

FORMER

COCKENZIE POWER STATION

PUBLIC EVENT

Welcome

On behalf of East Lothian Council, we welcome you to this public event, outlining the technical appraisal exercise undertaken of the land at the former Cockenzie Power Station.

These are not Council proposals for the development of the site. Instead it is technical advice to ELC from experts settling out a strategy for how the site could be redeveloped to achieve the Councils aims of economic and employment redevelopment. It will be used to inform future plans, such as the next Local Developed Plan, and proposals for the site but it is not an ELC, plan, policy or strategy.

Your views and comments are welcomed to help us gain a further understanding of the key issues to be addressed as part of any future proposals and plans for the site.



Site Location Plan

The Opportunity

Land at the former Cockenzie Power Station site is a strategic opportunity to transform and maximise the reuse of fossil fuel legacy assets to deliver wide ranging opportunities and long term benefits locally, regionally and nationally for people, places and the planet.

The Council purchased the site with the aim of economic redevelopment to provide jobs, to not only make up for those lost in the closure of the station but also aid the economic regeneration of this more deprived part of East Lothian.

This technical appraisal has explored the associated challenges and opportunities, and has produced a clear, feasible development strategy for the site that will unlock and provide a firm foundation to realise future benefits as well as provide the necessary flexibility for delivery over time.

The Council does not intend this appraisal to be a formal planning document such as Supplementary Planning Guidance, but rather to set out a professional opinion on how the site could be taken forward.

An Appraisal in Three Parts



TECHNICAL APPRAISAL

This section which sets out site-wide elements which are considered ‘foundation components’. This extends to servicing and accessing development areas and platforms and covers:

- Primary Development Areas
- Committed Development
- Drainage
- Access
- Utilities / Service Strips

“FOUNDATION”



DESIGN GUIDANCE

This section which sets out principles / guidance which are considered ‘flexible’. This is split into Design Guidance: Built Form and Design Guidance: Open Spaces and outlines best-practice approaches covering:

Built Form (Market Driven):

- Land Use
- Height, Scale & Massing
- Topography
- Access & Movement
- Layout
- Appearance
- Sustainability

“FLEXIBLE”



Green / Open Spaces (Community Driven):

- Landscape: Key Spaces
- Public Space
- Drainage
- Play
- Public Art

“FLEXIBLE”



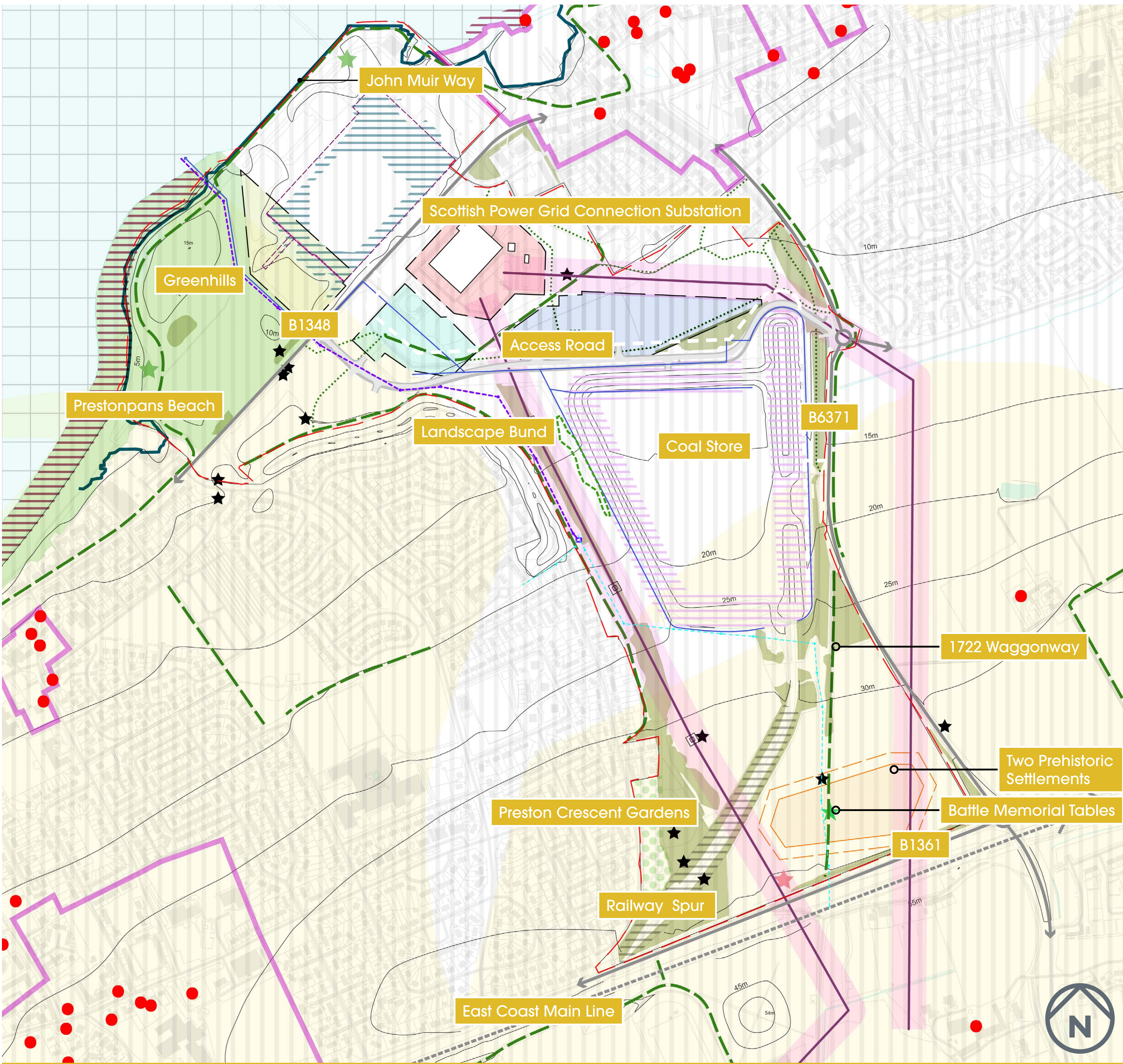
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Site Assessment

A summary of the site-specific influences that will underpin the future development of the site are outlined below.



Site Assessment Plan			
	Approximate Site Boundary		Special Landscape Area
	Main Routes		Existing Open Space
	Railway Line		Existing Woodland
	Overground Electricity Line		Scheduled Monumnet
	Wayleave (30m)		SM Wayleave (20m)
	Coal Store Bund - being removed		Listed Building
	SSSI / Special Protection Area (Firth of Forth)		Memorial Tables
	Special Protection Area (The Firth of Forth and The Outer Firth of Forth and St Andrews Bay Complex)		Conservation Area
	Existing Community Orchard		Mine Opening
	Differential Settlement Line		Core Paths
	Inch Cape Retaining Wall		Local Paths
	Battlefield Inventory / Coal Mining Reporting Area		Mining: Development High Risk Area
	Contour Lines / Numbers		Low Point
	High Point		Coastal Flooding (1&2)
	River Flooding (1&2)		Land Drain (Approximate)
	Combined Sewer Main		Combined Sewer Overflow Main
	Rail Halt		Proposed Link Road
	Proposed Pavement		Built Form
	Existing Applications / Built Form		Scottish Power Substation
	Seagreen Substation		Inch Cape Substation
	Battery Storage		

Ground Conditions

The site is designated as a ‘Coal Mining Reporting Area’ which indicates there is a known history of coal mining activity. The Coal Authority system also identifies mine openings / shallow coal mine workings throughout the site, clustered around the north west and the south.

