



Human Health and Population

Chapter 12: Socio-Economics, Tourism,
Land-Use and Recreation

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Glossary

Application Site	The area within the red line Planning Boundary comprising the Onshore Transmission Works (OnTW), as defined.
Construction Compound	An indicative area within the Application Site used to accommodate the temporary work site including; construction parking, construction welfare facilities, construction meeting room, construction laydown and storage area, construction security facilities (fenced area/gate and security access) and construction security lighting.
Core Path	Core Paths are paths or routes, including waterways, to facilitate the exercise of access rights under the Land Reform (Scotland) Act 2003. The purpose of Core Paths is to provide the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area.
EIA Report	Report presenting the findings of the Environmental Impact Assessment (EIA).
ICOL's Offshore Transmission Works (OfTW)	Offshore substation platforms (OSPs) and their foundations and substructures, interconnector cables and Offshore Export Cables. This refers to either the Consented OfTW or Revised OfTW, as defined.
ICOL's Offshore Wind Farm	This includes proposed wind turbine generators, foundations and substructures and inter-array cables. This refers to either the Consented Offshore Wind Farm or Revised Offshore Wind Farm, as defined.
Landfall	Point where up to two Offshore Export Cables from ICOL's Offshore Wind Farm will be brought ashore.
Onshore Export Cables	Electricity cables from the Onshore Substation to the grid connection point.
Onshore Export Cable Corridor	The area within the Application Site where the proposed Onshore Export Cables will be laid.
Onshore Substation	The electrical substation comprising of all the equipment and associate infrastructure required to enable connection to the electrical transmission grid.
Onshore Substation Site/Substation Site	The indicative area within the Application Site where the Onshore Substation and screening will be located.
Onshore Transmission Works (OnTW)	All proposed works within the Application Site, typically including the Onshore Substation, cables transition pits, cable jointing pits, underground electricity transmission cables connecting to the Onshore Substation and further underground cables required to facilitate connection to the national grid. This includes all permanent and temporary works required. See Chapter 5: Description of Development for full details.
Original OnTW	The OnTW, as was granted planning permission in principle in September 2014, under ELC reference 14/00456/PPM.
Right of Way	A Right of Way is a route along which the public have a right of passage. To be a Right of Way, the route must meet the following criteria: (1) it joins two public places; (2) it follows a more or less defined route; (3) it has been used by the general public as a matter of right openly and peaceably; and (4) it has been used without substantial interruption for at least 20 years.

Scoping Opinion	The Scoping Opinion adopted by ELC as to the scope and information to be provided in support of an application for the OnTW, as defined.
Scoping Report	Report prepared as the first stage of the EIA process in support of a request for a Scoping Opinion from ELC, under Regulation 17 of the EIA Regulations. The Report was submitted in July 2017.

Abbreviations and Acronyms

CEMP	Construction Environmental Management Plan
ELC	East Lothian Council
EIA	Environmental Impact Assessment
ES	Environmental Statement
FTE	Full-time Equivalent
Ha	Hectares
HDD	Horizontal Directional Drilling
ICOL	Inch Cape Offshore Limited
NCR	National Cycle Route
OfTW	Offshore Transmission Works
OnTW	Onshore Transmission Works
STEAM	Scottish Tourism Economic Activity Monitor
SLVIA	Seascape, Landscape and Visual Impact Assessment

12 Socio-Economics, Tourism, Land Use and Recreation

12.1 Introduction

- 1 This chapter presents an assessment of the potential socio-economic, land use, recreation and tourism effects of the construction, operation and decommissioning phases of the Inch Cape Onshore Transmission Works (OnTW).
- 2 This chapter will consider the following effects:
 - Direct, indirect and induced effects on employment and the economy through job creation and expenditure;
 - Effects on land use and land take, including consideration of the implications of changes to existing land uses;
 - Effects on public access and recreation, including consideration of Rights of Way, Core Paths and other promoted outdoor access routes; and
 - Effects on tourism.
- 3 Effects on tourism will be indirect and will be primarily related to visual effects and the impact of these visual effects on visitor numbers and the local tourism economy. Consequently, this chapter shares direct linkage with *Chapter 8: Landscape and Visual* of this EIA Report and makes reference to its content where relevant. Other indirect impacts such as noise, traffic and transport and air quality resulting from the OnTW may also have an indirect effect upon visitor numbers during the construction and decommissioning phases of the OnTW. Such effects are not generally considered within this chapter as they are not considered to have the potential for significant effects on visitor numbers or the local tourism economy but are discussed in *Chapter 10: Noise and Vibration*, *Chapter 11: Traffic and Transport* and *Chapter 13: Air Quality* respectively.
- 4 This chapter is supported by the following appendix:
 - *Appendix 12A: Socio-Economics Baseline* (undertaken in 2014 to inform the assessment of the Original OnTW).

12.2 Consultation

- 5 Comments from the East Lothian Council (ELC) Environmental Impact Assessment (EIA) Scoping Opinion dated 5 September 2017 related to socio-economics, tourism, land use and recreation are summarised in Table 12.1 below, along with a summary of how these comments have been addressed.

Table 12.1: EIA Scoping Comment and Actions

Consultee	Scoping / Consultation Response	Project Response
East Lothian Council	<p><u>Impact on Outdoor Recreation</u></p> <p>The assessment covers the main likely impacts on public outdoor access and core paths. However, public access is not confined to the designated core paths in this area, and public recreation is popular in the open space areas adjacent to this site in particular the 'Green Hills' area immediately to the west of the site and impacts on this wider recreational access should be fully addressed. The proposed mitigation during construction for the Core Paths and the John Muir Way is acceptable.</p>	<p>Impacts upon other public recreational areas adjacent to the site, in particular the 'Green Hills' area are assessed within <i>Sections 12.7, 12.8 and 12.9</i> of this chapter.</p>
	<p><u>Impact on Outdoor Recreation</u></p> <p>Regarding assessment methodology for access and recreation, in addition to the documents listed consideration is given to:</p> <ul style="list-style-type: none"> • Rights of Way ("Public Access Including Rights of Way" document, East Lothian Council, 1994). • National Cycle Routes (details on Sustrans website). • East Lothian Council Active Travel Improvement Plan (currently in preparation). 	<p>These additional documents are considered within the baseline section (<i>Section 12.4</i>) of this chapter where relevant. Assessments of the impact on the resources identified within these documents are considered within <i>Sections 12.7, 12.8 and 12.9</i> of this chapter.</p>

Consultee	Scoping / Consultation Response	Project Response
	<p><u>Tourism</u></p> <p>The assessment as outlined in the Scoping Report is acceptable. It is not clear what the anticipated effect of the operation of the landfall and export cable would be on this receptor given that it is underground, and it may be possible to scope operation of the landfall and export cable from the assessment. The impact on visitors from access to the coast road should be included in the assessment as noted. The assessment should refer to key local and national tourism documents, including East Lothian tourism (http://www.eastlothian.gov.uk/info/200193/tourism_and_hospitality/1353/tourism_and_hospitality_businesses) and National Strategy (http://scottishtourismalliance.co.uk/page/national-strategy/)</p>	<p>Given that the Onshore Export Cable will be underground and fully restored during the operational phase, it is confirmed that impacts during operation on tourism has been scoped out of the EIA. Instead, the assessment of operation effects is confined to consideration of the landscape and visual impact of the Onshore Substation only (see <i>Section 12.8</i>).</p> <p>It is confirmed that the key local and national tourism documents referenced by ELC are included in the assessment scope.</p>

- 6 The information received through scoping has informed the methodology and scope for the assessment of the socio-economic, tourism, land use and recreation effects presented in this chapter.

12.3 Policy and Legislation

- 7 Relevant policy and legislation are introduced in *Chapter 2: Policy and Legislation*. An overview of policy and legislation relevant to this chapter are provided below:

- *The Land Reform (Scotland) Act 2003* sets out where and when access rights apply and how land should be managed with regard to access. The Act also places a duty on local authorities to draw up a Core Paths plan. This is a plan sufficient to give the public reasonable non-motorised access throughout their area; and
- *The Scottish Outdoor Access Code* provides detailed guidance on how access rights should be exercised and gives detailed guidance on the responsibilities of those exercising access rights and those managing land and water.

12.4 Baseline Environment

12.4.1 Data Sources

- 8 Information on the baseline environment was based on that established through a desk based assessment and a visit to the Study Areas (more than one Study Area is considered in the assessment and are defined in *Section 12.4.2* below) during the preparation of the Original OnTW Environmental Statement (ES). Updates to this data have been made where required. Key data sources for the desk based assessment are identified in Table 12.2 below.

