities (e.g. halt / station).
- 5.31 Offsite roadworks including alterations, upgrading. Improvements to existing road network.
- 5.32 Public realm works / improvements outside of site (zone) boundaries.
- 5.33 Works to existing public footpaths and rights of way.
- 5.34 Provision of public art features.
- 5.35 Works to Battle of Prestonpans battlefield site including provision of visitor centre / museum and any works proposed by Battle of Prestonpans Heritage Trust.
- 5.36 Works associated with Inchcape onshore transmission proposals.
- 5.37 Provision of photovoltaic walls.
- 5.38 Works resulting from abnormal ground conditions including abnormal foundation costs.
- 5.39 Affects of high water table on construction costs.
- 5.40 Any underpinning works.
- 5.41 Gas protection membranes and gas venting.
- 5.42 Works to 'Electric Bridge' in Musselburgh (part of former power station infrastructure).
- 5.43 Residential accommodation (social / affordable / private).
- 5.44 Tenant's costs or contributions.
- 5.45 Benefits arising from any potential Capital Allowances.

**COCKENZIE FORMER POWER STATION
MASTERPLAN**

INITIAL HIGH LEVEL ORDER OF COST ESTIMATE NR1 - 14 APRIL 2017

COST ESTIMATE

GIFA 99,087 m²

	Element	Quantity	Unit	Rate	Cost (£)	Totals (£)
1.0	ZONE A (1) - MIXED USE					61,216,950
	Retail	9,719	m ²	1,000	9,719,000	
	Office	627	m ²	1,750	1,097,250	
	Restaurants and cafes	5,635	m ²	1,500	8,452,500	
	Hotel - 3 star including FF&E	180	bed	95,000	17,100,000	
	Fitness centre	1,622	m ²	3,000	4,866,000	
	Visitor centre	282	m ²	5,500	1,551,000	
	Car park - multi storey	6,772	m ²	450	3,047,400	
	Small business workspace	1,129	m ²	1,500	1,693,500	
	Roads and landscaping - outwith building footprints	76,516	m ²	175	13,390,300	
	Road junctions with Edinburgh Road	2	nr	150,000	300,000	
2.0	ZONE B - NEW OPEN SPACE					9,450,000
	New open space	42,000	m ²	225	9,450,000	
3.0	ZONE C - OPEN SPACE					10,440,000
	Open space - provisional allowance for enhancing existing landscaping	348,000	m ²	30	10,440,000	
4.0	ZONE D (2) - ENERGY					223,898,650
	Retail	784	m ²	1,500	1,176,000	
	Office	10,534	m ²	1,750	18,434,500	
	Small business workplace	2,939	m ²	1,500	4,408,500	
	Energy production - provisional allowance	22,337	m ²	8,000	178,696,000	
	Restaurants and cafes	2,727	m ²	1,500	4,090,500	
	Light industrial	1,646	m ²	1,000	1,646,000	
	Roads and landscaping - outwith building footprints	85,698	m ²	175	14,997,150	
	Road junction with Edinburgh Road	1	nr	150,000	150,000	
	Road junction with B6371	1	nr	300,000	300,000	
5.0	ZONE E - AGRICULTURAL					0
	Agricultural	169,000	m ²	0	No works	

	Element	Quantity	Unit	Rate	Cost (£)	Totals (£)
6.0	ZONE F (3) - EMPLOYMENT					88,162,700
	Retail	368	m ²	1,500	552,000	
	Office	10,912	m ²	1,750	19,096,000	
	Corporate headquarters	9,130	m ²	2,500	22,825,000	
	Restaurants and cafes	429	m ²	1,500	643,500	
	Education	3,370	m ²	2,500	8,425,000	
	Industrial and manufacturing	6,189	m ²	1,200	7,426,800	
	Roads and landscaping - outwith building footprints	165,968	m ²	175	29,044,400	
	Road junction with B6371	1	nr	150,000	150,000	
				check	393,168,300	393,168,300
7.0	OUTTURN INFLATION PROVISION					0
	Allowance for Outturn Inflation as per calculation attached	1.00	item	0	Excluded	
						393,168,300
8.0	CONTINGENCIES					
	Allowance for Contingencies	15	%			58,975,245
	<u>TOTAL ESTIMATED CONSTRUCTION COST</u>					£452,143,545
					Cost / m ² GIFA	£4,563.10
					Cost / ft ² GIFA	£423.92