Topography

Topographic survey information for land north of the B1348 shows perimeter levels of between 4.85 – 5.00m Above Ordnance Datum (AOD). Land south of the proposed Link Road, falls from an elevation of c 34.0m AOD (south) to an elevation of c 5.2m (north) by Cockenzie Sub-station. Levels within the former coal storage area fall north from 27.4m AOD to 11.5m AOD.

Flooding & Drainage

According to SEPA flood maps, the site is at limited risk from sea flooding, with the medium / high risk line running parallel with the coastline. There are a number of Scottish Water sewers identified, and a surface water drainage ditch routes north along the western edge of the former coal storage area. The site will use Sustainable Urban Drainage Systems (ponds, basins or swales) to attenuate surface water before discharging at a greenfield run-off rates into the Firth of Forth.

Active Travel & Access

There are a number of Core Paths and informal footpaths surrounding and crossing the site and there is the opportunity to extend and connect these. The delivery of the Link Road is a key piece of transport infrastructure. This link road will provide access to the proposed development areas towards the south of the site and will connect with the B6371 with the B1348 to the east and west, respectively. An access road leading south from the Link Road, running within the pylon corridor to the west of the southern area of the site can provide access to this area. Both provide dedicated active travel lanes.

Committed Development

There are a number of existing committed developments within the site which includes Inch Cape (granted planning permission in principle in 2019), Seagreen (granted planning permission in principle in 2021) and a Battery Storage site (which submitted an application to the Energy Contents Unit in 2024). Leveling Up Funded enabling works and ELC funded Link Road works are underway and will be completed in late 2025.

Heritage

There is a scheduled monument (Seton West Mains) in the southern corner of the site, a prehistoric domestic and defensive enclosure. The southern portion of the site sits within the Battle of Prestonpans 1745 site and the northern part is located adjacent to a conservation area (Cockenzie and Port Seton). There are a number of listed buildings in Cockenzie, Port Seton and Prestonpans and the surrounding area. The 1722 Waggonway is a footpath which follows the route of Scotland’s first railway, the Tranent - Cockenzie Waggonway. Adjacent to this are two memorial tables, installed in 2018, dedicated to the regiments and clans which fought and fell at the battle.

Landscape

The Firth of Forth is protected by Ramsar Wetland of International Importance, site of Special Scientific Interest (SSSI) and The Firth of Forth Special Protection Area, as well as The Outer Firth of Forth and St Andrews Bay Complex Special Protection Area under the European Wild Birds Directive. The open space to the south of the SSSI designation, Greenhills, is designated a Special Landscape Area.

Utilities

There are a number of existing utilities and services running over and under the site. These include an existing transformer substation within the site and overhead cables which route from Cockenzie substation. A low and medium pressure gas mains route through the site and BT Openreach cables service the existing substation from Edinburgh Road.



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Foundation Components

Elements which are constructed, committed or are foundation components are set out below. These include development underway or consented and key pieces of committed infrastructure or infrastructure required to future proof the scheme.

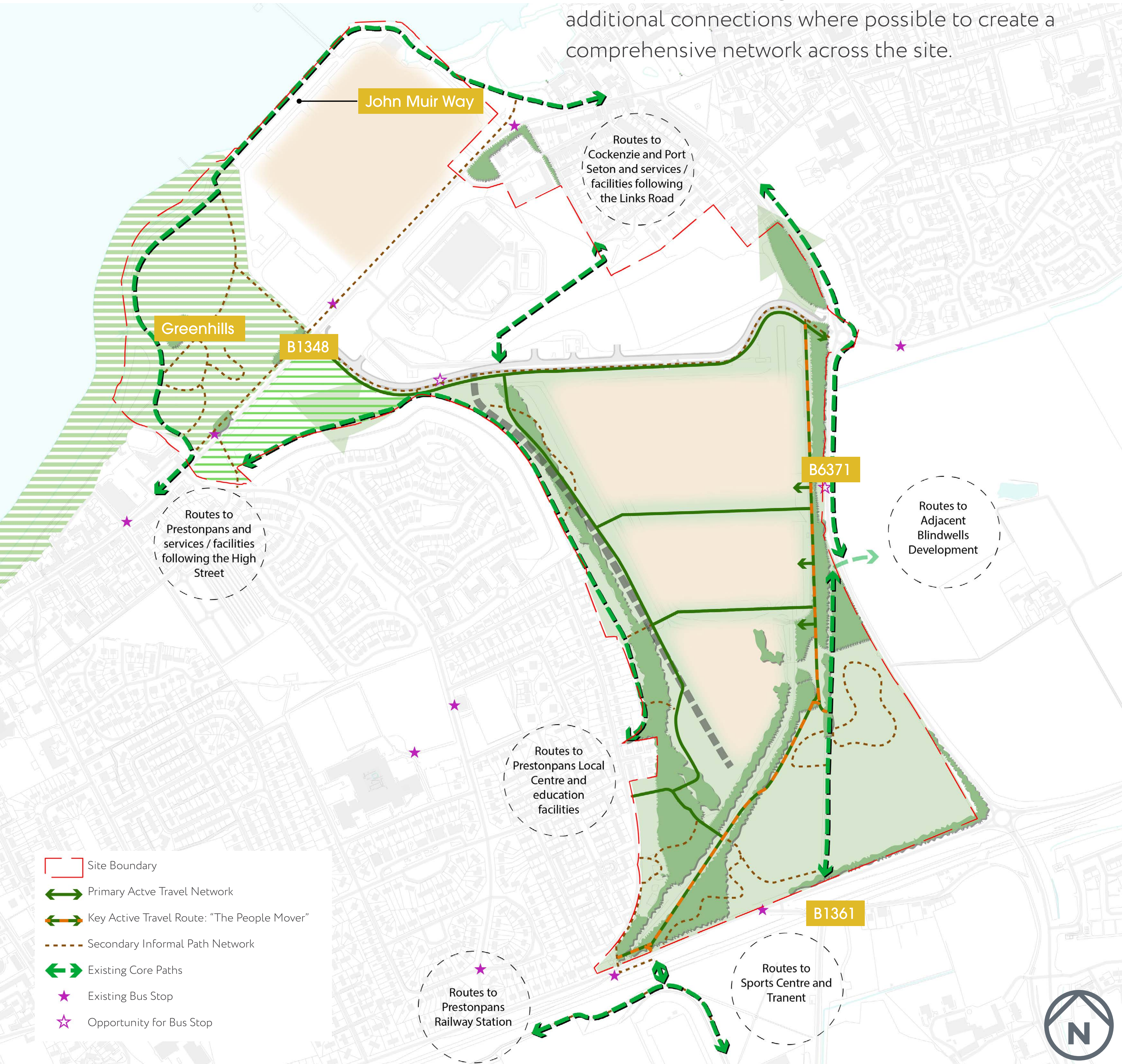


Foundation Components	
<u>As Existing / In Progress</u>	
<b>A</b>	Main Existing Routes + Railway
<b>B</b>	Railway Spur
<b>C</b>	Active Travel Corridor
<b>D</b>	Local Prestonpans Substation
<b>E</b>	Existing Pylons
<b>F</b>	ELC Link Road
<b>G</b>	Key Active Travel Route: “The People Mover”
<b>H</b>	Inch Cape Substation
<b>I</b>	Battery Storage Proposal
<b>J</b>	Seagreen Substation
<u>As Proposed</u>	
<b>1</b>	Southern Access Road
<b>2</b>	Northern Access Points
<b>3</b>	Service Strip
<b>4</b>	Swales & Attenuation SuDS
<b>5</b>	4 Primary Development Areas + Potential Secondary Development Area

Active Travel

A comprehensive active travel network has been proposed to address the identified opportunities for improving east-west connectivity and integrating with existing Core Paths and informal paths in and around the site, while also meeting key National Planning Framework 4 (NPF4) policies.