Table 12.2: Key Data Sources

Data Source	Area of Research
Existing Data	
Scotland's Census 2011 (http://www.scotlandscensus.gov.uk/)	Population, employment, economic activity.
Scottish Neighbourhood Statistics (http://www.sns.gov.uk/)	Education and employment.
Nomis Official Labour Market Statistics	Employment
Scottish Index of Multiple Deprivation 2016 http://www.gov.scot/Topics/Statistics/SIMD	Deprivation
VisitScotland (www.visitscotland.org)	Tourism
Visit East Lothian (http://www.visiteastlothian.org/home.asp)	Tourism
East Lothian Council (http://www.eastlothian.gov.uk/)	Tourism and Recreation
Scottish Tourism Alliance (http://scottishtourismalliance.co.uk/)	Tourism
Sustrans (http://www.sustrans.org.uk/)	Recreation
National Planning Framework 3	Land Use
East Lothian Local Plan 2008	Land Use

Data Source	Area of Research
Proposed East Lothian Local Development Plan	Land Use
Tourism Scotland 2020: The National Tourism Strategy http://scottishtourismalliance.co.uk	Tourism
East Lothian Tourism Action Plan for 2016-2018 http://www.eastlothian.gov.uk	Tourism
East Lothian Visitor Research Survey 2015 http://www.eastlothian.gov.uk	Tourism and Recreation
Site Surveys	
Site visit to Study Areas	Land use, tourism and recreation.

12.4.2 Study Areas

9 Four Study Areas were considered within this assessment as the chapter considers four different potential effects (economic, land use, public access and tourism) and as such the Study Area varies depending upon the potential effect being considered and the sources of information used. In general, the Study Areas below were used:

- Economic Study Area – the study area for economic activity and employment of the OnTW is predominantly the Preston/Seton/Gosford Ward 2007 (shown in Figure 12.1: Preston/Seton/Gosford Ward below), but wider supply chain activity and specialist employment may also be generated in the East Coast of Scotland and further afield. Given the OnTW will facilitate ICOL's Offshore Wind Farm (and associated Offshore Transmission Works (OfTW)), the cumulative assessment also gives consideration to the wider Scottish context.
- Land Use Study Area – the Study Area was confined to the land within the Application Site.
- Public Access and Recreation Study Area – the Study Area was confined to the land within the Application Site and the open space areas, including the Green Hills area, adjacent to the Application Site.
- Tourism Study Area – a 5 km radius around the Application Site was chosen to determine tourism routes and attractions with the potential to experience an indirect impact upon their use as a result of visual impacts. This reflects the Study Area used in the *Chapter 8: Landscape and Visual*, the conclusions of which informed this assessment. Beyond this distance it is not anticipated that there will be any significant indirect impacts upon tourist visitor numbers as a result of the OnTW.

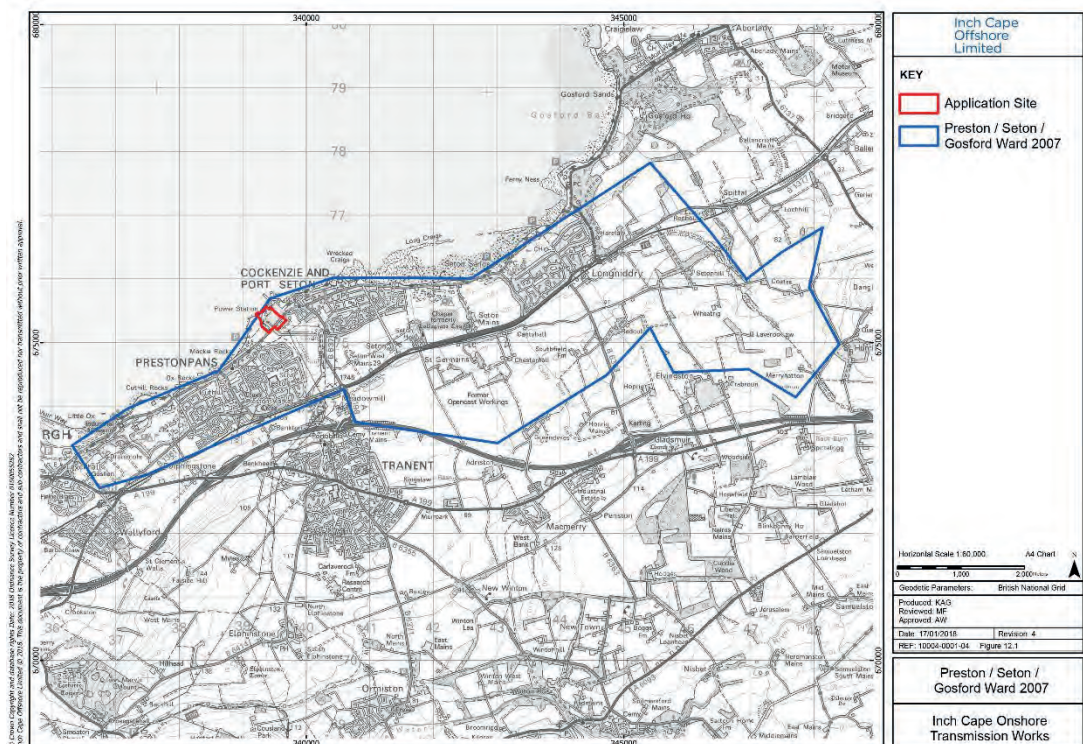


Figure 12.1: Preston/Seton/Gosford Ward 2007

12.4.3 Overview of Baseline

Population

- 10 According to the 2011 census, the Preston/Seton/Gosford ward had a total population of 17,540, making it the ward with the second highest population in East Lothian.
- 11 The Preston/Seton/Gosford ward includes the main settlements of:
 - Prestonpans – 9,140 people (52 per cent of the population of the ward);
 - Port Seton/Cockenzie – 5,551 people (32 per cent of the population of the ward);
 - Longniddry – 2,488 people (14 per cent of the population of the ward).
- 12 Across the ward the population has grown at a faster rate than across East Lothian as a whole, with a population increase of 11.4 per cent since 2001 compared to 10.7 per cent across the district.
- 13 The age structure of the ward is very similar to East Lothian. Compared to Scotland there are proportionally more children and fewer people of working age.
- 14 Further details on the population structure of the Preston/Seton/Gosford ward, including comparisons with that of East Lothian and Scotland, is contained in *Appendix 12.A: Socio-Economics Baseline*.

Economic Activity and Employment

- 15 Although East Lothian is considered to be an area of high employment and general affluence there is a considerable variation in economic activity, unemployment and the financial position of households within East Lothian. According to the Scottish Index of Multiple Deprivation 2016, Prestonpans (the nearest settlement to the Application Site) falls within the 20 per cent most income deprived areas in Scotland.
- 16 According to the 2011 Census, the greatest industry of employment sector in the Preston/Seton/Gosford ward was wholesale and retail, which employed 15.2 per cent of all persons of working age in employment compared to 14.1 per cent across East Lothian. The next most popular sectors were human health and social work (14.1 per cent compared to 15.2 per cent across East Lothian) and construction (9.1 per cent compared to 8.4 per cent across East Lothian).
- 17 Further details of economic activity and employment within the Preston/Seton/Gosford ward, including comparison with that of East Lothian and Scotland, is contained in *Appendix 12.A: Socio-Economics Baseline*.

Land Use

- 18 The Application Site is located on the site of the former Cockenzie Power Station. Decommissioning of the power station commenced in April 2015 and was understood to be due for completion by November 2017. The existing land use therefore predominantly comprises vacant brownfield land, with a small area of open space along the north-west and northern boundary of the Application Site associated with the Green Hill's recreation area.

Public Access and Recreation

- 19 The *East Lothian Core Path Plan* (East Lothian Council, 2010) identifies one Core Path which crosses through the Application Site (see Figure 12.2: Core Paths and Rights of Way). This is Core Path 276, which runs along Preston Links. Sections of Core Path 276 are also identified as a Right of Way.