**COCKENZIE FORMER POWER STATION
MASTERPLAN**

INITIAL HIGH LEVEL ORDER OF COST ESTIMATE NR1 - 14 APRIL 2017

OUTTURN INFLATION

GIFA 99,087 m²

	Element	Quantity	Unit	Rate	Cost (£)	Totals (£)
7.0	OUTTURN INFLATION PROVISION					
	Estimated Construction Cost :					
	Zone A (1) - Mixed Use			61,216,950		
	Zone B - New Open Space			9,450,000		
	Zone C - Open Space			10,440,000		
	Zone D (2) - Energy			223,898,650		
	Zone E - Agriculture			0		
	Zone F (3) - Employment			88,162,700		
				393,168,300		
	Inflation to site start :					
	Inflation to start on site date of say ? months @ ?% per annum i.e.	0.00	%	0	0	0
				393,168,300		
	Inflation during construction period :					
	Inflation during construction period of ? months; calculated to financial mid point of construction period i.e. ? months (two thirds of ? months) @ ?% per annum	0.00	%	0	0	0
				£393,168,300		
	<u>TOTAL ESTIMATED INFLATION COST</u>					£0
					Cost / m² GIFA	£0.00
					Cost / ft² GIFA	£0.00

COCKENZIE FORMER POWER STATION
MASTERPLAN

INITIAL HIGH LEVEL ORDER OF COST ESTIMATE NR1 - 14 APRIL 2017

SCHEDULE OF GROSS INTERNAL FLOOR AREAS

ZONE A (1) - MIXED USE

	Footprint m ²	Gross Internal Floor Area m ²	ft ²
Retail	5,115	9,719	104,615
Office	660	627	6,749
Restaurants and cafes	1,815	5,635	60,655
Hotel	429	1,936	20,839
Fitness centre	792	1,622	17,459
Visitor centre	297	282	3,035
Car park - multi storey	2,079	6,772	72,894
Small business workspace	297	1,129	12,153
	<hr/>	<hr/>	<hr/>
Total	<u>5,115</u>	<u>27,722</u>	<u>298,400</u>

ZONE B - NEW OPEN SPACE

	Gross Land Area m ²
New open space	42,000
	<hr/>
Total	<u>42,000</u>

ZONE C - OPEN SPACE

	Gross Land Area m ²
Open space	348,000
	<hr/>
Total	<u>348,000</u>

COCKENZIE FORMER POWER STATION
MASTERPLAN

INITIAL HIGH LEVEL ORDER OF COST ESTIMATE NR1 - 14 APRIL 2017

SCHEDULE OF GROSS INTERNAL FLOOR AREAS

ZONE D (2) - ENERGY

	Footprint m ²	Gross Internal Floor Area	
		m ²	ft ²
Retail	825	784	8,439
Office	5,082	10,534	113,388
Small business workplace	825	2,939	31,635
Energy production	6,237	22,337	240,435
Restaurants and cafes	2,871	2,727	29,353
Light industrial	462	1,646	17,718
Total	16,302	40,967	440,969

ZONE E - AGRICULTURAL

	Gross Land Area m ²
Agricultural	169,000
Total	169,000

**COCKENZIE FORMER POWER STATION
MASTERPLAN**

INITIAL HIGH LEVEL ORDER OF COST ESTIMATE NR1 - 14 APRIL 2017

SCHEDULE OF GROSS INTERNAL FLOOR AREAS

ZONE F (3) - EMPLOYMENT

	Footprint m ²	m ²	ft ²
Retail	237	368	3,961
Office	2,000	10,912	117,457
Corporate headquarters	2,107	9,130	98,275
Restaurant and cafes	194	429	4,618
Education	989	3,370	36,275
Industrial and manufacturing	1,505	6,189	66,618
Total	7,032	30,398	327,204

SUMMARY

	m ²	ft ²
Retail	10,871	117,015
Office	22,073	237,594
Restaurants and cafes	8,791	94,626
Hotel	1,936	20,839
Fitness centre	1,622	17,459
Visitor centre	282	3,035
Car Park	6,772	72,894
Small business workspace	4,068	43,788
Energy production	22,337	240,435
Light industrial	1,646	17,718
Corporate headquarters	9,130	98,275
Education	3,370	36,275
Industrial and manufacturing	6,189	66,618
Total	99,087	1,066,572
check calc.	99,087	1,066,572

