



Inch Cape Onshore Transmission Works

Scoping Report
August 2021



Inch Cape
OFFSHORE LIMITED



Red Rock Power Limited



Energy for
generations



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Inch Cape Offshore Wind Farm Onshore Transmission Works OnTW Scoping Report August 2021



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Glossary

Defined Term	Meaning
Application Site	The area within the red line planning boundary comprising the Consented Onshore Transmission Works (OnTW).
Consented OnTW	The OnTW, as was granted planning permission in principle on 22 February 2019 by the Scottish Ministers.
EIA Regulations	Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017
EIA Report	Report presenting the findings of an Environmental Impact Assessment (EIA).
2018 EIA Report	The Environmental Impact Assessment Report that was submitted to support the application for the Consented OnTW
Onshore Transmission Works (OnTW)	Onshore transmission works associated with the Inch Cape Offshore Wind Farm comprising the construction, operation and decommissioning of an onshore substation, electricity cables and associated infrastructure required to export electricity from the Inch Cape Offshore Wind Farm to the National Electricity Transmission System
Offshore Transmission Works (OfTW)	Offshore substation platforms (OSPs) and their foundations and substructures, interconnector cables and Offshore Export Cables.
Offshore Wind Farm (OWF)	The Inchcape OWF includes proposed wind turbine generators, foundations and substructures and inter-array cables.
Offshore Export Cable	The subsea electricity cables running from the offshore wind farm substation platforms to the landfall and transition joint pits, before connecting into the onshore substation.
Onshore Export Cables	Electricity cables running from transition joint pits to the Onshore Substation and from the Onshore Substation to the grid connection point at Cockenzie substation
Onshore Export Cable Corridor	The area within the Application Site where the Onshore Export Cables will be laid.
Onshore Substation	The proposed electrical substation comprising of all the equipment and associated infrastructure required to enable connection to the electrical transmission grid
Regulation 11 Further Application	A planning application submitted under Regulation 11 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013)

1 Introduction

1.1 Objective

- 1 This scoping report provides supporting information to a formal request made to East Lothian Council (ELC) to adopt a Scoping Opinion under Regulation 17 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (the EIA Regulations), to support a Further Application (under Regulation 11 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013) for the Inchcape Offshore Wind Farm Onshore Transmission Works (OnTW).

1.2 Background

- 2 Inch Cape Offshore Limited (ICOL) submitted an application for Planning Permission in Principle (PPP) for Onshore Transmission Works (OnTW) under the Town and Country Planning (Scotland) Act 1997 (as amended) to ELC dated 23 February 2018, ELC ref. 18/00189/PPM.
- 3 The description of the development as applied for is: 'Onshore transmission works associated with the Inch Cape Offshore Wind Farm comprising the construction, operation and decommissioning of an onshore substation, electricity cables and associated infrastructure required to export electricity from the Inch Cape Offshore Wind Farm to the National Electricity Transmission System, Former Cockenzie Power Station Site, Prestonpans, East Lothian, EH32 0JA'.
- 4 On 9 April 2018 the Scottish Government called in the PPP application by direction under Section 46 of the Town and Country Planning (Scotland) Act 1997 (as amended) as it was considered that *'the application raised matters which were potentially of national importance in the context of expectations set out in National Planning Framework 3 for the site of the former Cockenzie Power Station and the need for an enhanced high voltage energy transmission network'*¹
- 5 Following a public local inquiry in October 2018, the Scottish Government granted PPP for the OnTW on 22 February 2019 in line with the Reporters recommendations (Appendix 1A)² The PPP is subject to fourteen (14) conditions, several of which require the submission of further applications for Approval of Matters Specified in Conditions (AMSC) prior to the commencement of development.
- 6 In accordance with Section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended) these AMSCs must be made within 3 years of the date of the PPP, i.e. by 21 February 2022. ICOL wish to make a Further Application to ELC under Regulation 11 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 to extend the time for submission of the AMSCs beyond February 2022.

¹ Call in letter from the Scottish Ministers to ELC dated 9th April 2018

² Directorate for Planning and Environmental Appeals (DPEA) Case Reference: CIN-ELN-001 Report to the Scottish Ministers 14th January 2019. (Provided as Appendix 1A)

- 7 The OnTW will receive and transmit the electricity generated by the Inch Cape Offshore Wind Farm and is classified as a National Development within National Planning Framework 3 (NPF3). It is also subject to the EIA Regulations. The previous planning application submitted in February 2018 was accompanied by an Environmental Impact Assessment Report (EIA Report). Any Further Application for the OnTW is also considered a National Development and is subject to the same EIA Regulations.

1.3 Reference to previous applications

- 8 A Further Application under Regulation 11 represents a re-submission of the previous planning application for the same development, and therefore (with regard to Regulation 11 (3)), reference to the previous grant of planning permission applies, namely the PPP for the OnTW subject to Conditions detailed in Decision Notice Ref: CIN-ELN-001 (ELC reference 18/00189/PPM) (Appendix **1B**)³.
- 9 Likewise, given that it is the same development, in the same location, the 2018 Environmental Impact Assessment Report (2018 EIA Report) and its conclusions are also likely to be the same. ICOL is volunteering to submit a new EIA Report with the Further Application to enable ELC to satisfy themselves that any reasoned conclusion on the significant effects of the Further Application on the environment, take into account '*current knowledge and methods of assessment*'. This is in accordance with Section 5 (3) of the EIA Regulations, and Scottish Government EIA Planning Guidance⁴
- 10 With reference to paragraph 5.4 of Planning Advice Note (PAN) 1/2013 (revised May 2017) the new Further Application EIA Report is intended to be clear, concise and proportionate by only focusing on those potential adverse effects which have been 'scoped in' as being significant.
- 11 In order to inform this Scoping Request and the subsequent Regulation 11 Further Application EIA Report, ICOL has considered the contents of the 2018 EIA Report alongside a review of the current baseline environment, legislation, policies, guidance and current assessment methods to consider any changes which may have occurred in the intervening period. This approach has been adopted for each environmental topic.
- 12 Where changes have been identified these have been considered by each of the competent experts to come to an informed view on what matters should be scoped into the Regulation 11 Further Application EIA and those which can be 'scoped out', based on likely significant effect. This comprehensive and informed approach to Scoping is advocated in paragraph 4.20 of PAN 1/2013. The objective of this approach is to re-evaluate the conclusions of the 2018

³ Scottish Ministers Decision Letter and Conditions Attached to the Grant of Planning Permission in Principle (Reference CIN-ELN-00 22nd February 2019) (provided as Appendix **1B**)

⁴ Planning Circular 1/2017 Guidance on The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. Scottish Government 16/05/2017

[Planning Circular 1/2017: Environmental Impact Assessment regulations - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/planning-circular-1-2017/pages/2-1.aspx)

impact assessment, in light of any changes, for any consequence to the assessed 'significance' of the identified residual effects. Those topics where there has been no material change to the outcomes of the 2018 EIA will be 'scoped out' from the new EIA for the Further Application. Those topics which are 'scoped in', will be taken forward and be fully assessed and reported in a new EIA Report.