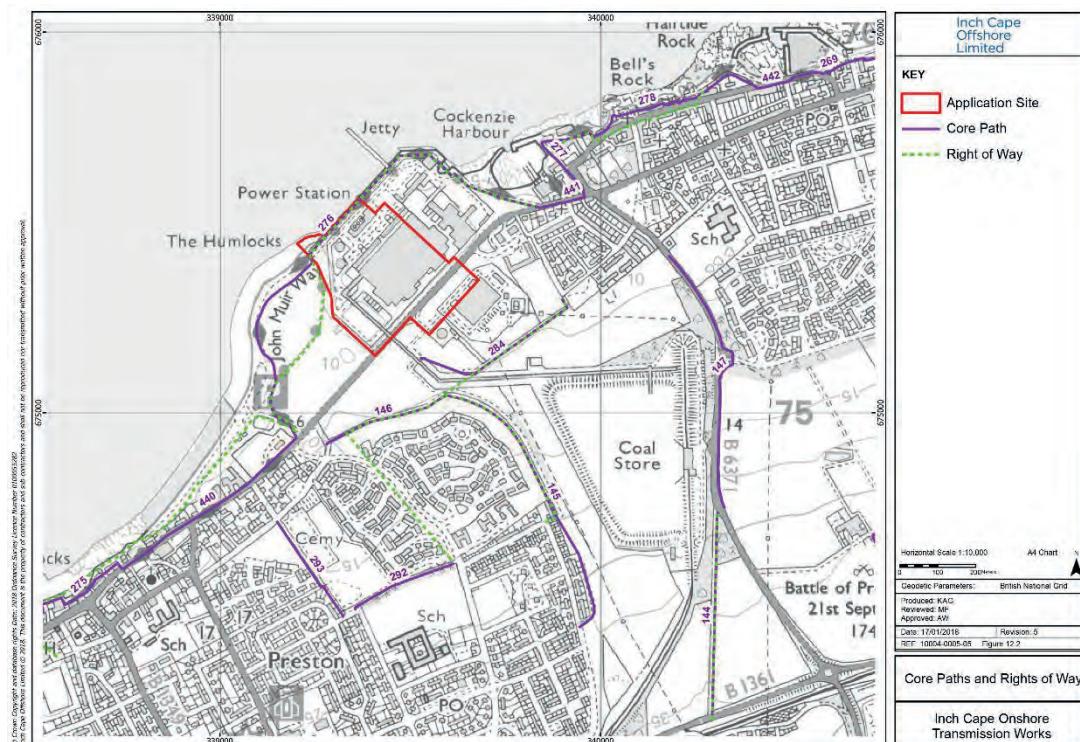


Figure 12.2: Core Paths and Rights of Way

- 20 Core Path 276 forms part of the John Muir Way, a long distance promoted footpath which extends along the coastline from Dunbar to Musselburgh and was extended to Helensburgh in 2014. According to the most recent *John Muir Way Visitor Survey 2014-2015* (Stewart et al., 2016), more than 60,000 visits were undertaken during the first year of the extended route being fully open. Visitor numbers for the specific section of route along Core Path 276 are unknown.
- 21 The B1348 road crosses the Application Site. The B1348 forms part of the National Cycle Route (NCR) 76 of the National Cycle Network and runs from Berwick upon Tweed to Edinburgh, Stirling and St Andrews.
- 22 The Land Reform (Scotland) Act 2003 also gives the public the right of responsible non-motorised access to most land and inland water in Scotland for recreation such as walking, cycling, horse-riding or canoeing. Given the previous use of the site of the former Cockenzie Power Station and ongoing demolition works, there has not been public access to the majority of the Application Site for well over 40 years.
- 23 To the immediate west of the Application Site lies the 'Green Hills' area which is popular with walkers, dog walkers and other recreational users. As identified above, part of the Green Hills open space lies directly within the Application Site.

Tourism

- 24 According to the *East Lothian District Council Scottish Tourism Economic Activity Monitor (STEAM) Report 2014* (Global Tourism Solutions, 2015), visitors to East Lothian contribute approximately £170 million into the local community and tourism jobs now account for approximately 9 per cent of the areas workforce.
- 25 The *East Lothian Visitor Survey 2015* (LJ Research, 2016) is a comprehensive survey of approximately 960 visitors to East Lothian between April to October 2015. The survey identifies that:
- The majority of visitors to East Lothian were from Scotland (71 per cent), with most of these coming from Edinburgh (14 per cent). The remainder of visitors were from the rest of the UK (23 per cent) and overseas (6 per cent).
 - The majority of visitors to East Lothian (66 per cent) were visiting the area on a leisure trip. The other main reasons for visiting East Lothian included to attend a specific event (14 per cent) and to visit friends or relatives (14 per cent).
 - More than four out of five visitors were on a repeat visit to the area (86 per cent), while 14 per cent were on their first ever visit to East Lothian.
 - Nearly two thirds of visitors were on a short trip or day out (68 per cent), with only 32 per cent staying away from home overnight.
 - The main type of accommodation used by overnight visitors to East Lothian was caravans and camping (31 per cent). Other visitors stayed with friends or relatives (26 per cent), rented accommodation (18 per cent), hotels (17 per cent) and bed and breakfasts (9 per cent).
 - The most popular places visited in East Lothian were North Berwick (64 per cent), Dunbar (45 per cent) and Musselburgh (32 per cent). Eight per cent of visitors went to Prestonpans.
 - Visitors spent an average £57.67 per day in 2015 if the costs for accommodation are included.
- 26 Tourists are drawn to East Lothian for a variety of reasons. With over 40 miles of coastline, East Lothian is a popular destination for those who enjoy the outdoors. It is a popular destination for walkers, water sports and bird watchers. It is also a leading golf tourism location; home to a number of high quality golf courses including Muirfield, host of Open championships. Food and drink is also gaining prominence as a driver for tourism in East Lothian, with a number of farmers markets and popular restaurants present across the district.
- 27 According to the *East Lothian Visitor Survey 2015*, the most common general activities undertaken by visitors to East Lothian in 2015 were visits to the beach (62 per cent) and general sightseeing or touring (51 per cent). Other popular activities were visiting the countryside (35 per cent); going to cafes (32 per cent); going to restaurants (28 per cent),

visiting museums, galleries or art exhibits (28 per cent); and visits to historical buildings/churches/other heritage sites (23 per cent).

- 28 According to the *East Lothian Visitor Survey 2015*, the most common sporting activities undertaken were hiking / hillwalking (22 per cent) and bird watching (18 per cent). Other common activities included golf (6 per cent), cycling (6 per cent) and indoor swimming (6 per cent).
- 29 The top five visitor attractions within East Lothian, based upon visitor numbers, are the Scottish Seabird Centre in North Berwick (approximately 19 km to the east of the Application Site); the National Museum of Flight near East Fortune (approximately 15.4 km to the east of the Application Site); Tantallon Castle near North Berwick (approximately 22.0 km to east of the Application Site); Direlton Castle (approximately 14.7 km to the east of the Application Site); and Glenkinchie Distillery near Pencaitland (approximately 9.9 km to the south east of the Application Site). None of these top five visitor attractions lie within the Tourism Study area (see Figure 12.3: Key Tourism and Recreation Attractions with 5 km of the Application Site below).

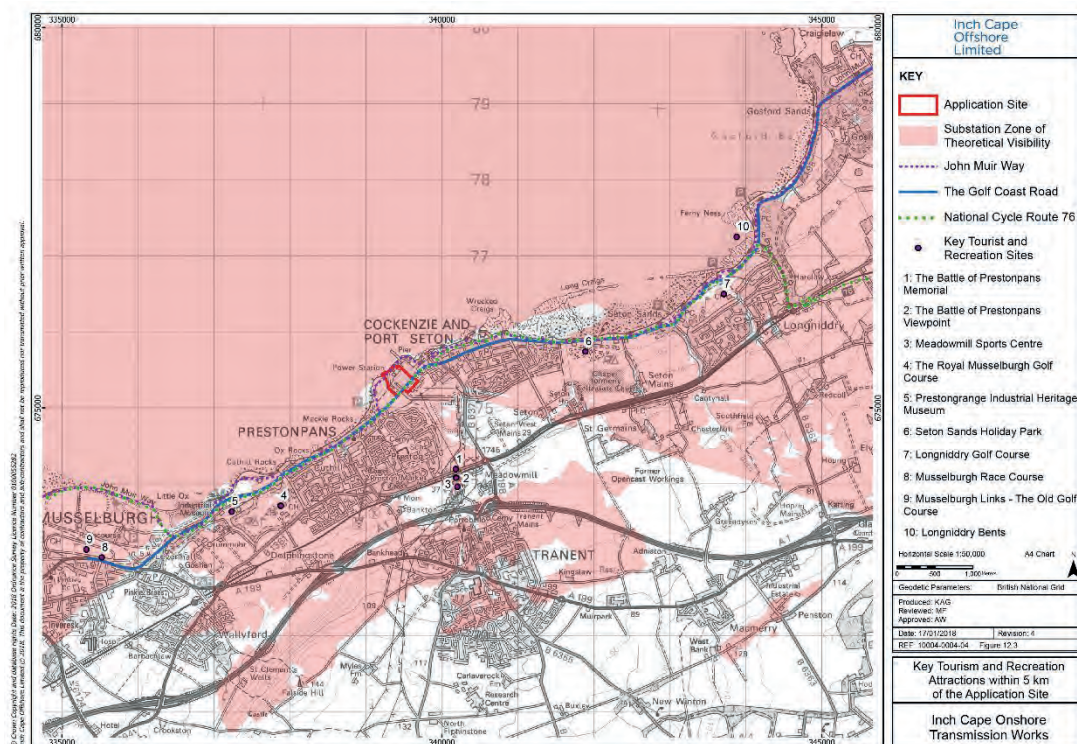


Figure 12.3: Key Tourism and Recreation Attractions within 5 km of the Application Site

- 30 Whilst no visitor numbers are available for them, the key tourism attractions in the vicinity of the Application Site are considered to be the Battle of Prestonpans Memorial and Viewpoint. The Battle of Prestonpans Memorial is located approximately 1 km to the south east of the Application Site at its closest point. The memorial is in memory to the site at which Prince Charlie's Highland army defeated Hanoverian redcoats under General John Cope during the

1745 Jacobite Rebellion. The Battle of Prestonpans Viewpoint lies approximately 1.4 km to the south east of the Application Site at its closest point. The pyramidal viewpoint provides a vantage point for visitors of the battlefield, with a series of display panels positioned on the summit.