The network comprises a primary active travel route that forms a framework around the proposed development area and makes key connections to existing Core Paths and adjacent main routes. It also integrates with the Secondary Informal Path Network, which seeks to incorporate existing informal paths and provide additional connections where possible to create a comprehensive network across the site.



Active Travel



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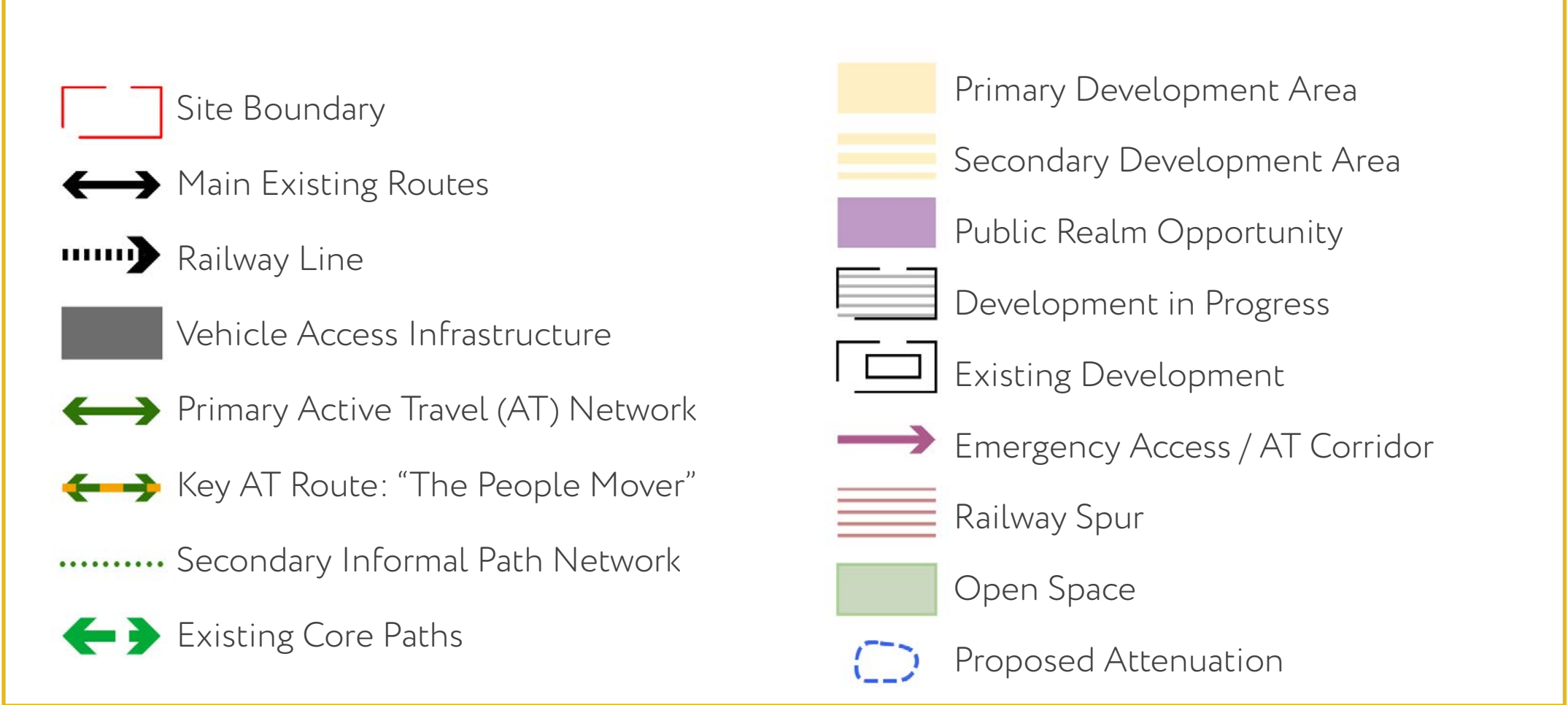
Design Guidance: Built Form

The following parameter plans provide a framework for future detailed proposals and sets out how the site possibly could look in future. This seeks to provide guidance rather than a fully formed strategy; the strategy should not be considered fixed.