- 13 This scoping report details the methodology and the outcomes of the above scoping exercise. Further information on the Scoping approach is provided in Chapter 3 of this Report.
- 14 Regulation 5 (4) of the EIA Regulations requires the avoidance of duplication of assessments by directing that '*account is to be taken of the available results of other relevant assessments in preparing the EIA report*'. To this end the relevant assessments which apply to this scoping exercise are considered to be the following:

2017 ELC Scoping Opinion ⁵	Inch Cape Onshore - ELC Scoping Opinion 2017
Consented 2018 EIA Report ⁶	Inch Cape Onshore Environmental Impact Assessment – 2018
*DPEA Report to the Scottish Ministers dated 14 th January 2019 ⁷	Scottish Government-DPEA-CaseDetails (scotland.gov.uk)
Inchcape Offshore Wind Farm and OnTW – s36 and Marine Licence applications ⁸	Inch Cape Offshore Windfarm (Revised Design) Marine Scotland Information
Seagreen 1A OnTW EIA Report ⁹	Documents SSE Seagreen 1A

*Also provided as **Appendix 1A**

1.4 Scoping Report Structure

- 15 With the exception of the Introductory chapters, the Scoping Report technical chapters are numbered in the same order as the 2018 EIA Report and contain hyperlinks directly to the relevant 2018 EIA technical chapters and their Appendices (**Table 1.1**).

⁵ ELC (2017). Inch Cape Onshore Transmission Works: EIA Scoping Opinion 2017. 5th September 2017

⁶ Inchcape Offshore Wind Ltd (ICOL). Onshore Transmission Works Environmental Impact Assessment Report 2018

⁷ Directorate for Planning and Environmental Appeals (DPEA) Case Reference: CIN-ELN-001 Report to the Scottish Ministers 14th January 2019

⁸ Inchcape Offshore Wind Ltd (ICOL). Offshore s36 EIA Report, Marine Licence Applications & S36 Variations

⁹ Seagreen 1A: Onshore Transmission Works Environmental Impact Assessment Report March 2021

Table 1.1: Scoping Report Chapters and links to 2018 EIA Report

Chapters		ICOL Data Library Link
Introductory Chapters		
1	Introduction	
2	Project Description	ICOL Data Library - Chapter 5
3	Approach to the 2021 Scoping and EIA	
4	Consultation	
5	Policy and Legislation	ICOL Data Library - Chapter 2
Biological Environment		
6	Ecology	ICOL Data Library - Chapter 6
Physical Environment		
7	Hydrology, Geology and Hydrogeology	ICOL Data Library - Chapter 7
8	Landscape and Visual	ICOL Data Library - Chapter 8
9	Cultural Heritage and Archaeology	ICOL Data Library - Chapter 9
Human Health and Population		
10	Noise and Vibration	ICOL Data Library - Chapter 10
11	Traffic and Transport	ICOL Data Library - Chapter 11
12	Socio-Economics, Tourism, Land Use and Recreation	ICOL Data Library - Chapter 12
13	Air Quality	ICOL Data Library - Chapter 13
Summary of Assessment		
14	Summary and Conclusions	ICOL Data Library - Chapter 14
15	References	

2 Project Description

2.1 Introduction

- 1 This chapter provides a summary of the key elements of the Consented OnTW, which is provided in detail in **Chapter 5** of the 2018 EIA Report (see link below).

Chapter 5: Description of Development

[ICOL Data Library - Chapter 5](#)

- 2 The Application Site boundary and the Project Description remain unaltered.

2.2 Application Site

- 3 The Application Site for the OnTW for the purposes of the Further Application has not changed. It is located principally on the site of the former Cockenzie Power Station and extends to Mean Low Water Springs (MLWS) (see Figure 2.1). The existing Cockenzie Substation, which forms the Inch Cape grid connection point, is located to the south of the Application Site on the south side of the B1348.



Figure 2.1: The Application Site



2.3 Project Elements

- 4 The OnTW is comprised of the following primary elements:
- Landfall where two Offshore Export Cables from ICOL's Offshore Wind Farm will be brought ashore and will run underground to the Cable Transition Pits;
 - Cable Transition Pits where two Offshore Export Cables interface with two sets of Onshore Export Cables;
 - Onshore Export Cables, laid in two trenches running between the Onshore Substation to the grid connection point;
 - If the Onshore Export Cables are installed in sections, jointing pits will be required to join the sections together;
 - Onshore Substation: which is required to process the electricity from ICOL's Offshore Wind Farm and to comply with the requirements of the NETS;
 - Onshore Substation screening measures including walls and earth mounding parts of which will be planted with a mix of mainly native tree and shrub species;
 - Security fencing will be erected around the perimeter of the Onshore Substation;
 - Onshore Export Cables from the Onshore Substation to the grid connection point, laid in trenches and/or ducts for running the underground and Onshore Export Cables between the Onshore Substation and the grid connection point;
 - Construction compound to accommodate a temporary work site; and
 - Application Site Access will be via an existing access from the B1348;

2.4 OnTW Works

- 5 A description of the construction, operation and decommissioning works which will be undertaken to develop the OnTW is provided in Chapter 5: Sections 5.4, 5.5, and 5.6 respectively of the 2018 EIA Report.

2.5 Inchcape Offshore Wind Farm

- 6 The OnTW provides onshore infrastructure for the transmission of electricity generated by the Inchcape Offshore Wind Farm (OWF) located the Outer Firth of Tay off the east coast of Scotland, see Figure 2.2 below.