- 31 In November 2014, the Battle of Prestonpans Heritage Trust was granted planning permission (Ref: 14/00775/P) for change of use of agricultural land to create a Field of Remembrance and erection of two memorial tables. At the time of writing this EIA Report these proposals have not taken place. Should they be implemented, it is not considered that visitor numbers would materially increase.
- 32 With specific regard to the Battle of Prestonpans Memorial and Viewpoint, it is understood that a study has been undertaken by Richard Gerald Associates Ltd (2007) on behalf of The Battle of Prestonpans (1745) Heritage Trust to explore the feasibility of developing a visitor centre at Meadowmill. At the time of writing this EIA Report chapter no proposals for the development of this facility were identified.
- 33 The B1348 crosses the Application Site and forms part of Scotland's Golf Coast Road. This promoted tourism route stretches from Musselburgh to Dunbar and incorporates 22 golf courses along its length. It also forms part of a recognised tourist trail route along the coastline from Musselburgh to Dunbar.
- 34 In support of activities and actions within the tourism sector ELC has completed the *East Lothian Tourism Action Plan 2016-18*. It indicates ELC's commitment to supporting the continued development of the tourism economy in the district. It details how ELC, in partnership with both the private sector and other public bodies plan to contribute to the National Strategy 'Tourism Scotland 2020' on developing Scotland as "*a destination of first choice for a high quality, value for money and memorable customer experience, delivered by skilled and passionate people*". The key strengths of East Lothian on which ELC has focused its action include supporting strategies on:
- Golf;
 - Coastline;
 - Proximity to Edinburgh;
 - Award winning tourist attractions;
 - Heritage resources;
 - Number of quality visitor attractions; and
 - Environment and wildlife.
- 35 To that end, where 'Outdoors' is regarded as a key selling point for East Lothian, ELC seeks to maximize opportunities to capitalise on both wildlife and the natural landscape. It has targeted amongst other assets the John Muir Way as an excellent opportunity to market the coastline to walkers and cyclists.

12.4.4 Baseline without the OnTW

- 36 The above information describes the baseline conditions at the time of undertaking the assessment. There is the likelihood that these baseline conditions will change in the future, regardless of whether the OnTW is developed. Predictions of the future baseline conditions are set out below on a topic by topic basis.

Population

- 37 Many social and economic factors influence population change. The relationships between the various factors are complex and involve inherent uncertainty. However, on the basis of the population trends identified in the baseline above it is anticipated that the population will continue to grow. It is considered unlikely that such population changes will impact upon the conclusions of this assessment.

Economic Activity and Employment

- 38 Employment and economic activity is very difficult to predict. However, in terms of energy developments the Scottish Government remains strongly supportive to renewable energy developments in order to meet renewables and climate change targets. It is therefore anticipated that there will continue to be growth associated with renewable energy developments. It is considered unlikely that such changes to economic activity and employment will impact upon the conclusions of this assessment.

Land Use

- 39 Key contextual considerations for predicting the potential future uses at the Application Site include the Scottish Government's *National Planning Framework 3* (NPF3), the adopted *East Lothian Local Plan*, the *Proposed East Lothian Local Plan* and the planning history of the Application Site.
- 40 The Strategy Diagram on page 29 of NPF3 identifies Cockenzie as part of National Development 3 'Carbon Capture and Storage Network and Thermal Generation'. In terms of National Development 3, the locational description on page 72 of NPF3 states that the carbon capture and storage network applies to locations throughout Scotland and that the thermal generation applies to Peterhead (Boddam), Longannet, Grangemouth and Cockenzie. The relevant classes of development for National Development 3 comprise new or refurbished pipelines; pumping and/or compression equipment for carbon dioxide transportation; buildings or structures for carbon dioxide capture, transportation and/or storage plant; new or refurbished thermal generation power stations with a generating capacity of over 50 megawatts with appropriate site carbon capture plant; new or refurbished gas pipelines to thermal generation locations; and onshore and offshore carbon dioxide storage sites.
- 41 The Strategy Diagram on page 28 of NPF3 also identifies Cockenzie as part of National Development 4 'High Voltage Electricity Transmission Network'. In terms of National Development 4, the locational description on page 73 of NPF3 identifies that it applies to

locations throughout Scotland. The relevant classes of development for National Development 4 comprise new and/or upgraded on-shore electricity cabling of or in excess of 132 kilovolts and supporting pylons; new and/or upgraded substations directly linked to electricity transmission cabling of or in excess of 132 kilovolts; new and/or upgraded on-shore converter stations directly linked to on-shore and/or offshore electricity transmission cabling of or exceeding 132 kilovolts; and new and/or upgraded off-shore electricity transmission cabling of or exceeding 132 kilovolts.

- 42 Finally, the Strategy Diagram on page 28 of NPF3 also identifies Cockenzie as part of an 'Area of Co-ordinated Action'. In this regard, paragraph 3.41 of NPF3 states that:

"Cockenzie, and the Forth coast extending to Torness, is also a potentially important energy hub. There are significant plans for offshore wind to the east of the Firths of Forth and Tay. Proposals for grid connections for these projects are now emerging, requiring undersea cabling connecting with converter stations and substations. We want developers to work together to minimise the number and impacts of these developments by combining infrastructure where possible. Whilst we have safeguarded Cockenzie as a site for future thermal generation, it may present significant opportunities for renewable energy-related investment. We expect developers, East Lothian Council and the key agencies, including Scottish Enterprise to work together to ensure that best use is made of the existing land and infrastructure in this area. Given the particular assets of Cockenzie, if there is insufficient land for competing proposals, we wish to see priority given to those which make best use of this location's assets and which will bring the greatest economic benefits."

- 43 In the adopted East Lothian Local Plan (see Figure 12.4: Land Use Allocation in the East Lothian Local Plan), the majority of the Application Site lies within land safeguarded for use as or in association with a power generating station (Policy NRG1: Electricity Generating Stations). The remainder of the Application Site lies within land defined as open space (Policy C3: Protection of Open Space).

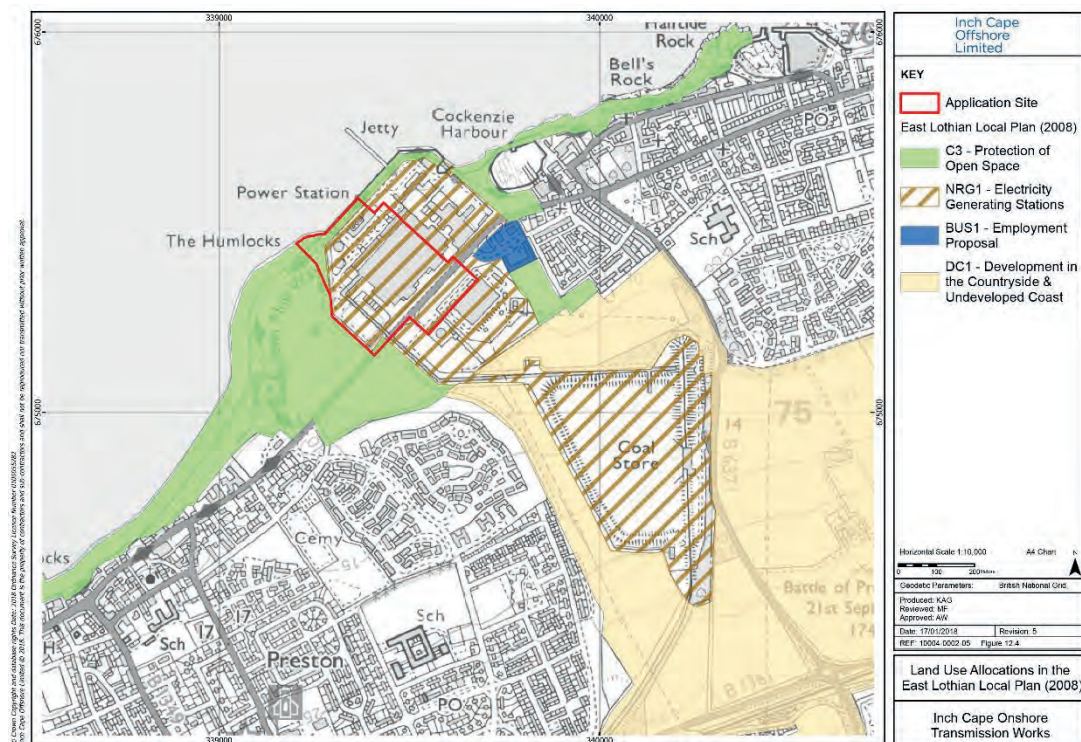


Figure 12.4: Land Use Allocations in the East Lothian Local Plan (2008)