Land Use

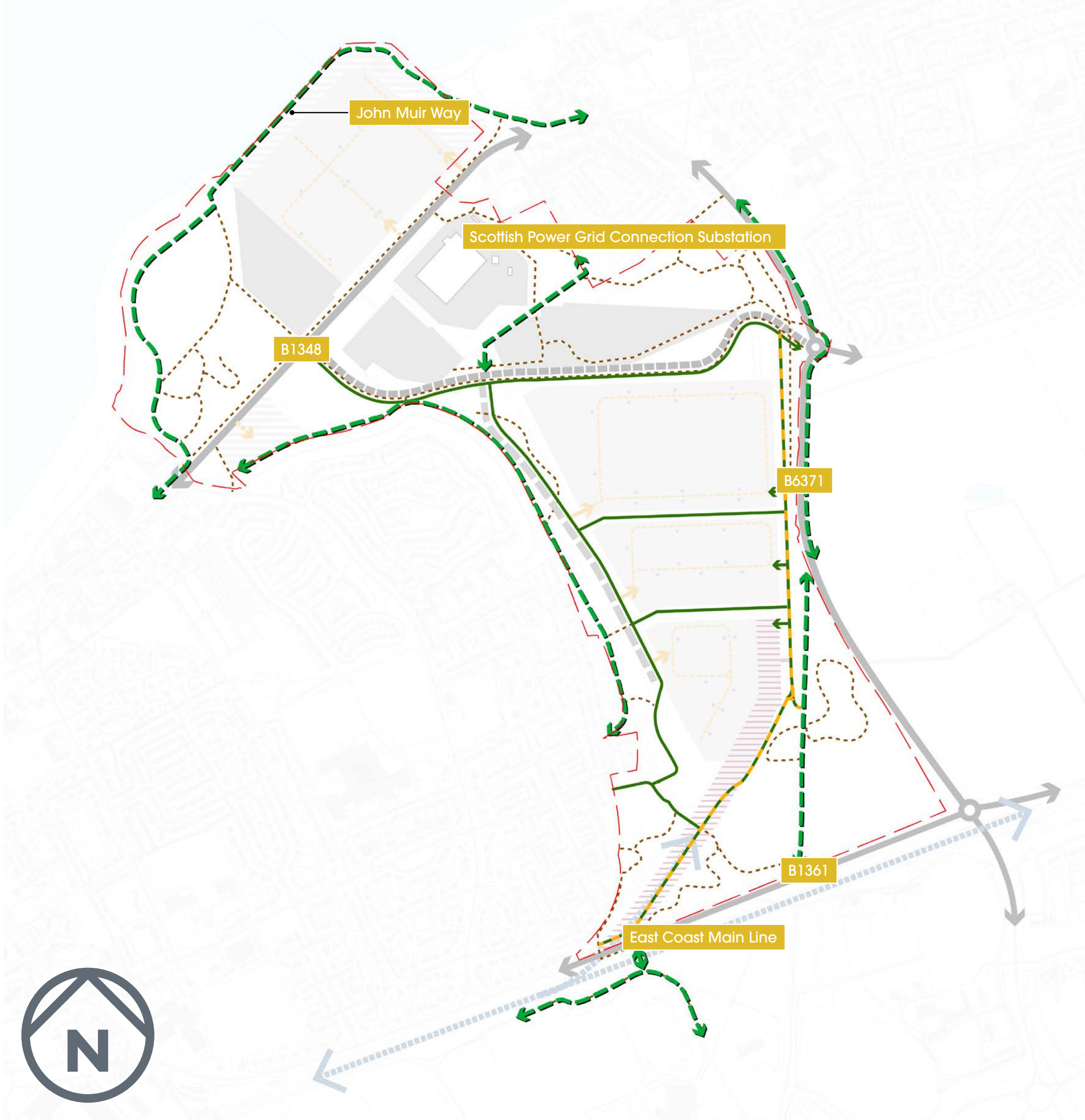


The distribution of the proposed land uses is shown opposite, and the land uses identified in the key below. While this demonstrates potential land uses, it should be noted that a percentage of the areas identified will be used to accommodate car parking and servicing as well as additional landscape. Green space includes service strips for utilities and swales / ponds for green/blue infrastructure for drainage.