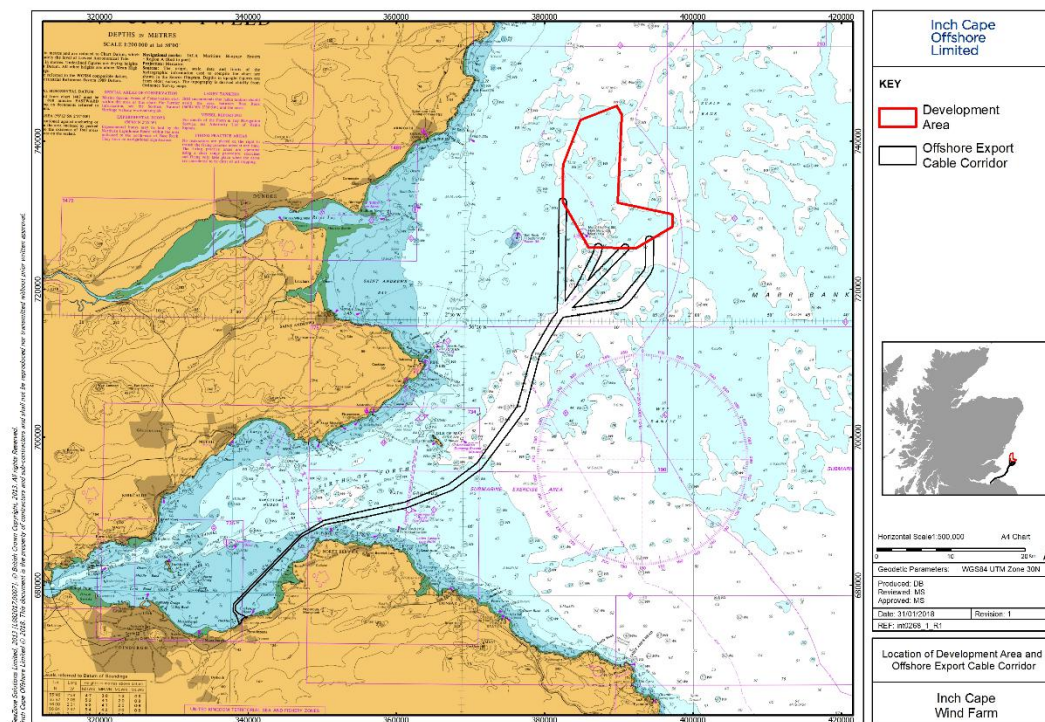


Figure 2.2: Inch Cape Wind Farm and Offshore Transmission Works

- 7 Offshore consents¹⁰ for the construction and operation of the Inchcape Offshore Wind Farm and associated Offshore Transmission Works (OfTW) were granted in June 2019. These consents were supplemented in July 2020 by a non-material Section 36C variation to increase the generating capacity from 700MW to 1000MW without changing any physical parameters of the turbines. A further Section 36C Variation (s36C) was submitted in January 2021 to remove the generating capacity limit obtained in the prior s36C. This application was granted on July 22nd 2021.
- 8 Full details of the Section 36 and Marine License Applications, the s36C applications for variation, as well as the respective Decision letters and Marine Licence conditions can be found at: [Inch Cape Offshore Windfarm \(Revised Design\) | Marine Scotland Information](#), and at the Inchcape On-Line Library [Library | Offshore Wind Farm | Inch Cape Wind](#).

¹⁰ Section 36 of the Electricity Act 1989 as accompanied by an EIA Report prepared under the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended) [and Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017) (as amended) for the construction and operation of the Inch Cape Wind Farm and for marine licenses under the Marine (Scotland) Act 2010 for the Inch Cape Wind Farm and associated Offshore Transmission Works (OfTW)

2.6 Mitigation

2.6.1 Embedded Mitigation

- 9 The Embedded Mitigation to be applied to the design, construction and operation of the OnTW is considered to be a fundamental component of the OnTW project and represents best practice environmental management which will be implemented as a baseline standard.
- 10 A full list of the Embedded Mitigation by environmental topic is provided in **Appendix 2A**.
- 11 As there is no change to the consented OnTW, there will be no change to the listed Embedded Mitigation.

2.6.2 Additional Mitigation Measures and Planning Conditions

- 12 With the exception of landscape and visual impacts, the 2018 EIA Report concluded that Construction, operation and decommissioning of the OnTW, on a brownfield site of a former coal power station, would not give rise to any significant residual environmental effects, provided implementation of the Embedded Mitigation occurs.
- 13 In granting the PPP, the Scottish Ministers imposed a number of conditions for regulating the development of the OnTW and the use of the Application Site.
- 14 A list of these conditions is presented in the Ministers decision letter, provided as Appendix **1B**.



3 Approach to the 2021 Scoping Exercise and EIA

3.1 Scoping Methodology

3.1.1 General

- 1 As discussed above in Chapter 1: Introduction, any Further Application for a National Development is subject to the EIA Regulations. Although the EIA Regulations allow for account to be taken of the information presented within the previous 2018 EIA Report and other relevant documents, ELC must satisfy themselves that any reasoned conclusion on the significant effects of the Regulation 11 Further Application on the environment, must take into account '*current knowledge and methods of assessment*'.
- 2 To this end, a review has been undertaken of each of the 2018 EIA Report chapters by either the original authors of the chapters or by equivalent technical experts, the results of which are presented in this Scoping Report. A list of the technical consultants who have reviewed the 2018 EIA Report and provided specialist opinion to this scoping exercise, along with their professional qualifications is provided in Table 3.1. A statement of their relevant experience is provided in Appendix 3A.
- 3 Each technical chapter has been examined to determine if there have been any changes to the following aspects of the 2018 EIA Report:
 - Policy and Legislation;
 - Embedded Mitigation
 - Baseline Environment;
 - Assessment Methodology;
 - Impact Assessment
 - Cumulative Effects; and
 - Conclusions and Residual Effects.
- 4 Where there has been an identified change to any of the above, the importance of that change and whether or not it alters the conclusions of the 2018 impact assessment has been determined.
- 5 Prior to completing their scoping review, each technical expert has consulted with the relevant statutory bodies and/or ELC department, details of which are provided in each chapter, and summarised in **Chapter 4: Consultation**.
- 6 The Scoping Report chapters are intentionally succinct by virtue of cross referencing to the 2018 EIA Report chapters, thereby avoiding the need for unnecessary duplication of previous assessments where these assessments remain valid¹¹.

¹¹ Regulation 5(4) of the EIA Regulations requires the developer to take into account where relevant the available results of any 'relevant assessment', which is defined in Regulation 2 as meaning, "in relation to a proposed development, an assessment, or verification, of effects on the environment carried out pursuant to national legislation which is relevant to the assessment of the environmental impacts of the proposed development"

- 7 The Scoping Report concludes with a Summary Table, which traces the scoping history of the OnTW from the ELC 2017 Scoping Opinion, through the conclusions of the 2018 EIA Report to the outcomes of this 2021 Scoping exercise.