- 44 In the *Proposed East Lothian Local Development Plan*, the majority of the Application Site lies within land safeguarded for future thermal power generation and carbon capture and storage (Policy EGT1 – Former Cockenzie Power Station). This proposed safeguarding is not yet adopted policy and there are objections to the proposed safeguarding of the site for this purpose only in the Proposed Local Development Plan. These unresolved objections are being considered by the Directorate of Planning and Environmental Appeals (DPEA) as part of the Examination into unresolved objections to the Proposed Local Development Plan. The remainder of the Application Site lies within land defined as open space (Policy OS1: Protection of Open Space).
- 45 In terms of planning history, the site of the former Cockenzie Power Station had Section 36 consent and deemed planning permission for a gas fired power station. However, in August 2015 Scottish Power Generation announced that they would not be proceeding with implementing the consent to convert Cockenzie Power Station from coal-fired to gas-fired generation. The relevant deemed planning permission lapsed on the 5 October 2016. There are no known revised proposals in the public domain for a thermal energy generating station within the Application Site at the time of writing this EIA Report.
- 46 In 2014 Scottish Enterprise announced that they were proposing an “Energy Hub” development at the former Cockenzie Power Station site and its surrounding environs. This proposal included a development quay for offshore renewables, and preparation of development plots to accommodate a range of uses including manufacture of offshore wind components and associated site servicing. However, in March 2015 Scottish Enterprise

announced that they would not be proceeding with these proposals. There are no known revised proposals in the public domain for another alternative scheme within the Application Site at the time of writing this EIA Report.

- 47 The above information demonstrates that there are a variety of potential future land uses that may be developed at Cockenzie in the future. Whilst the exact composition of such land uses is uncertain at the time of writing this EIA Report chapter, it is reasonable to conclude based upon the above information that the principle land uses are likely to be related to energy generation and transmission.

Public Access and Recreation

- 48 Public access and recreation is expected to remain as present or increase slightly as the population of the Study Area increases. It is considered unlikely that such changes to public access and recreation will impact upon the conclusions of this assessment.

Tourism

- 49 Tourism activity is likely to depend on the overall state of the economy and is therefore also difficult to predict. VisitScotland's (2016) *Trends 2017* highlights that some commentators are predicting slowing consumer behaviour for various tourism markets, whilst others are pointing to the advantages presented by the weakening of exchange rates. On the basis of recent trends and the implementation of the proposed *East Lothian Tourism Action Plan 2016-2018* it is anticipated that tourism activity will broadly remain the same or increase slightly. It is considered unlikely that such changes to tourism activity will impact upon the conclusions of this assessment.

12.5 Assessment Methodology

12.5.1 Methodology

- 50 There is no prescribed methodology or standard guidance for assessing the socio-economic and related effects in EIA. The method adopted in this assessment is therefore one of determining the existing circumstances (the baseline conditions) through desk based analysis. The potential impacts of the OnTW on this baseline are then identified, taking into account the embedded mitigation measures (see *Section 12.6 Embedded Mitigation Measures* below). Professional judgement is then applied to determine the significance of any predicted residual effects.
- 51 As detailed in *Chapter 3: Process and Methodology*, determining the significance of predicted effects is a function of the magnitude of the predicted impact and the sensitivity of the receptor. Whether the predicted effect is considered to be positive or negative and temporary or permanent is also influential in determining the significance of effects.

Magnitude of Impacts

- 52 Criteria for determining the magnitude of impact are presented in Table 12.3.

Table 12.3: Determining Magnitude of Predicted Impacts

	Criteria for Magnitude of Impacts			
Receptor	High	Moderate	Low	Negligible
Employment and the economy	A fundamental change to baseline business / employment / economic conditions	A detectable but not fundamental change to baseline business / employment / economic conditions.	Little change to baseline business / employment / economic conditions.	No discernible change to baseline business / employment / economic conditions.
Land Use	A fundamental change to current land uses and compatibility with other existing land uses within the study area.	A detectable but not fundamental change to current land uses and compatibility with other existing land uses within the study area.	Little change to current land uses and compatibility with other existing land uses within the study area.	No discernible change to current land uses and compatibility with other existing land uses within the study area.
Tourism	A fundamental change in visitor numbers to the local tourism economy.	A detectable but not fundamental change in visitor numbers to the local tourism economy.	Little change to visitor numbers to the local tourism economy.	No discernible change to visitor numbers to the local tourism economy.
Recreation	Permanent or long term effects on the access / recreation resource.	Longer term but temporary effects on the access / recreation resource.	Short term temporary effects on the access / recreation resource.	No discernible effects on the access / recreation resource.

Sensitivity of Receptor

53 Criteria for determining the sensitivity of receptors are presented in Table 12.4.

Table 12.4: Determining Sensitivity of Receptors

	Sensitivity Criteria			
Receptor	High	Moderate	Low	Negligible
Employment and the economy	The business / employment / economic conditions would have a low capacity to accommodate the predicted change.	The business / employment / economic conditions would have some tolerance to accommodate the predicted change.	The business / employment / economic conditions would be generally tolerant of the predicted change.	The business/ employment / economic conditions would be entirely tolerant of the predicted change.
Land Use	Nationally important / rare land use. The land use would have a low capacity to accommodate the predicted change.	Regionally important / rare land use. The land use would have some tolerance to accommodate the predicted change.	Locally important land use. The land use would be generally tolerant of the predicted change.	Land use not considered to be of importance. The land use would be entirely tolerant of the predicted change.
Tourism	Nationally important tourism resource. The local tourism economy would have a low capacity to accommodate the predicted change.	Regionally important tourism resource. The local tourism economy would have some tolerance to accommodate the predicted change.	Locally important tourism resource. The local tourism economy would be generally tolerant of the predicted change.	Tourism resource not considered to be of importance. The local tourism economy would be entirely tolerant of the predicted change.

	Sensitivity Criteria			
Recreation	Nationally important access / recreational resource. The access / recreation resource would have a low capacity to accommodate the predicted change.	Regionally important access / recreational resource. The access / recreation resource would have some tolerance to accommodate the predicted change.	Locally important access / recreational resource. The access / recreation resource would be generally tolerant of the predicted change.	Access / recreational resource not considered to be of importance. The access / recreation resource would be entirely tolerant of the predicted change.

Assessment of Effect Significance

- 54 Using the above criteria, the significance of predicted effects is determined using the matrix in Table 12.5 below. This matrix follows the matrix described in Table 3.4 in *Chapter 3: Process and Methodology*. As set out in *Chapter 3: Process and Methodology*, those residual positive and negative effects that are Moderate or greater are considered significant.

Table 12.5: Determining the Significance of Effect

Magnitude of Impact	Sensitivity of Receptor			
	High	Moderate	Low	Negligible
High	Major	Moderate/Major	Moderate	Negligible
Moderate	Moderate/Major	Moderate	Minor/Moderate	Negligible
Low	Moderate	Minor/Moderate	Minor	Negligible
Negligible	Minor/Moderate	Minor	Negligible	Negligible

12.6 Embedded Mitigation Measures

- 55 The assessment of effects on socio-economic, tourism, land use and recreation receptors has taken account of the following embedded mitigation measures to minimise environmental effects:
- Where public access will be temporarily disrupted during construction, maintenance or decommissioning activities, a suitable diversion which minimises the length of path affected will be put in place along with the display of signage at each end of the route where the route is diverted. The signage will detail the path which is closed, the

proposed alternative route and the duration of the closure. All signage will be agreed with the Access Officer for ELC prior to the commencement of construction, maintenance or decommissioning activities. Sustrans will also be notified of any planned closures or diversions to the National Cycle Network, with information disseminated to the public prior to and during the route diversion. The duration of all temporary closures and diversion will also be minimised by ICOL as far as a possible.

- Access to the John Muir Way / Core Path 276 will be maintained. A temporary diversion, as per the process above will be in place during construction.
- Where technically feasible, ICOL will seek to use either existing ducts or horizontal boring to lay the Onshore Export Cables under the B1348. This will avoid the need for any potential closure of this road. However, in the event that neither of these solutions is feasible and open cut trenching is required to install the Onshore Export Cables, a local traffic management scheme will be put in place to minimise any potential disruption to road users during the construction works. The scheme will be designed in consultation with the local community, local businesses, ELC and Transport Scotland. During these works ICOL commit to maintaining access to the Prestonpans Yachting and Boating Club, located adjacent to the Landfall, at all times.
- The Onshore Substation will be located to avoid any direct effects on the route of the John Muir Way / Core Path 276.