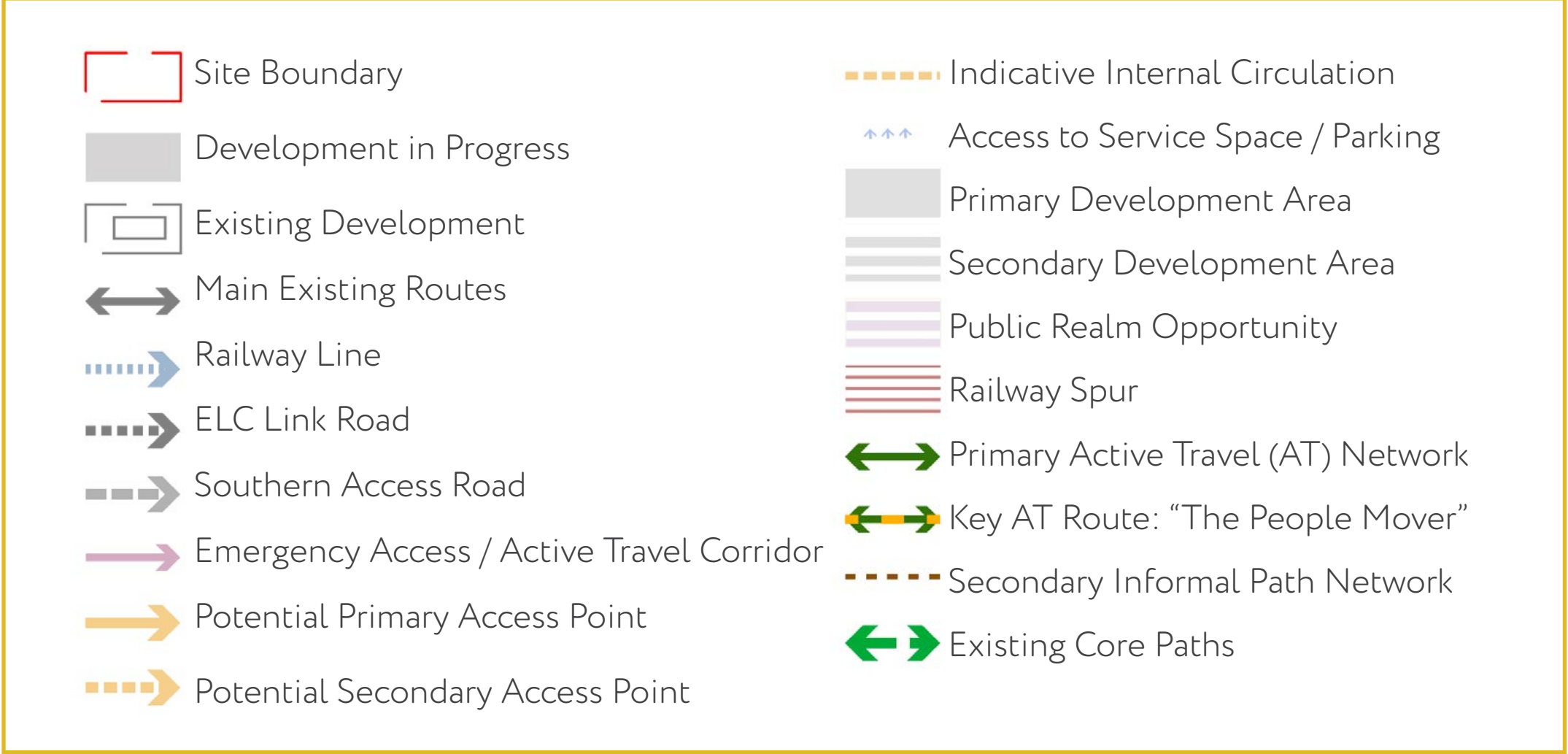


Land Use

Active Travel and Movement

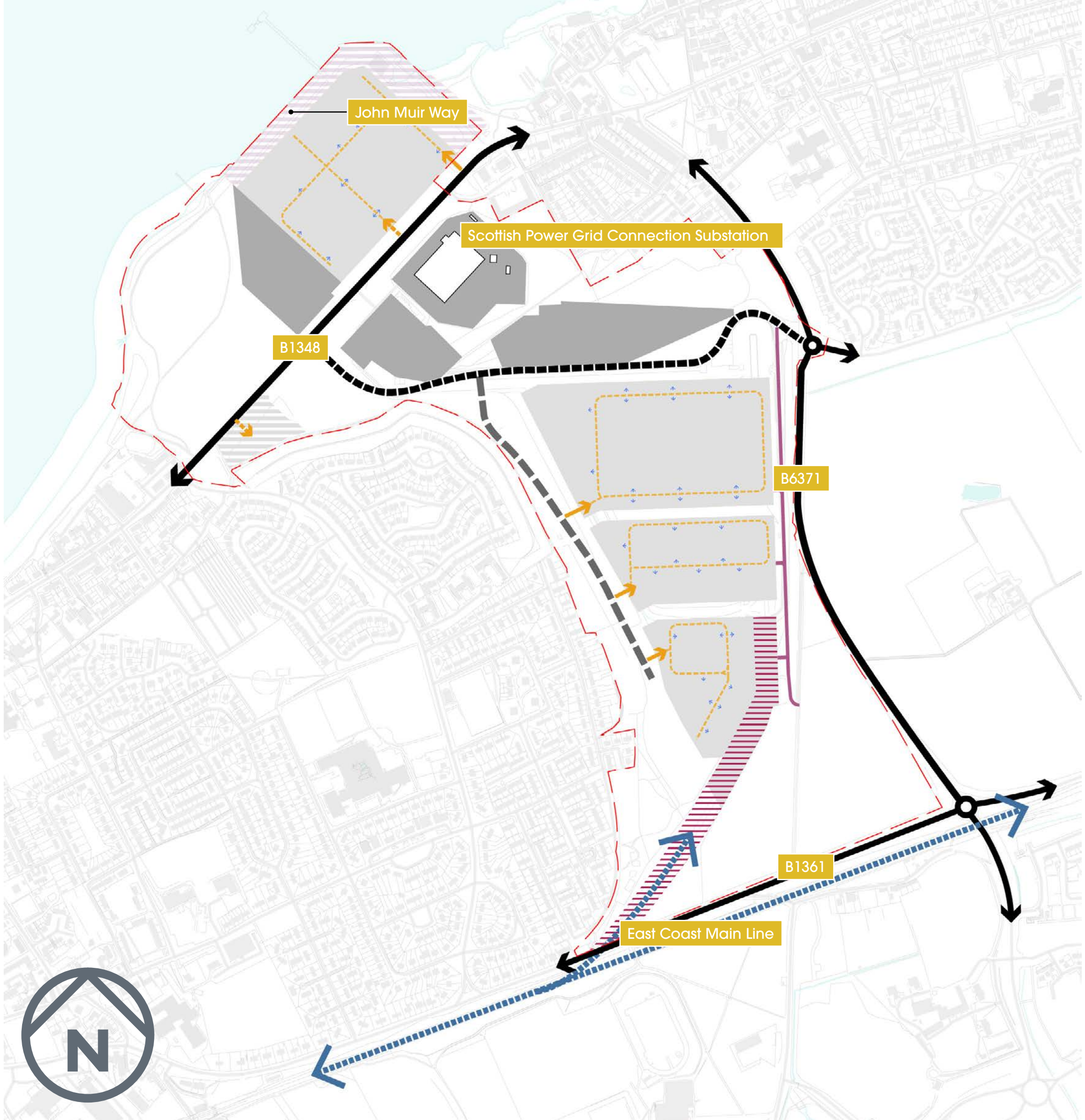


The modes of transport to and from the site have been considered against a hierarchy of solutions. The intention has been to offer the opportunity to access the site via sustainable travel modes over private vehicle use. The road user hierarchy defined in the National Transport Strategy applies, which shows walking and wheeling as the highest priority mode of transport, followed by cycling, public transport, taxis & shared transport, then the private car, in that order.