Table 3.1: List of Consultants and Professional Qualifications by Discipline

Discipline	Consultant	Company	Experience
Planning	Simon Herriot	Savills Ltd.	BSc (Hons) Town and Regional Planning MRTPI
Ecology	Dr. Simon Zissman	RPS	BA (Hons) Geography MS Rural Resource and Environmental Policy Ph.D. – Mangroves and Political Ecology
Hydrology, Geology and Hydrogeology	David Wright	SLR Consulting	BEng Civil Engineering MICE CEng MCIWEM C.WEM
	Gordon Robb	SLR Consulting	MSc Engineering Hydrology Fellow of Chartered Institution of Water and Environmental Management (FCIWEM) MBA Chartered Water and Environment Manager (C.WEM)
Landscape and Visual	Lindsey Guthrie	SLR Consulting	MA (Hons) Geography MPhil Landscape Architecture CMLI
	Mary Fisher	Stephenson Halliday	CMLI MA Landscape Architecture BSc (Hons) Combined Studies (primary subjects - Chemistry, Mathematics)
Cultural Heritage	Andy Bicket	Wessex Archaeology	BSc (Hons) Environmental Archaeology MA (with Distinction) in Archaeology Research PhD Geography Associate Member of the Chartered Institute of Archaeologists (ACIfA) Fellow of the Society of Antiquaries of Scotland
Noise and Vibration	Benedict Sartor	SLR Consulting	BSc (Hons) Geography Institute of Acoustics - Diploma in Acoustics and Noise Control Institute of Acoustics - Certificate of Competence in Environmental Noise Measurement
Traffic and Transport	David Archibald	RPS	BSc (Hons) Civil Engineering MSc Transportation Engineering MTPS

Discipline	Consultant	Company	Experience
			MCIHT
Socio-Economics, Tourism, Land-Use and Recreation	Anne Dugdale	SLR Consulting	BSc (Hons) Geography MA Town and Regional Planning MRTPI – Member FIQ - Fellow
Air Quality	Graeme Blacklock	SLR Consulting	BSc (Hons) Environmental Science MSc Pollution and Environmental Control Member of the Institute of Air Quality Management Chartered Environmentalist
	Lucy Boulton	SLR Consulting	BSc (Hons) Biological Sciences MSc Conservation Science and Policy Associate Member of the Institute of Air Quality Management

3.1.2 Approach to Scoping Cumulative Impacts

- 8 The appraisal of any changes to the baseline environment also includes consideration of cumulative/in-combination effects, which may arise due to any new or reasonably foreseeable 'other developments' in the vicinity of the Application Site.
- 9 The issue of cumulative developments has been discussed with ELC Planning who have confirmed that the only cumulative development that needs to be addressed relates to the current Seagreen 1A OnTW application ¹² (Keith Dingwall, ELC Planning Service Manager (*pers.comm*) 16th June 2021).
- 10 Screening of the potential in-combination effects between the Seagreen 1A OnTW and ICOL OnTW was undertaken, which identified the following matters as requiring additional consideration:
 - Traffic and Transport;
 - Air Quality;
 - Ecology (Ornithology);
 - Noise; and
 - LVIA.
- 11 Where any of these matters cannot be 'scoped out' of this current scoping exercise, additional information regarding the proposed methodology and scope of further EIA assessment has been provided.

¹² Seagreen application reference 21/00290/PPM
[East Lothian Case Details - 21/00290/PPM](#)



3.2 The EIA Report

- 12 It is noted that the 2018 EIA Report concluded that the Consented OnTW Project would not result in any significant residual environmental effects, with the exception of Landscape and Visual Impacts. This was confirmed following the Public Inquiry by the DPEA Reporter who concluded in paragraph 7.72 of her report to Scottish Ministers that:

‘Aside from landscape and visual impact I have identified no other significant environmental effects’ (reasoning in paragraph 7.72 and Appendix 3).CIN-ELN-001 p81

- 13 The outcome of the scoping exercise and ELCs pending scoping opinion will identify if there are any other likely significant effects which will require more detailed assessment within a Further Application EIA Report.
- 14 Consistent with PAN 1/2013, the proposed Further Application EIA Report is intended to be clear, concise and proportionate and will focus only on those potential impacts which have been ‘scoped in’ as being significant. To this end:
- The requirements of Schedule 4 of the EIA Regulations will be met through reference to this 2021 Scoping Report which has directly reviewed each environmental topic within the compliant 2018 EIA Report.
 - **Summary Table 14.1** of this document, which contains the scoping history of each environmental topic will be included for reference.
 - Additional evidence related to the other ‘scoped out’ environmental topics would be also obtained by reference to the anticipated 2021 ELC Scoping Opinion, which would be included as an Appendix to the Further Application EIA Report.
- 15 The February 2019 PPP decision notice including conditions will be included for reference as an Appendix to the Further Application EIA Report.
- 16 The Non-Technical Summary will be a stand alone document which will explain the purpose and outcome of the Further Application EIA Report in layman’s terms.

4 Consultation

4.1 Scoping Consultation

- 1 Preparation of this scoping report has been undertaken following consultation with the following ELC and statutory officers:

Table 4.1: Consultation undertaken to support the Further Application Scoping exercise.

Technical Chapters		Body/Department	Position
6	Ecology	NatureScot	Malcolm Fraser, Operations Officer
		ELC	Catherine Cumming, Biodiversity Officer
7	Hydrology, Geology and Hydrogeology	SEPA	General data request
		CA	General data request
		ELC	Dave Northcott, Contaminated Land Officer Andy Coull, Flooding Officer
		Scottish Water	General data request
8	Landscape and Visual	ELC	Dervilla Gowan, Landscape Officer
		NatureScot	Frazer McNaughton, Landscape Architect
9	Cultural Heritage and Archaeology	Historic Scotland	Ruth Cameron, Senior Environmental Assessment and Advice Officer
		ELC	Andrew Robertson, Heritage and Archaeology Officer
10	Noise and Vibration	ELC	Colin Clark, Senior Environmental Health Officer
11	Traffic and Transport	ELC	Liz Hunter, Transport Planning
12	Socio-Economics, Tourism, Land Use and Recreation		n/a
13	Air Quality	ELC	Colin Clark, Senior Environmental Health Officer

- 2 The purpose of the consultation was to primarily ensure that the baseline environmental information for each technical topic was up to date, and where possible to obtain agreement on baseline, methodology and approach to establish if there was likely to be any change to the 2018 EIA Report conclusions (i.e. if the topic could be 'scoped out')
- 3 Details of the consultation are included in each technical chapter, with emails and minuted notes collated within **Appendix 4A**.