56 These measures will be delivered as part of the Construction Environmental Management Plan (CEMP) and can also be controlled through appropriately worded planning conditions. All of the above mitigation measures have been taken into account when determining the significance of effects in this assessment.

12.7 Assessment of Impacts – Construction

Expenditure

57 Development projects may have a positive effect on the local economy as a result of financial investment for a number of businesses who will be supplying services and goods during construction. The significance of potential effects arising from expenditure during the construction of the OnTW is considered below.

58 The total capital expenditure for the OnTW is estimated to be in the region of £60.5 million. The greatest element of this expenditure will be for the Onshore Substation, the cost of which is anticipated to be in the region of £50 million.

59 Given the current levels of employment in the construction, manufacturing and transportation and storage sectors, the structure of the local economy is such that it is considered to have the capacity to benefit from expenditure associated with the OnTW. The sensitivity of the receptor is therefore considered to be moderate. Site preparation works will provide opportunities for materials and construction equipment to be sourced locally. Although these will represent a small proportion of the total capital expenditure, this direct expenditure would be likely to re-circulate and bring some benefits to the local economy.

However, given that the majority of the capital expenditure will be for specialist equipment that is likely to be sourced out with the local area, the magnitude of this impact is considered to be low. Overall a positive temporary effect of Minor/Moderate significance is therefore anticipated to the local economy from project expenditure during the construction phase.

Employment and Economic Activity

- 60 All development projects will result in direct employment opportunities as well as potential indirect and induced employment opportunities. The significance of potential direct, indirect and induced employment and economic activity arising from the construction of the OnTW are considered below.
- 61 The construction of the OnTW would directly support around 40 full time equivalent (FTE) jobs for a period of approximately 16 to 18 months. The construction of the OnTW will require both specialist and general construction labour capabilities.
- 62 It is estimated that the total civil construction value of the OnTW will be approximately £10.7 million. The majority of this civil construction relates to the Onshore Substation, the value of which will be approximately £7.5 million.
- 63 Given the current levels of employment in the construction sector, the structure of the local economy is such that it is considered to have the capacity to benefit from construction contracts (in particular for general labour) associated with the OnTW. The sensitivity of this receptor is therefore considered to be moderate. However, due to the greater level of specialist construction labour which will be required there will be a greater competitive advantage for experienced contractors who are likely to be located outwith the local area in Edinburgh or further afield. The magnitude of this impact is therefore considered to be low. Overall a positive temporary effect of Minor/Moderate significance is therefore anticipated to direct local employment during the construction phase.
- 64 Indirectly, the OnTW may also create employment opportunities down the supply chain for companies providing services to the contractors during construction. In addition, there will be further induced economic benefit to the local economy relating to expenditure from workers spending their income in local businesses such as shops, pubs, cafes and takeaways. There may also be some benefit to businesses providing accommodation to specialist construction workers, albeit it is anticipated that the majority of workers will live within the Central Belt of Scotland and will consequently not require accommodation.
- 65 The capacity of the local economy is such that it is considered to have the capability to provide such services to contractors. Consequently, the sensitivity of this receptor can be assessed as moderate. However, given the anticipated scale of additional indirect and induced employment, the magnitude of this impact is considered to be low. Overall a positive temporary effect of Minor/Moderate significance is therefore anticipated to the local economy from indirect and induced employment and economic output during the construction phase.

- 66 As well as consideration of the local economy, it is important to note that the construction of the OnTW will also generate specialist construction worker employment and supply chain opportunities in the East Coast of Scotland and further afield. Although not anticipated to be significant in the context of their wider geographic scale, the importance of these positive economic benefits should not be ignored when considering the economic effects of the OnTW.

Land Use

- 67 At the time of construction, it is anticipated that the land use of the Application Site will continue to be vacant brownfield land. The sensitivity of this receptor is considered to be low. As discussed in *Chapter 5: Description of Development*, the temporary land take for the OnTW will require the temporary direct disturbance of an area of up to 10.2 ha for the duration of the construction activities. The magnitude of this impact is considered to be negligible. Overall a temporary negative effect of Negligible significance is therefore predicted.
- 68 Potential construction effects on public access and recreation are considered in the section below.
- 69 Potential construction effects on the local and strategic road network, including traffic disruption and accessibility, are considered in *Chapter 11: Traffic and Transport*. Potential construction effects upon the residential amenity of nearby residential properties as a result of visual impacts, noise, and air quality are considered in *Chapters 8: Landscape and Visual*, *10: Noise and Vibration* and *13: Air Quality* respectively.

Public Access and Recreation

- 70 The sensitivity of both the John Muir Way (which includes Core Path 276 and is also a Right of Way) and NCR 76 are considered to be high given that they are promoted as being long distance routes of national importance.
- 71 The Onshore Export Cable from the Landfall to the Onshore Substation will cross the John Muir Way. As discussed in *Chapter 5: Description of Development*, the onshore section of the Export Cables landfall consists of a pair of buried ducts through which the Export Cables are pulled into the Jointing Pits. It is anticipated that these ducts will be installed using surface cut trenching. This will result in the temporary diversion of a short section of the John Muir Way for a maximum period of up to 8 weeks in total. Given the short term nature of the diversion and the slight diversion to the route that will be required, the magnitude of this impact is considered to be negligible. Overall a temporary negative effect of Minor/Moderate significance on users of the John Muir Way is therefore anticipated during construction.
- 72 The Onshore Export Cable from the Onshore Substation to the grid connection point will cross NCR 76. As discussed in *Chapter 5: Description of Development*, it is anticipated that these cables will use the existing ducts which run under the NCR 76. If these ducts cannot be re-used, then the crossing of the NCR 76 / B1348 may require Horizontal Directional Drilling

(HDD) or, if this is not technically feasible, then open cut trenching. In the event that trenching is required, a local traffic management scheme will be put in place to minimise any potential disruption to road users during construction. The installation of the Onshore Export Cable under this route is anticipated to take up to 12 weeks. With this mitigation in place, it is considered that potential delays to cyclists using this route will be negligible. Overall a temporary negative effect of Minor/Moderate significance at worst is predicted on cyclists on the NCR 76 during construction of the OnTW.

- 73 There will be a requirement for temporary closure of a small area of open space (approximately 0.3 ha) within the Application Site along the north western boundary for health and safety reasons during cable installation which would require approximately two weeks per cable. The sensitivity of this receptor is considered to be low. Given that the remainder of the open space within Green Hills which will remain accessible and undisturbed during construction and the extent of other amenity space in the local area, the magnitude of this impact is considered to be low. Overall, a temporary negative effect of Minor significance on recreational users of Green Hills is therefore anticipated during construction of the OnTW.
- 74 Overall, taking into account all of the impacts assessed above, it is not considered that the construction of the OnTW would result in any significant effects upon public access and recreation in the Study Area.

Tourism

- 75 The construction phase of the OnTW has the potential to directly disrupt tourists using the Golf Coast Road which crosses through the Application Site. Similar to the effects discussed above on cyclists using the NCR 76, in the event that open cut trenching is utilized to lay the Onshore Export Cable from the Onshore Substation to the grid connection point a local traffic management plan will be put in place to minimise any potential disruption to visitors using the B1348 during construction. With this mitigation in place it is considered that potential delays to visitors using this section of the Golf Coast Road will be negligible. Overall a temporary negative effect of Minor significance is therefore predicted at worst as a result of a decrease in visitor numbers using the Golf Coast Road during construction of the OnTW.
- 76 No potential for any other direct or indirect effects upon visitor numbers to any other tourism routes or attractions within the Tourism Study Area during the construction of the OnTW is predicted to occur.

12.8 Assessment of Impacts - Operation and Maintenance of OnTW

Employment and Economic Activity

- 77 The Onshore Substation will not normally be manned and staff will only be on site during maintenance or for repair work. Typically, these activities will require up to a maximum of two-three staff on two-three occasions per month. No maintenance will be required of the Onshore Export Cables other than an inspection of the link boxes approximately one day

every year. There will be opportunities for suitable qualified locally based contractors to carry out this maintenance work.

- 78 The structure of the local economy is such that it is considered to have the capacity to benefit from these operational employment opportunities. Consequently, the sensitivity of this receptor can be assessed as moderate. However, given the very small scale of employment opportunities directly associated with the operation of the Onshore Substation and Onshore Export Cables, the magnitude of this impact is considered to be negligible. Overall a positive effect of Minor significance is therefore predicted to direct local employment during the operational phase.