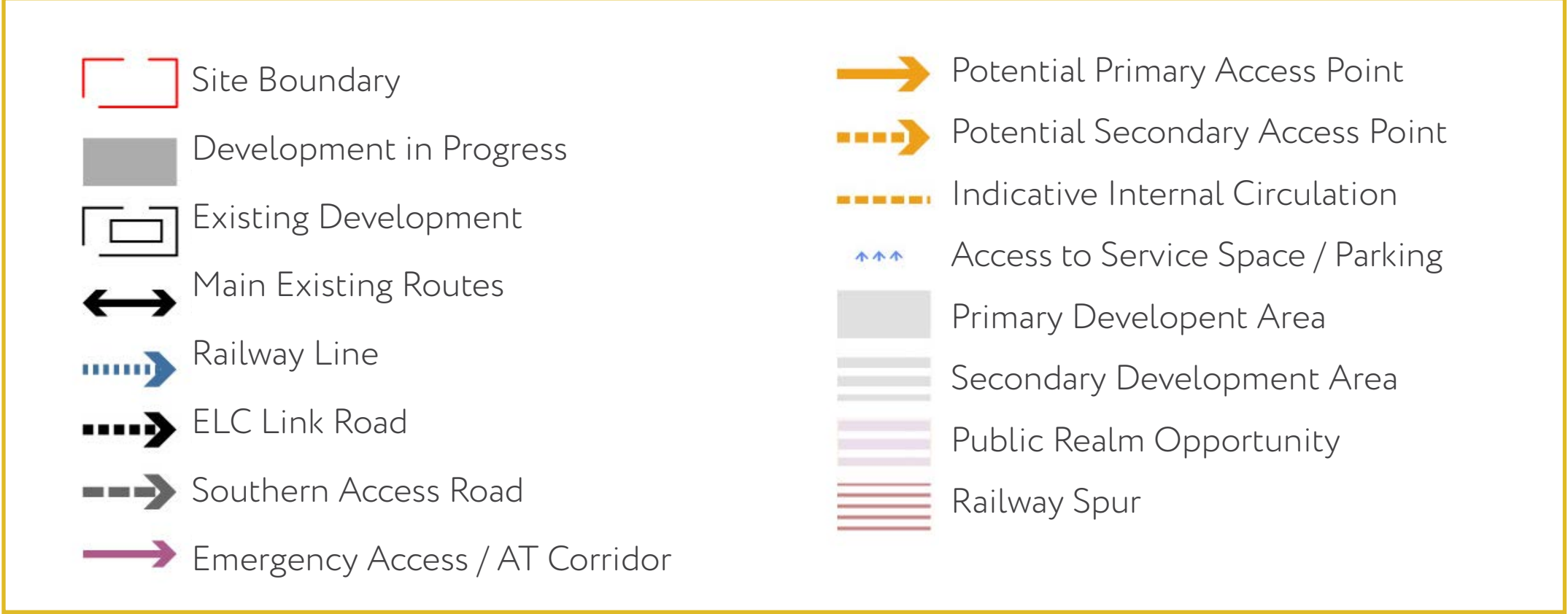


Access and Movement

Vehicle Access

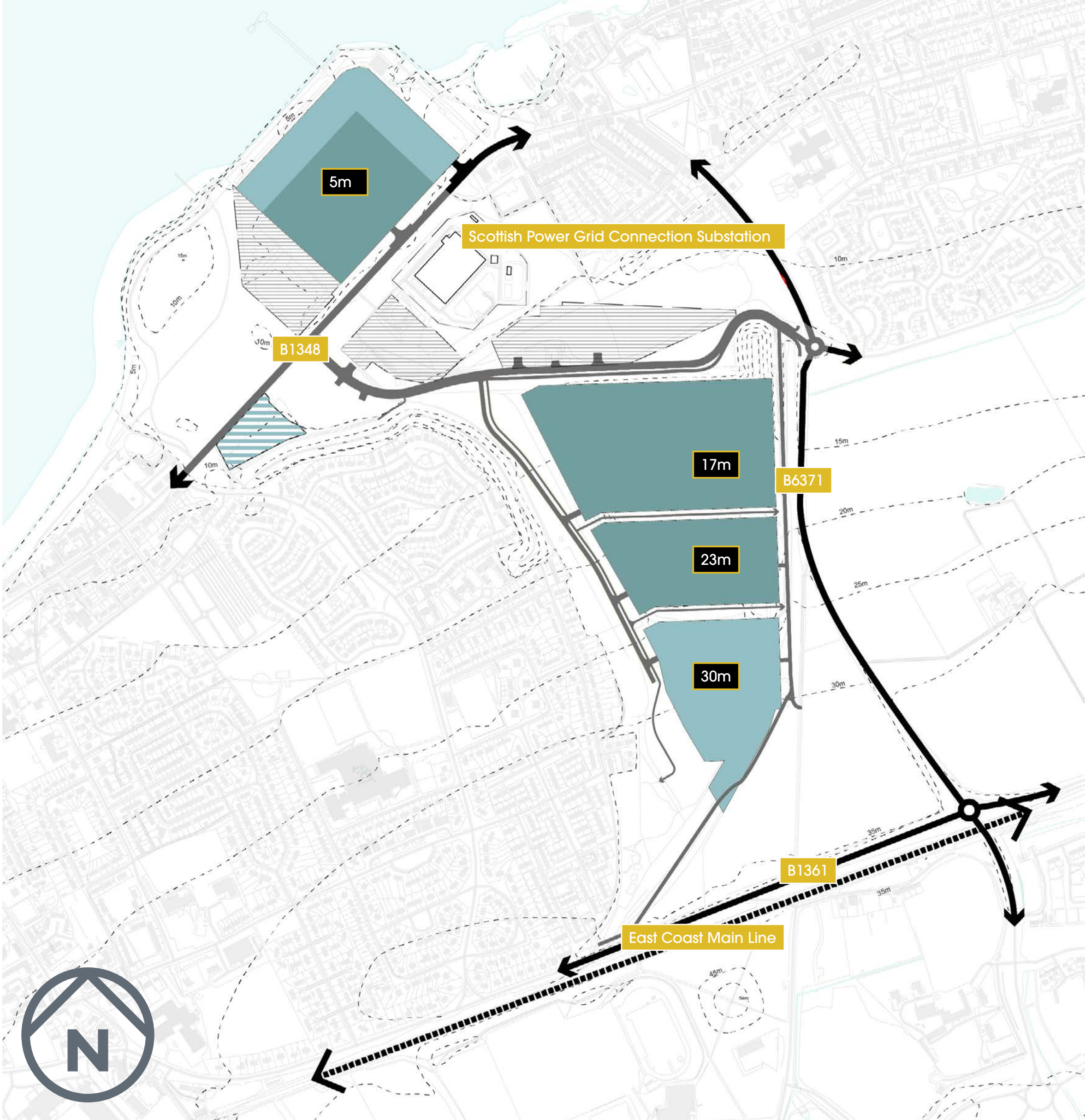


The principle vehicular access to the proposed development will be provided from the B1348 (for the northern primary development area and the western secondary development area) and the proposed Link Road (for the southern primary development area). The design seeks to incorporate landscape features, drainage features and safely avoid existing infrastructure / structures on site, whilst making use of otherwise undevelopable land within the electricity pylon wayleave.

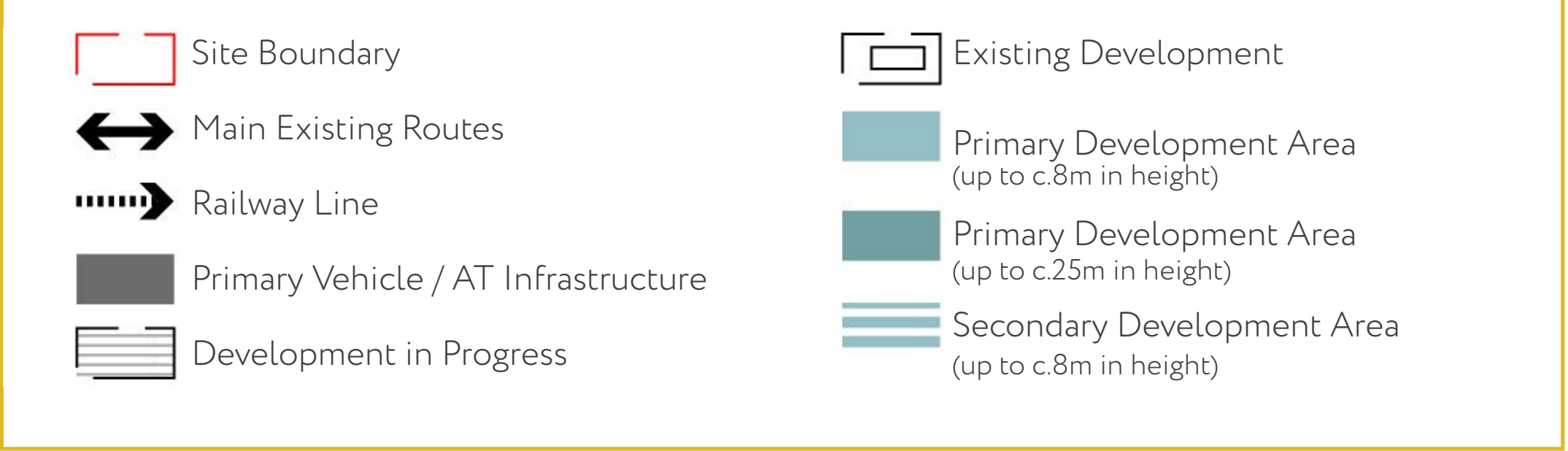


Land Use

Building and Platform Heights



The plan opposite shows the maximum height for building components, actual buildings heights will be formed at a more detailed stage of design be subject to their own visual impact analysis. The Primary Development Area can accommodate development from c.8m-c.25m in height, and the Secondary Development Area can accommodate development up to c.8m in height. Indicative platform heights have been set which balance the impact of topography and the forming platforms of a suitable scale and dimension to accommodate the necessary land uses, these are shown in black on the opposite plan. These levels tie in with rising ground levels in the surrounding area.



Building and Platform Heights



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Potential Use & Appearance

A potential indicative layout is shown below which demonstrates how the observation of the principles set out within the technical appraisal could manifest themselves. This seeks to provide guidance rather than a fully formed strategy; the strategy should not be considered fixed.