4.2 Formal Scoping Consultation

- 4 The EIA Regulations require that the planning authority consult the 'consultation bodies' before issuing a Scoping Opinion. These bodies are likely to be similar to those consulted for the ELC 2017 Scoping Opinion.

5 Policy and Legislation

5.1 Introduction

5.1.1 Objectives

- 1 This section reviews and updates the planning policy framework relevant to the Further Application for the ICOL Onshore Transmission Works (OnTW). It provides a comparison of the planning policy framework in 2018 to that in 2021 and identifies if there are any material policy changes that may be relevant to this scoping exercise.
- 2 The 2018 Planning Policy Framework is detailed in the following chapters and Appendices of the 2018 EIA Report.

Chapter 2: Policy and Legislation

[ICOL Data Library - Chapter 2](#)

- 3 A Planning Statement will be submitted in support of the Further Application for the ICOL OnTW. The Planning Statement will draw upon the residual effects, post mitigation, identified in the EIA Report, in discussing the extent to which the Further Application complies with the aims and objectives of identified planning, energy and other relevant policy objectives. Where relevant, comparisons will be made to the 2018 Planning Statement.

5.1.2 Summary of the 2018 EIA

- 4 Chapter 2 of the 2018 EIA Report described the policies and guidance which supported, or were/are drivers for, the development of offshore renewable energy and relevant to the OnTW. Specific consideration was given to relevant national, regional and local planning policy and the regulatory requirements for the OnTW planning application. In addition, Chapter 2 of the 2018 EIA Report highlighted various national and international legislative and energy policy documents designed to reduce carbon emissions and to tackle climate change. **Table 5.1** below compares the relevant planning policy as referred to in the 2018 EIA Report, noting where updates have taken place in the interim period.
- 5 Chapters 6 to 13 of this Scoping Report take into account and compare the policy and legislation relevant to each technical chapter, along with any specific guidance.

Table 5.1: Planning Policy Framework: Relevant Planning Policies and Legislation - 2018 and 2021 comparison

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
National Planning Policy		
National Planning Framework 3 ¹³ (NPF3) 2014	NPF3 remains in force. However, at the end of 2020 a Position Statement for National Planning Framework 4 (NPF4) was published for consultation and is commented upon below.	The NPF4 Position Statement carries little weight in decision making terms. However, a Consultation Draft of NPF4 is expected in Q3/4 2021 and ICOL will comment upon this document when published.
Scottish Planning Policy ¹⁴ (SPP) 2014	SPP (2014) (A revised SPP, published December 2020 was quashed (21 st July 2021) following a judicial review at the Court of Session	None
Regional and Local Planning Policy		
The Strategic Development Plan for Edinburgh and Southeast Scotland (SESplan) (SDP, 2013) ¹⁵	The Strategic Development Plan for Edinburgh and Southeast Scotland (SESplan) (SDP, 2013)	None
Proposed Strategic Development Plan for Edinburgh and South East Scotland (SESplan) October 2016	Rejected by Scottish Ministers May 2019	The Proposed 2016 SESplan has been rejected and the 2013 SESplan remains in force.
The East Lothian Local Development Plan 2008	Superseded (see below)	No longer relevant
Proposed East Lothian Local Development Plan 2016	East Lothian Local Development Plan 2018 ¹⁶ (Adopted)	Proposed East Lothian Local Development Plan 2016 was considered in the 2018 EIA Report. Relevant changes in the adopted East Lothian Local Development Plan 2018 are commented upon below.

¹³ [National Planning Framework 3 - gov.scot \(www.gov.scot\)](http://gov.scot/www.gov.scot)

¹⁴ [Scottish Planning Policy - gov.scot \(www.gov.scot\)](http://gov.scot/www.gov.scot)

¹⁵ [SESplan Strategic Development Plan Approved 27 June 2013.pdf](#)

¹⁶ [Local Development Plan 2018 | Local Development Plan | East Lothian Council](#)



5.1.3 Fourth National Planning Framework (NPF4): Position Statement¹⁷

- 6 In December 2020 the Scottish Government published its Fourth National Planning Framework: Position Statement, following which a draft of NPF4 is expected sometime in late 2021. Delivering net zero greenhouse gas emissions has been identified as one of the four key outcomes for NPF4. The other three are Resilient Communities, A Wellbeing Economy and Better, Greener Places. NPF4 will be considered within the EIA Report and the Planning Statement should a draft be available at the time of submission.

5.1.4 East Lothian Local Development Plan 2018

- 7 The 2018 EIA Report considered the relevant land use policy for the Application Site identified within the Proposed East Lothian Local Development Plan 2016, PROP EGT1. The now adopted East Lothian Local Development Plan 2018 (ELLDP 2018) continues to allocate the Application Site under policy PROP EGT1. The adopted policy PROP EGT1 varies in wording slightly to that of the Proposed East Lothian Local Development Plan 2016, however the general support for future thermal power generation, carbon capture and storage (in line with NPF3) remains.

- 8 ELLDP 2018 PROP EGT1 states:-

“Land at the above site will be safeguarded for future thermal power generation and carbon capture and storage consistent with National Development 3. Land at Cockenzie may also present significant opportunities for renewable energy-related investment. The Council will work together with developers, the landowner, the relevant agencies, local organisations and interested parties, including local residents to ensure that the best use is made of the existing land and infrastructure in this area.

If there is insufficient land for competing proposals, priority will be given to those which make best use of the location's assets and which will bring the greatest economic benefits.

Development proposals must avoid unacceptable impact on the amenity of the surrounding area, including residential development.”

- 9 This policy will be considered in detail in the supporting Planning Statement.
- 10 The Planning Statement will also discuss the Further Application in the context of Policy PROP EGT3 'Forth Coast Area of Co-ordinated Action' of the ELLDP 2018. This policy notes the Council's support in principle for electricity grid connections on the Forth Coast from Cockenzie to Torness in order to facilitate off-shore energy generation, subject to compliance with criteria.
- 11 A variety of topic specific policies in the ELLDP 2018 may also be relevant to the Further Application for the ICOL OnTW. Both the EIA Report and the Planning Statement will consider these and provide comment and analysis where relevant.