Land Use

- 79 During the operational phase, all of the land within the Offshore and Onshore Export Cable Corridor will have been fully restored. However, building on land overlying the Offshore and Onshore Export cables will not be permitted.
- 80 As discussed in *Chapter 5: Description of Development*, it is anticipated that the Onshore Substation will be approximately 185 m x 185 m, resulting in a footprint of approximately 3.5 ha (excluding the embankment and landscaping).
- 81 Although there is uncertainty over predicted land use baseline of the Application Site without the OnTW (as discussed in *Section 12.4 Baseline Environment* above), taking into account that the principle land uses are likely to be related to energy generation and transmission it is considered that the OnTW would be compatible with such uses. No potential for significant adverse effects on land use are therefore predicted to occur.
- 82 Potential operational and maintenance effects on traffic on the local and strategic road network are considered in *Chapter 11: Traffic and Transport*. Potential operational and maintenance effects upon the residential amenity of nearby residential properties as a result of visual impacts, noise, and air quality are considered in *Chapters 8: Landscape and Visual*, *Chapter 10: Noise and Vibration* and *Chapter 13: Air Quality* respectively.

Public Access and Recreation

- 83 As detailed in *Section 12.6 Embedded Mitigation Measures*, it is confirmed that the Onshore Substation will be located to avoid any direct effects on the route of the John Muir Way / Core Path 276. Consequently, there is no potential for direct effects on this receptor as a result of the Onshore Substation.
- 84 Given the land for the Onshore Export Cable Corridor will be fully restored following construction, normal use can continue of the John Muir Way and NCR 76 during the operational phase. The only exception to this would be for infrequent maintenance activities to check the link boxes (approximately one day per year) or in the unlikely event that a fault occurs on a section of the Onshore Export Cable and requires to be repaired and/or replaced.

- 85 In the event that a fault does occur along a section of the Onshore Export Cable between the Landfall and the Onshore Substation, the potential direct effect on the John Muir Way is considered to be equivalent to and potentially lower than the effects anticipated to occur during the construction phase. Overall, at worst, a temporary negative direct effect of Minor/Moderate significance on users of the John Muir Way is therefore predicted in the unlikely event that a fault occurs on a section of the Onshore Export Cable.
- 86 Likewise, in the event that a fault does occur along a section of the Onshore Export Cable between the Onshore Substation and the grid connection point, the potential direct effect on NCR 76 is considered to be equivalent to and potentially lower than the effects anticipated to occur during the construction phase. Overall, at worst, a temporary negative direct effect of Minor/Moderate significance on cyclists on NCR 76 is therefore predicted in the unlikely event that a fault occurs on a section of the Onshore Export Cable.
- 87 Given the area around the Onshore Substation will be restored and landscaped following completion of construction, no impacts are predicted on recreational uses at Green Hills during the operational phase.
- 88 Overall, taking into account all of the impacts assessed above, it is not considered that the operation and maintenance of the OnTW would result in any significant effects upon public access and recreation in the Study Area during construction.

Tourism

- 89 Once operational, the landscape and visual impact of the Onshore Substation has the potential to indirectly impact upon visitor numbers to tourism routes and attractions within the Tourism Study Area.
- 90 As identified in the baseline *Section 12.4 Baseline Environment* of this chapter, it is important to note that most popular tourist attractions within East Lothian are located out with the Tourism Study Area where there is considered to be no potential for any adverse indirect impact upon their use as a result of visual effects of the Onshore Substation.
- 91 Figure 12.3 identifies those tourism routes and attractions within the Tourism Study Area that have theoretical visibility of the Onshore Substation. However, as discussed in *Chapter 8: Landscape and Visual*, the zone of theoretical visibility does not take into account the localised screening effects of topography and vegetation. Taking into account these localised screening effects, *Chapter 8: Landscape and Visual* concludes that actual visibility of the Onshore Substation will cover a far smaller extent than the zone of theoretical visibility as shown on Figure 12.3, with significant landscape and visual effects confined to the local area in and immediately around the Onshore Substation Site.
- 92 The key tourism receptor in the immediate vicinity of the Onshore Substation Site is the Golf Coast Road. As a regionally important promoted tourist route, the sensitivity of this receptor is considered to be moderate. Those travelling along the B1348 would be able to obtain views of the Onshore Substation for a distance of approximately 700 metres of this 45 km route at worst. Given the extremely limited duration of these views, it is not considered that

they would detract from the enjoyment and experience of visitors using this route and their likely future propensity to use it. The magnitude of this impact is therefore considered to be negligible. Overall a negative effect of Minor significance is therefore predicted on the local tourism economy as a decrease in visitor numbers along the Golf Coast Road.

12.9 Assessment of Impacts – Decommissioning

93 The potential impacts of decommissioning are considered to be equivalent to and potentially lower than the worst case impacts assessed for the construction phase. The assessment findings are therefore presented for construction and operational phases of the OnTW only, assuming that the impacts during the construction will apply to the impacts during decommissioning. The approach to decommissioning is described in *Chapter 5: Description of Development*.

12.10 Impact Interactions

94 The Tourism Study Area used within this chapter was chosen to determine tourism routes and attractions with the potential to experience an indirect impact upon their use as a result of visual impacts. This reflects the Study Area used in *Chapter 8: Landscape and Visual*, the conclusions of which informed the tourism assessment.

12.11 Additional Mitigation and Enhancement Measures

95 On the basis of the findings that there will be no significant socio-economic, land-use, recreation and tourism effects as a result of the construction, operational and decommissioning phases of the OnTW following implementation of the embedded mitigation measures identified in *Section 12.6 Embedded Mitigation Measures* of this chapter, no requirement for any further additional mitigation has been identified.

12.12 Conclusions and Assessment Summary

96 This assessment of the OnTW has considered effects on socio-economic, land use, recreation and tourism. The key findings of the assessment are summarised in Table 12.6 below. Overall, no significant adverse effects are predicted for socio-economic, land use, recreation and tourism.

Table 12.6: Summary of Residual Effects

Receptor	Effect	Nature of Effect	Significance of Effect
Construction and Decommissioning			
Employment and the economy	Temporary direct, indirect and induced employment	Positive	Minor/Moderate (not significant)

Receptor	Effect	Nature of Effect	Significance of Effect
Land Use	Temporary disturbance of vacant brownfield land	Negative	Negligible (not significant)
Public Access and Recreation	Temporary diversion of the John Muir Way and Core Path 276 (and associated Right of Way)	Negative	Minor/Moderate (not significant)
Public Access and Recreation	Temporary disruption to cyclists using NCR 76	Negative	Minor/Moderate (not significant)
Public Access and Recreation	Temporary loss of recreational open space at Green Hills	Negative	Minor (not significant)
Public Access and Recreation	Temporary loss of public access to the Application Site.	Negative	Minor (not significant)
Tourism economy	Temporary traffic disruption to visitors using the Golf Coast Road resulting in a decrease in visitor numbers.	Negative	Minor (not significant)
Operation and Maintenance			
Employment and the economy	Direct, indirect and induced employment	Positive	Minor (not significant)

Receptor	Effect	Nature of Effect	Significance of Effect
Land Use	Given the principle land uses are likely to be related to energy generation and transmission it is considered that the OnTW would be compatible with such uses. No effects are therefore predicted to occur.	N/A	N/A
Public Access and Recreation	Outwith repair works in the unlikely event of a fault occurring along a section of the Onshore Export Cable route, no direct effects are predicted as a result of the operation of the OnTW given the Onshore Export Cable Corridor will be fully restored once constructed and the Onshore Substation will be located will be located to avoid any direct effects on the route of the John Muir Way / Core Path 276.	N/A	N/A

Receptor	Effect	Nature of Effect	Significance of Effect
Tourism economy	Adverse visual effects on the Golf Coast Road resulting in a decrease in visitor numbers.	Negative	Minor (not significant)

12.13 Cumulative Impacts – Onshore Transmission Works and Offshore Wind Farm

- 97 This section considers the potential cumulative effects upon employment, economic activity and tourism that are predicted to arise during the construction, operational and decommissioning phases of the OnTW in combination with ICOL's Offshore Wind Farm and associated OfTW. Potential effects upon land use and potential direct effects upon public access and recreation are not considered given there is no potential for cumulative effects with regard to either of these topics due to their geographical separation.

12.14 Impacts of Construction

Employment and Economic Activity

- 98 The Socio-Economic Assessment within the *Inch Cape Offshore Wind Farm ES* (Section 22.7.2) (ICOL, 2013) estimates that a total of 2,244 FTE jobs will be created in association with the construction of the OfTW and ICOL's Offshore Wind Farm. However, the ES establishes that the majority of these construction jobs will likely be drawn from Dundee and the Cromarty Firth labour market catchment areas, and to a lesser extent from Edinburgh (Leith) and Rosyth (Fife). It is therefore considered that the addition of the employment associated with the OfTW and ICOL's Offshore Wind Farm will not result in a significantly greater effect upon employment and economic activity in the local area than that predicted to occur during the construction of the OnTW in isolation.
- 99 Although the construction of the OnTW in combination with ICOL's Offshore Wind Farm and OfTW will not result in a significant effect on the local economy, it is however important to note that the significant employment and economic opportunities presented to the East Coast of Scotland and further afield by the development of ICOL's Offshore Wind Farm are entirely dependent upon the development of the OnTW. These opportunities include the development of business and industry networks, infrastructural strengthening of various ports, skills and training initiatives and attracting major international energy investors and manufacturing businesses. The importance of these positive economic opportunities to the East Coast of Scotland and further afield should consequently not be ignored when considering the economic effects of the OnTW.