Indicative Material Palette		
	Walls	Roofs
Predominant	White/off white True White Light Grey Cool Grey	Dark Grey Cool Grey
Occasional	Colour Coated Panels in a range of colours including: Light Blue Light Green Orange / Red	True White

Land Use

The site could ultimately be laid out in any number of ways, within the parameters set out under 'Foundation Components'. For the purposes of the Technical Appraisal a number of options were prepared in order to test the capacity of the platforms for a number of different uses, one of these is shown above. The uses being explored include:

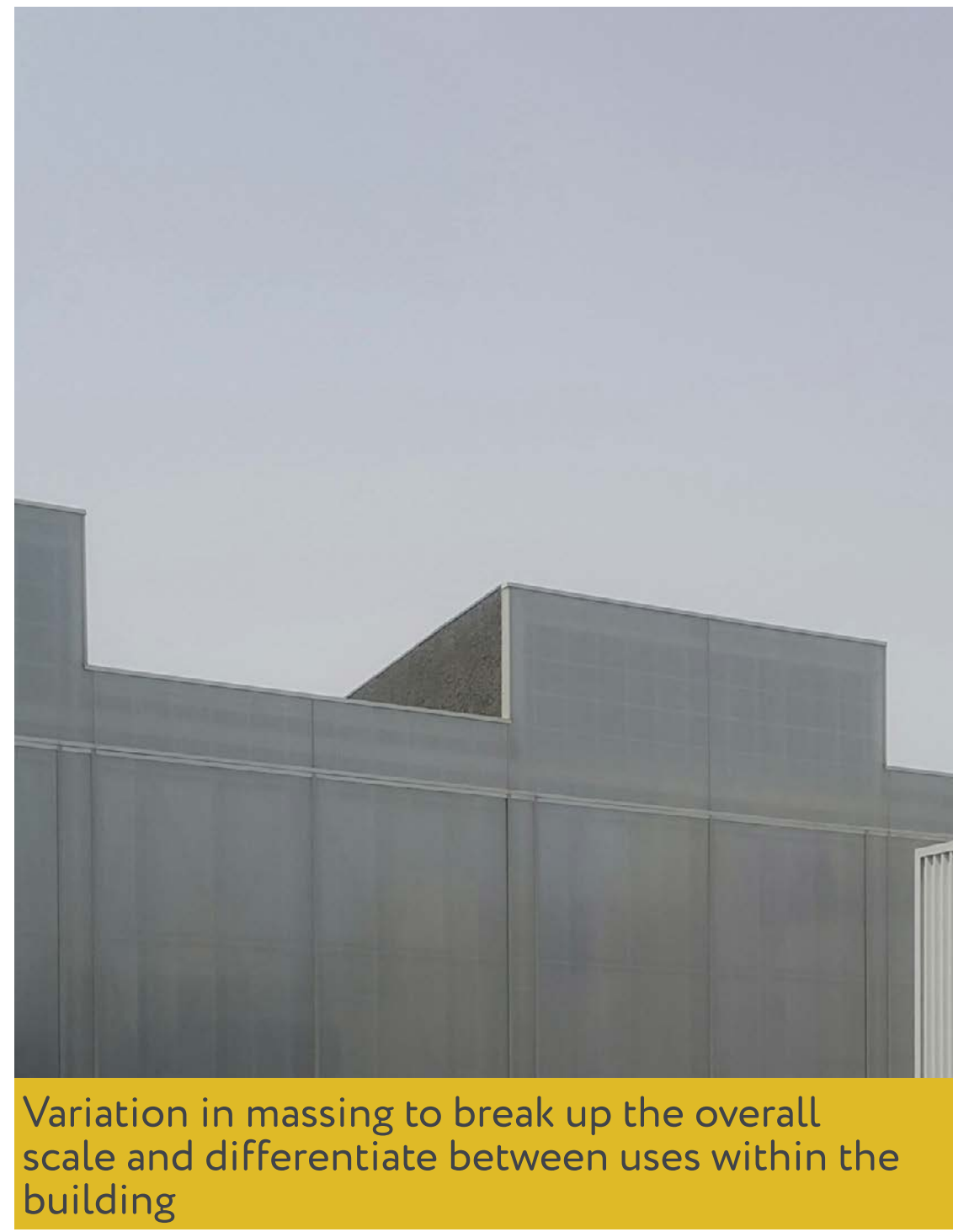
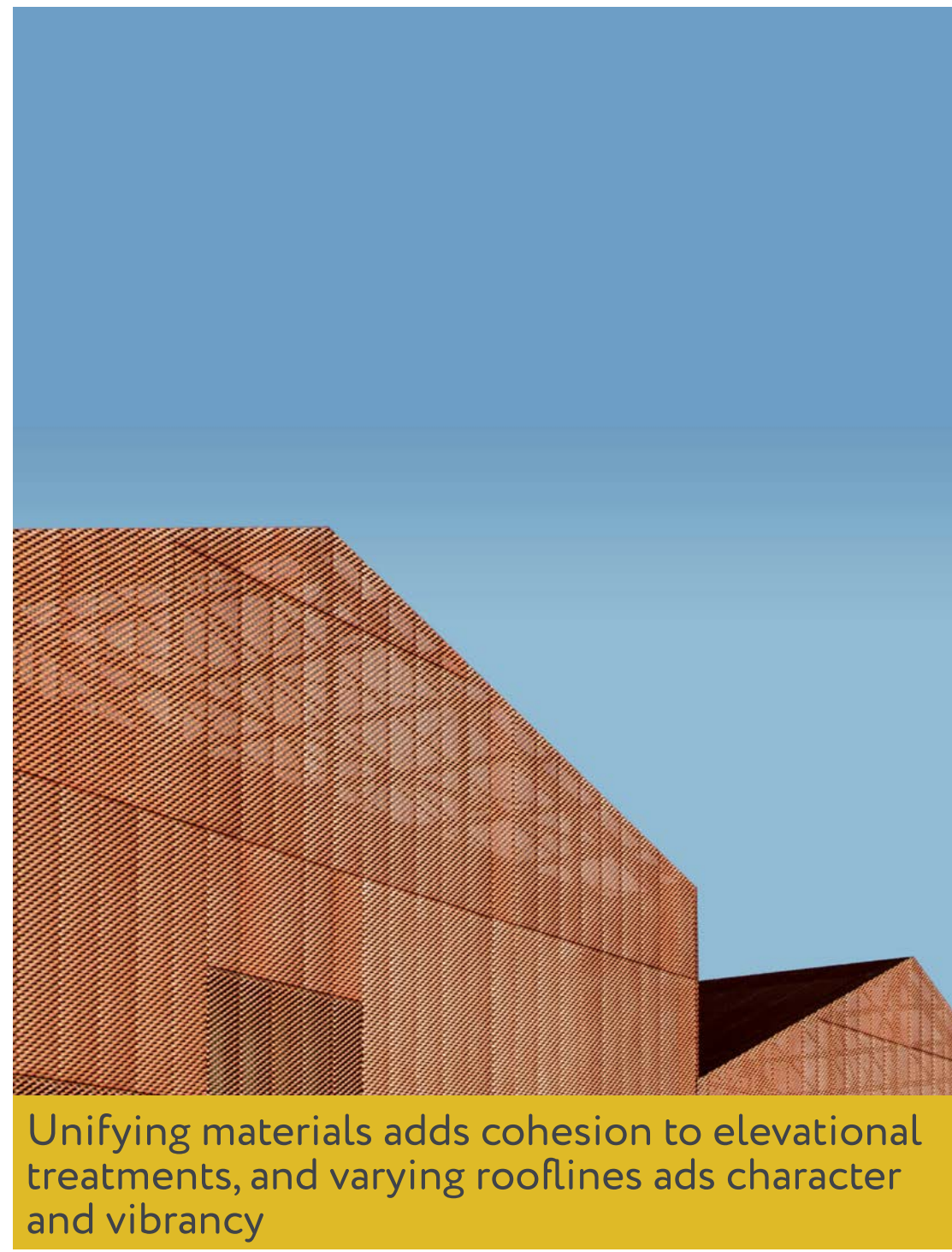
- Class 4/5 (Business & Light Industry),
- Class 1A (Retail)
- Class 6 (Storage & Distribution)
- Technology and Net Zero Infrastructure
- Class 3C (Residential) (Limited and only to support off-site enhancements)

One option also explored the introduction of residential uses by the harbourside as a mechanism to provide a means to raise funds for the repair and restoration of the harbour, harbour walls and deliver a community park extension at the heart of the community.