¹⁷ [Fourth National Planning Framework: position statement - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/fourth-national-planning-framework/position-statement/pages/1.aspx)

5.1.5 ClimatEvolution - Climate Change Resilience Zone Strategy and Action Plan¹⁸ (2020)

- 12 ELC produced the ClimatEvolution Vision and Action Plan (the Action Plan) as a place-based response to their Climate Strategy 2020-25¹⁹. The aim of the Action Plan is to ensure that a major area of development around the communities of Tranent, Prestonpans, Cockenzie and Port Seton and Longniddry and Macmerry can become a national example of environmentally friendly and inclusive development. This is referred to in the Action Plan as a 'Climate Resilience Zone', which includes the Application Site. The core area of this zone, however, does not include the Application Site.
- 13 The Action Plan is visionary in nature and is not intended to be a fixed masterplan with firm projects for delivery. The Executive Summary states that *"....it is a high-level strategy with many ideas that will help stimulate the debate and guide future decision-making."* The Action Plan demonstrates ELC's commitment to exploring innovative ways of tackling climate change within a defined geographical area.
- 14 The Action Plan has been subject to public consultation during 2020 but does not currently hold any status in respect of the adopted ELLDP 2018. The EIA Report and the Planning Statement will comment upon the Action Plan, as necessary, assigning appropriate weight to its status at the time of submission.

5.1.6 Climate Change Legislation and Policy

- 15 Since submission of the 2018 EIA Report, and within the context of Scotland's First Minister declaring a climate emergency in April 2019²⁰, various legislative and policy documents have been published which highlight further the risks to society posted by climate change and the importance of tackling its causes. This includes reducing greenhouse gas emissions through generating increased amounts of renewable energy.
- 16 The EIA Report and the Planning Statement will consider relevant legislation and policy relating to energy and climate change, to include those published since the 2018 EIA Report. Table 5.2 summarises publications which post-date the 2018 EIA Report.

Table 5.2: Climate Change and Energy Legislation and Policy published since the 2018 EIA Report

Climate Change and Energy Legislation and Policy				Summary of Document
European Union	(EU)	Directive	2018/2001 ²¹	This Directive establishes a common framework for the promotion of renewable energy and sets a binding target of 32% of energy consumption to be from renewable sources by 2030. Despite the exit of the UK from the EU, the EU (Withdrawal) Act 2018 (as

¹⁸ [Draft ClimatEvolution SPG | East Lothian Council](#)

¹⁹ [Climate Change Strategy 2020-25 | East Lothian Council](#)

²⁰ <https://climateemergencydeclaration.org/tag/scotland/>

²¹ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32018L2001>

Climate Change and Energy Legislation and Policy	Summary of Document
	amended) ²² provides that EU derived domestic legislation continues to have effect.
The Climate Change Act 2008 (2050 Target Amendment) Order 2019 ²³	This amendment to the Climate Change Act 2008 passed into law the target for UK greenhouse gas emissions to be at least 100% lower than the 1990 baseline by 2050 (net zero by 2050). This positioned the UK as the first G7 nation to set such a goal.
The Energy White Paper – Powering our Net Zero Future 2020 ²⁴	A key focus of this publication is the need to actually achieve targets, not just set goals for action. The main route for achieving this is highlighted as the further deployment of renewable energy generation.
Committee on Climate Change (CCC) - Progress in reducing emissions and Progress in adapting to climate change - 2021 Progress Reports to Parliament ²⁵ and CCC – Net Zero and The UKs contribution to stopping global warming and The Sixth Carbon Budget ²⁶ (2020)	The most recent publications from the CCC, these documents send out an urgent message regarding the need to tackle climate change, noting the crucial role that the renewables sector has to play in facing this challenge.
The Climate Change (Emissions Reduction Targets) (Scotland) Act (2019) ²⁷	An amendment to The Climate Change (Scotland) Act 2009 ²⁸ , introducing the commitment for Scotland to become net-zero by 2045.
Reducing Emissions in Scotland – 2020 Progress Report to the Scottish Parliament ²⁹	This report assesses the progress made in achieving targets to reduce GHG emissions and considers the actions required to help to achieve the net-zero 2045 target.
The Scottish Government's Programme for Scotland 2020-2021 'Protecting Scotland, Renewing Scotland' (2020) ³⁰	This report focuses on achieving a green recovery post COVID-19 and sets the commitment to addressing climate change within this aim. An updated version of the Programme will be considered instead, if published prior to submission of the Further Application for the ICOL OnTW.

²² <http://www.legislation.gov.uk/ukpga/2018/16/contents/enacted>

²³ <https://www.legislation.gov.uk/ukdsi/2019/9780111187654>

²⁴ <https://www.gov.uk/government/publications/energy-white-paper-powering-our-net-zero-future>

²⁵ <https://www.theccc.org.uk/publication/2021-progress-report-to-parliament/>

²⁶ <https://www.theccc.org.uk/publication/sixth-carbon-budget/>

²⁷ <http://www.legislation.gov.uk/asp/2019/15/enacted>

²⁸ <http://www.legislation.gov.uk/asp/2009/12/contents>

²⁹ <https://www.theccc.org.uk/wp-content/uploads/2020/10/Reducing-emissions-in-Scotland-Progress-Report-to-Parliament-FINAL.pdf>

³⁰ <https://www.gov.scot/publications/protecting-scotland-renewing-scotland-governments-programme-scotland-2020-2021/>

Climate Change and Energy Legislation and Policy	Summary of Document
Update to the Climate Change Plan 2018 – 2032: Securing a Green Recovery on a Path to Net Zero (2020) ³¹	This document updates the Scottish Government's legislative commitment to reduce emissions by 75% by 2030 and to reach net-zero by 2045. Embedded within these targets is a focus to evolve and update policy that will continue the growth of renewable energy generation.
The Scottish Government's Offshore Wind Policy Statement (2020) ³²	This document states that the Scottish Government believes that as much as 11 GW of offshore wind capacity is possible in Scottish waters by 2030. One of the key aims of the document is to review and improve the processes for achieving this within the planning and consenting frameworks.
Draft Sectoral Marine Plan for Offshore Wind Energy (2019) ³³	Consulted upon during late 2019 into Spring of 2020 this draft plan aims to identify the most sustainable options for future development of commercial—scale offshore wind energy in Scotland.