Tourism

- 100 The effects of both the OnTW and the OfTW on tourism will be indirect and will be related to the impacts of visual effects on visitor numbers.
- 101 There will be construction activity related to both the OnTW and the OfTW occurring at the same time in the intertidal area. However, it is considered that members of the public will perceive these activities as part of the same project and that consequently the predicted effects on tourism will be no greater than those predicted to occur during the construction of the OnTW in isolation.

12.15 Impacts of Operation and Maintenance

Employment and Economic Activity

- 102 The Socio-Economic Impact Assessment within *the Inch Cape Offshore Wind Farm ES (Section 22.7.3)* (ICOL, 2013) identifies that there would be between 72 and 104 onshore based FTE jobs created as a result of operational and maintenance activities. The ES establishes that these operation and maintenance jobs are likely to be drawn from labour market catchment areas of Leith, Rosyth and Dundee. It is therefore considered that the addition of the employment associated with ICOL's Offshore Wind Farm and OfTW will not result in a significantly greater effect upon employment and economic activity in the local area than that predicted to occur during the construction of the OnTW in isolation.
- 103 Although there is recognised to be the potential for positive employment and economic effects upon the wider Central Belt of Scotland due to their likely shared employment catchment areas, given the limited operational and maintenance activities required for the OnTW it is not considered that their addition to those associated with ICOL's Offshore Wind Farm would result in a significant effect. Notwithstanding, as with construction employment effects, it is important again to note that the employment and economic opportunities to the East Coast of Scotland and further afield as a result of the development of ICOL's Offshore Wind Farm are entirely dependent upon the development of the OnTW and its continued maintenance. The importance of these positive economic opportunities to the East Coast of Scotland and further afield should consequently not be ignored when considering the economic effects of the OnTW.

Tourism

- 104 The effects of both the OnTW and the OfTW on tourism will be indirect and will be related to the impacts of visual effects on visitor numbers.
- 105 The Seascape, Landscape and Visual Impact Assessment (SLVIA) within the *Inch Cape Offshore Wind Farm ES (Section 16.16)* identifies that significant effects are predicted for tourism visitors at distances of up to approximately 35 km with open sea views towards ICOL's Offshore Wind Farm.

- 106 ICOL's Offshore Wind Farm will be approximately 50 km away from any of the tourist attractions in the Tourism Study Area. Consequently, it is concluded that the visual impact of ICOL's Offshore Wind Farm will have no significant impact upon visitor numbers to the tourist routes and attractions in the Tourism Study Area. No significant cumulative effects are therefore predicted on tourism as a result of the operation of ICOL's Offshore Wind Farm and the OnTW in combination.

12.16 Impacts of Decommissioning

- 107 The potential cumulative impacts of decommissioning of the OnTW in combination with the decommissioning of ICOL's Offshore Wind Farm and OfTW are considered to be equivalent to and potentially lower than the worst case impacts assessed for the construction phase. The assessment findings are therefore presented for construction and operational phases of the OnTW only, assuming that the cumulative impacts during the construction phase will apply to the impacts during decommissioning.

Cumulative Impacts – OnTW and Other Projects

- 108 This section considers the potential cumulative effects upon employment, economic activity, public access and recreation and tourism that are predicted to arise during the construction, operation and decommissioning phases of the OnTW in conjunction with the following other development proposals:
- The proposed Blindwells New Settlement, which is currently allocated in the East Lothian Local Plan for circa 1,600 homes, 10 ha of employment land and a new local centre. In future, the Proposed East Lothian Local Development Plan also identifies a vision to expand the new settlement further east to a size of around 6,000 homes with more employment land and other mixed land uses including a sub-regional town centre. However, given the proposed extension does not yet constitute an allocated development plan site and is extremely unlikely to be constructed for some foreseeable time, it has therefore been excluded from the scope of this cumulative assessment.
- 109 Potential effects upon land use are not considered given there is not considered to be the potential for cumulative effects upon this topic as a result of the addition of the two proposed cumulative sites.

12.17 Impacts of Construction

Employment and Economic Activity

- 110 In the absence of a detailed construction or phasing programme for the proposed Blindwells New Settlement, it is difficult to predict if it is likely to be constructed in parallel or in close sequence with the OnTW. This will have implications for the number of construction workers required at any one time in the local area and may result in increased local employment opportunities and/or the import of construction labour into the local area during peak periods of construction activity. The import of construction workers into the local area will provide a short term economic benefit as a result of the need to accommodate these workers.

- 111 The ES for the proposed Blindwells New Settlement (Scottish Resources Group Estates, March 2011) does not identify the direct, indirect or induced effects on employment and the local economy. However, given the scale of the development it is anticipated that it would have a significant temporary benefit to employment and the local economy during its construction.
- 112 It is not considered that the addition of the OnTW to this potential cumulative baseline will result in a further significant effect due to the small levels of direct employment and indirect and induced benefits that the construction of the OnTW will generate.

Public Access and Recreation

- 113 No potential for significant direct cumulative effects upon public access and recreation are predicted to occur as result of the construction of the proposed Blindwells New Settlement in parallel or in close succession with the construction of the OnTW. This conclusion is made on the basis that public access to both sites at present is actively discouraged for safety reasons.

Tourism

- 114 The ES for the proposed Blindwells New Settlement (Scottish Resources Group Estates, 2011) identifies that the construction of the development will result in disruption to visitors using the A198 between the Bankton and Meadowmill roundabouts. The ES concludes that this will result in temporary adverse effect on tourist visitor numbers of minor significance. As detailed in *Chapter 11: Traffic and Transport* of this EIA Report, although this route will also be used for traffic for the construction of the Onshore Substation, the percentage increase in cumulative total construction vehicles along the A198 should construction of both developments occur at the same time would not be significant. Consequently, it is not considered that there is the potential for significant cumulative effects on tourist visitor numbers and associated effects on the local tourism economy due to traffic disruption should both developments be constructed at the same time. No potential for any other adverse effects upon tourism are identified in the ES for the proposed Blindwells New Settlement.

12.18 Impacts of Operation and Maintenance

Employment and Economic Activity

- 115 The ES for the proposed Blindwells New Settlement (Scottish Resources Group Estates, 2011) does not discuss the economic benefits to the local area once operational. However, it is considered on the basis of the extent of employment land to be provided that there will likely be a significant beneficial effect on the local economy in terms of direct employment. It is not considered that the addition of the OnTW will result in a further significant positive effect given the very small scale of employment opportunities associated with the operation and maintenance of the OnTW.

Public Access and Recreation

- 116 The ES for the proposed Blindwells New Settlement (Scottish Resources Group Estates, 2011) identifies that, as a result of the provision of a path network through and around the site and the creation of new areas of open space as part of the development proposals, that the development will result in a permanent beneficial effect of moderate significance on public access and recreation.
- 117 Outwith repair works in the unlikely event of a fault occurring along a section of the Onshore Export Cable route, no direct effects are predicted as a result of the operation of the OnTW on public access and recreation. Consequently, no significant effects upon public access and recreation in combination with the proposed Blindwells New Settlement are predicted.

Tourism

- 118 The ES for the proposed Blindwells new settlement (Scottish Resources Group, 2011) does not identify the potential for adverse impacts upon tourism as a result of these developments. Consequently, no significant cumulative impacts upon the local tourism economy are predicted as a result.

12.19 Cumulative Impacts Conclusions

- 119 The above assessment considered the potential for cumulative effects on socio-economic, land use, recreation and tourism as a result of both the development of ICOL's Offshore Wind Farm and OfTW and other development proposals in combination with the OnTW.
- 120 Overall the cumulative impact assessment concludes that the addition of the OnTW to ICOL's Offshore Wind Farm and OfTW will result in no significantly greater effects on socio-economic, land use, recreation and tourism than those predicted to occur during the construction of the OnTW in isolation. However, it should be noted that the significant employment and economic benefits that the ICOL's Offshore Wind Farm and OfTW will create are entirely dependent upon the construction, operation and maintenance of the OnTW. The Inch Cape Offshore Wind Farm ES estimates that a total of 2,244 FTE jobs will be created in association with the construction of the OfTW and ICOL's Offshore Wind Farm, and that a further 104 onshore based FTE jobs will be created as a result of operational and maintenance activities. The importance of these wider interrelated economic benefits should consequently not be ignored when considering the economic effects of the OnTW.
- 121 With regards to other cumulative development proposals, namely the proposed Blindwells New Settlement, the assessment concludes that should this development be constructed in parallel or in close succession that there may be a significant temporary positive effect on local employment and the economy. No other significant cumulative effects on land use, recreation and tourism are predicted.

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