Appearance

The architectural approach for any proposed development will need to be contemporary in line with potential employment uses proposed for the site. The overarching principles are to achieve high-quality, distinctive and sustainable architecture appropriate to the end use of the buildings. The table opposite provides a series of appearance principles and the following pages of precedent images demonstrate how the principles can be interpreted to achieve a high-quality development response.

At this stage, the use of hues rather than reference to specific materials will give some required flexibility. This flexibility is necessary for a contemporary and sustainable approach to design.





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# Design Guidance: Open Space

A landscape strategy plan, below, sets out areas of open space which integrate structural planting, retained hedgerows and trees, SuDS and ecological mitigation measures, as well as allotments, orchards and community spaces. This seeks to provide guidance rather than a fully formed strategy; the strategy should not be considered fixed.

### Landscape Strategy



### Landscape Strategy Plan

#### 1 Wetland Park



The Wetland Park is a habitat rich parkland which comprise SuDS ponds / basins, wildflower grassland, native trees and shrubs and herbaceous planting to create high value natural open spaces. Formal play areas can be incorporated within these areas providing a key benefit to future residents and the wider public. SuDS basins designed as a attenuation / treatment areas are incorporated with wetland habitat to create a rich biodiverse landscape feature. The landscape character zone will incorporate native canopy trees, wildflower grassland, marginal planting, island loafing areas and raised boardwalks.



#### 2 John Muir Promenade / Community Market / Events Space



A c.30m area of land to the north west is envisaged as a distinctive vehicle free promenade following the John Muir Way, connecting with a Community Market / Event Space envisaged as a key local space adjacent to the harbour for weekly markets / community events. Materiality will be sympathetic to existing characteristics and there is the opportunity for seating, street furniture as required and wayfinding / information boards. The landscape character zone will incorporate native canopy tree planting, reed beds and marginal planting, planters with native species rich grassland, footpath linkages and public art.





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# Design Guidance: Open Space

### 3 Linear Orchard



The Linear Orchard seeks to expand and enhance the existing Community Orchard. Servicing requirements (existing electricity cables), and drainage requirements mean that the existing community orchard is likely to be impacted, although the extent of this won't be known until a more detailed design stage. Where possible, all existing Community Orchard trees will be retained. Where this is not possible, a series of options will be explored in order, outlined below. The orchard will be complemented with growing opportunities such as formal allotments, community growing areas and / or informal edible landscapes.

The opportunity to preserve and enhance the legacy of the Community Orchard as an integral part of this development is significant, ensuring its value is not only protected but also strengthened for years to come, ensuring its legacy for future generations.

**In all cases propagation will ensure the entire proposed Community Orchard is directly related to existing trees.**

# 1

RETENTION

Wherever feasible, existing apple trees will be retained in situ, integrated into the overall landscape design.

# 2

RELOCATION

In cases where trees cannot be retained due to development constraints, we will work to relocate the trees.

# 3

PROPOGATION

In cases where trees cannot be relocated due to development constraints, we will work to propagate new saplings from them.

### 4 Climate Woodland



A significant area of new woodland is proposed to the south of the linear park, and combined with existing planting on site. This will form an important part of the biodiversity strategy for the site. The railway spur which bisects the Climate Woodland provides a key active travel route north / south; "The People Mover". There is also the opportunity to include potential allotments / community growing areas, play spaces and social areas adjacent to paths to provide activity / surveillance. The landscape character zone will incorporate native tree planting and species rich meadow.



### 5 Community Green Space



This zone has a much more open character and respects the setting of the Scheduled Monument and the 1722 Waggonway. There is the opportunity for this to become a Community Green Space and develop in line with community will. An area more wild in character will enhance biodiversity and increase habitat value. The landscape character zone will incorporate species rich meadow, footpath network, species rich wildflower grassland, native tree planting (to the north only); and opportunities for creation of focal points throughout (public art or similar).



### 6 Greenhills and Preston Crescent Gardens



Greenhills and Preston Crescent Gardens are well used and enjoyed local existing open spaces and any change would involve community involvement.

The open character of Greenhills will be preserved at the waterfront to minimise adverse effects on visual amenity. There is the opportunity for tree planting, play spaces, community food growing, shared seating and social areas adjacent to inclusive and accessible path networks alongside opportunities for upgrading / making improvements to existing play facilities at this location.

Preston Crescent Gardens remains as existing, with a woodland edge proposed to its eastern perimeter. Proposed active travel connections through this, to the wider network and site will improve accessibility.



Stantec



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Summary & Comments

A summary of the outcome of the technical appraisal is shown below alongside its key features.

Technical Appraisal Summary



Technical Appraisal Summary

Key Features

The layout above shows how the site could be developed with the ‘foundation components’ in place for successful access / servicing arrangements and following the principles and guidance set out in the later chapters of this document. Fundimentally, it facilitates a flexible approach which can respond to future needs, market conditions and circumstances. The principal elements of the plan above are:

- 1

A Southern Access Road providing access to the Southern Development Area from the ELC Link Road, within the pylon wayleave to the west of the development area, and integrating drainage features and active travel routes;
- 2

A platformed approach to the southern development area with each platform serviced and drained via utility corridors and a network of swales / ponds discharging to the Forth;
- 3

A Northern Development Area with consideration of adjacent uses, such as the John Muir Promenade and a Community Market / Events space;
- 4

A comprehensive, integrated and improved active travel network connecting every area of the site and integrating existing Core Paths, informal paths and the John Muir Way;
- 5

A sensitive landscape approach consisting a network of spaces consisting of over 50% of the site, each with different characters. Underpinning these, however, is a desire for significant biodiversity / ecological enhancement, retention of existing landscape features where possible and areas of new planting;
- 6

A significantly expanded and enhanced Community Orchard; and,
- 7

A sensitive response to Scheduled Monuments and features of cultural significance such as the 1722 Waggonway.

Comments and Feedback

Thank you for taking the time to attend the public exhibition today.

We appreciate your participation in this consultation and welcome you to share your views on the proposed development.

Feedback forms have been provided and we kindly ask you to complete one to provide your thoughts on the proposed development. Please leave it in the box provided.

All feedback should be submitted via [East Lothian Consultation Hub](https://eastlothianconsultations.co.uk/) by Tuesday 22nd April 2025

There are a number of ways that you can comment on the proposed development and vision:

- 📄

Complete and submit a feedback form.
- 💬

Please speak to a member of the Project Team at this consultation event.
- @

For more information go to: [www.eastlothian.gov.uk/cockenzie](https://www.eastlothian.gov.uk/cockenzie).

Your feedback will be reviewed by the Project Team and may be reused anonymously in a Pre-Application Consultation report submitted to East Lothian Council.

Although any comments made to this consultation process may form part of a future planning application submission document, they will not be considered by East Lothian Council as a formal representation to any future planning application. You will have the opportunity to make a formal representation to East Lothian Council once any planning application or Local Development Plan has been submitted.