³¹ <https://www.gov.scot/publications/securing-green-recovery-path-net-zero-update-climate-change-plan-20182032/>

³² <https://www.gov.scot/publications/offshore-wind-policy-statement/>

³³ <https://www.gov.scot/publications/draft-sectoral-marine-plan-offshore-wind-energy-2019-consultation-analysis-report/>

6 Ecology

6.1 Introduction

6.1.1 Objectives

1. This chapter of the 2021 Inchcape Onshore Transmission Works (OnTW) Scoping Report reviews the baseline environment and assessment methodology within the 2018 EIA Report, and the validity of its conclusions regarding the impacts on Ecology (including benthic ecology and ornithology) from the ICOL OnTW, in the context of a Further Application.
2. The 2018 Ecology impact assessment is detailed in the following chapters and Appendices of the 2018 EIA Report.

Chapter 6: Ecology
[ICOL Data Library - Chapter 6](#)
Appendix 6A: Original Ecological Surveys (2012/13)
[ICOL Data Library - Appendix 6A](#)
Appendix 6B: Updated Ecological Surveys (2017)
[ICOL Data Library - Appendix 6B](#)
Appendix 6C: Intertidal and Near-shore Bird Surveys (2012/13)
[ICOL Data Library - Appendix 6C Part 1 of 4](#)
[ICOL Data Library - Appendix 6A Part 2 of 4](#)
[ICOL Data Library - Appendix 6C Part 3 of 4](#)
[ICOL Data Library - Appendix 6C Part 4 of 4](#)

3. It is noted that the effects on habitat loss/disturbance and direct disturbance on intertidal and coastal seabirds as a consequence of both the installation of the Export Cable as well the construction and operation of the onshore works, were principally addressed in the earlier EIA documents for the respective marine s36 applications for the Inchcape Offshore Wind Farm in 2013, and in 2017 as well as 2018 EIA Report. A link to those applications is provided below.

2013 ICOL Offshore Wind Farm s36 Consent documents
[Section 36 Consent - Construction and Operation of Offshore Windfarm and Transmission Works - Inch Cape Offshore Windfarm, Firth of Forth | Marine Scotland Information](#)
2017 ICOL Offshore Wind Farm EIA Report
[ICOL Data Library - 2017 ICOL Offshore Wind Farm](#)

4. Reference is made to the potential cumulative effects of the Seagreen 1A 2021 OnTW application. A link to that application is provided below.

Seagreen 1A OnTW Application
[Documents | SSE Seagreen 1A](#)

6.2 Potential Impacts

5. The majority of the Application Site is comprised of concrete and compacted hardcore associated with the demolished former Cockenzie Power Station and the existing Cockenzie Substation. Semi-natural habitats are generally limited to small patches of managed, low biodiversity value grassland interspersed with small areas of scattered scrub and a limited number of broad-leaved trees. There is also a small area of intertidal rock and boulder habitat forming the Firth of Forth shoreline.
6. Although there are no designated sites of nature conservation value within the Application Site, the intertidal shoreline immediately to the west is part of the Firth of Forth Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI). Furthermore, the adjacent coastal waters are part of the Outer Firth of Forth and St. Andrews Bay Complex SPA. These large protected sites include a variety of coastal and estuarine habitats which support large numbers of overwintering and passage wetland birds and breeding seabirds.
7. In contrast, historic breeding and winter bird surveys identified that very few species of conservation value used any of the habitats within the Application Site.
8. Through the scoping process for both the 2018 Inchcape OnTW application and the landfall element for the Export cable of the OfTW for the Inchcape Offshore Wind farm EIA s36 application, both East Lothian Council (ELC) and SNH (now NatureScot) considered evidence showing the negligible to low biological value and ecological sensitivity of the locality in general, including the former Cockenzie Power Station site within which the Application Site is located. Including:
 - a. Given the demolition and clearance of the Cockenzie Power Station, and absence of these species in the 2017 survey of the Application Site, the ornithology interests that had historically been noted by ELC's Biodiversity Officer (peregrine and barn owl) were no longer present and were no longer considered to be a concern.
 - b. An Extended Phase 1 Habitat Survey in 2017 confirmed no significant habitat change in the landfall area since 2013. Consequently, the predicted effects on terrestrial avian interests, terrestrial habitats and non-avian protected species were recognised as not significant. As any impacts from the OnTW alone and in combination with other projects would not be significant, these terrestrial natural heritage elements were scoped out of the 2018 EIA assessment.
9. The 2018 EIA therefore focused on potential impacts on the habitats and qualifying species of:
 - The Firth of Forth SPA;
 - The Outer Firth of Forth and St. Andrews Bay Complex SPA and their associated qualifying interests; and

- Any other European designated (Natura 2000) sites³⁴ which may be relevant.
10. The potential impacts considered were for construction, operation and decommissioning of the OnTW, with particular emphasis on the potential construction phase effects of the export cable/landfall and OnTW on: permanent habitat loss, temporary habitat disturbance, noise and visual disturbance to intertidal and near shore birds, potential contamination of habitats and accidental killing and/or injury of wildlife.
 11. The Table below shows which potential impacts were 'scoped in' and 'scoped out' of the 2018 EIA Report by the 2017 East Lothian Council (ELC) Scoping Opinion.

Table 6.1: Ecology - ELC 2017 Scoping Opinion for the 2018 EIA Report

Ecology	ELC 2017 Scoping Opinion Element Scoped In to 2018 EIA Report?
Ecology (Construction and Decommissioning)	
Permanent Habitat Loss (including designated sites)	No
Temporary disturbance of intertidal habitats through cable installation works and construction areas;	Yes
Disturbance of locally occurring wildlife (principally intertidal and near shore waterbirds)	Yes
Pollution of terrestrial and coastal habitats	Yes
Killing and/or injury of locally occurring wildlife	No
Ecology (Operation)	
Disturbance of locally occurring wildlife (principally intertidal and near shore waterbirds)	Yes
Pollution of habitats	Yes
Impact of planting/landscaping on biodiversity	Yes
Cumulative (Ecology/Ornith)	
Cumulative Permanent Habitat Loss	No
Cumulative Temporary Habitat Disturbance	Yes
Cumulative Disturbance of Wildlife	Yes
Cumulative Killing and/or injury of locally occurring wildlife	No
Cumulative Pollution of Habitats	Yes
Impacts and Cumulative Impacts on Natura Sites (HRA)	Yes

³⁴ Post Brexit, the term European sites is being retained and will continue to refer to sites already designated at the time of exit as well as any new sites brought forward under the appropriate regulations after EU exit. European sites now form part of a UK-wide network of protected sites. References to the Natura 2000 network should be read as references to the UK site network.

6.3 Summary of the 2018 EIA Report - Ecology

6.3.1 Impact Assessment

6.3.1.1 OnTW

Habitats

12. The assessment of the impacts on intertidal benthic habitats (i.e. marine algae and benthic fauna) concluded that the removal of intertidal and sublittoral rocky shore biotopes along the cable corridor would be an impact of low magnitude impact and Negligible/Minor non-significant residual effect. The intertidal habitat within the Application Site was expected to be of negligible importance to wading bird species, particularly those associated with the designated sites of the Firth of Forth, and any resulting effects were predicted to be Minor/Moderate and **non-significant** in EIA terms.

Birds

13. A number of bird disturbance studies conducted over the course of the 2013 and 2017 marine EIA applications, concluded that disturbance impacts associated with the installation of the Export Cable would be temporary and localised and not significant, with the waterbirds which use the habitats adjacent to the Application Site expected to be habituated to reasonably high levels of disturbance from both the historical operation and demolition of the former Cockenzie Power Station, as well as regular human activities from behind the seawall along public footpaths and open greenspace, from walkers, dogs, cyclists and vehicles using the local car park.
14. Regarding the Onshore substation specifically, the likelihood of disturbance during either construction and operation phases, of adversely affecting intertidal and near shore waterbirds of the Firth of Forth is significantly reduced by the fact that it is located approximately 120 m inland from the coastal margin.
15. Impacts from possible pollution during construction and operation were also considered as part of the assessment. Pollution prevention and mitigation were built into the Embedded Mitigation management procedures for both of these phases of development to avoid significant impacts occurring. For the construction phase, the deployment of an Ecological Clerk of Works (ECoW) was incorporated into the requirements for the Construction and Environment Management Plan (CEMP), to ensure pollution prevention measures would be fully in place and operational, and ensuring that birds and their habitats would be monitored and protected from significant disturbance.
16. The 2018 EIA Report was also supplemented by a detailed Habitats Regulations Appraisal (HRA), which concluded no adverse effect on the Firth of Forth SPA, the (at the time), proposed Outer Firth of Forth and St. Andrews Bay Complex SPA, the Forth Islands SPA or any other Natura 2000 site. This was the case for the OnTW alone, and in combination with other plans and projects.
17. Therefore, the 2018 EIA Report concluded that disturbance of the habitat and high sensitivity qualifying bird species of the Firth of Forth SPA, Ramsar Site and SSSI, Forth Islands SPA



and Outer Firth of Forth and St. Andrews Bay Complex pSPA, as a consequence of the construction and operation of the OnTW, would be of negligible magnitude. Given the high sensitivity of these Important Ecological Features (IEFs) this results in a Minor/Moderate and **non-significant** residual effect

6.3.1.2 2018 Cumulative Impact Assessment (CIA)

18. The assessment considered the cumulative effects of the Inchcape OnTW, the Inchcape OfTW and the Inchcape Offshore Wind Farm, as well as the Blindwells housing development 1.5km from the Application Site. Potential interactions were determined to occur between the cable installation in the nearshore/intertidal and landfall of the Export cable, and the onshore cabling works only.
19. The assessment concluded that there would be no cumulative impacts of disturbance to either the subtidal or terrestrial habitats and hence no cumulative effects of habitat disturbance between the OfTW and the OnTW. As a result, it was concluded that there were **no significant** cumulative or in-combination effects.

6.3.2 Public Inquiry Assessment

20. The assessment of the ecological element of the OnTW development, undertaken by a Reporter at Public Inquiry on behalf of the Scottish Ministers (Appendix 1A pars 4.103-4.107) concluded:

The assessment of impacts considers Embedded Mitigation designed to avoid or minimise potential impacts.

Consequently, during the construction phase the effects of potential impacts are expected to be of no more than Minor / Moderate and non-significant effect.

During the operational phase, impacts are expected to be limited, occasional and temporary, the effects of which are predicted to be no more than Minor / Moderate effect.

During the decommissioning phases effects are expected to be equivalent to, and potentially lower than, those predicted for the construction phase.

The Habitats Regulation Appraisal submitted alongside the 2018 EIA Report considered the conservation objectives of the Outer Forth and St. Andrews Bay pSPA in relation to the predicted effects of the OnTW, both alone and in combination with other plans and projects, it can be concluded that there will be no adverse effect on the integrity of the Outer Firth of Forth and St. Andrews Bay Complex pSPA.

The Council's Biodiversity Officer has no biodiversity concerns to raise while SNH and RSPB support the conclusions of the ecology assessment. The Council's Biodiversity Officer, SNH and RSPB all agree that a conclusion can be reached that there will be no adverse effect on the integrity of a European site for the purposes of Habitats Regulations Appraisal.

21. The Embedded Mitigation was referred to when agreeing the conditions with ELC namely Conditions 3 (Embedded Mitigation: species protection plans), 4 (CEMP (including requirement for an ECoW) and 14 (landscape planting – biodiversity enhancement).
22. A full list of conditions can be found in Appendix 1B.

6.4 2021 Scoping and EIA Update

23. As stated in Chapter 3 of this report, this chapter considers if there have been any changes to the following aspects of the 2018 EIA Report:
 - Policy and Legislation;
 - Embedded Mitigation
 - Baseline Environment;
 - Assessment Methodology;
 - Impact Assessment
 - Cumulative Effects; and
 - Conclusions and Residual Effects.

6.4.1 Consultation

24. Given the long-term involvement of the ecological consultants (RPS) retained to undertake assessments of the Export Cable (covering the 2013, 2017 and 2018 submissions, as well as consultations on habitats in 2020 and this current 2021 Scoping and EIA Update), the natural heritage issues previously raised by consultees over this period are well known to the authors of this Scoping Report. RPS ornithologists and ecologists are also based locally to the site, having visited it on several occasions, and are therefore very familiar with the locality and its baseline natural heritage features. These circumstances have helped considerably in anticipating and taking into account feedback from consultees.
25. For the purposes of this 2021 scoping exercise, consultation was undertaken with the ELC (Biodiversity Officer) and NatureScot (NS) to address/confirm the currency of the 2018 EIA baseline information and methodology.
 - ELC Biodiversity Officer was contacted via email on 6th August and a response is awaited.
 - NatureScot was contacted via email on 5th August 2021 and have responded to request the proposed approach.
26. In light of the substantial baseline data, information available, the previous applications, adjoining applications and previous consultation, it is anticipated that no objection would be raised to the conclusions presented below.
27. Full correspondence related to consultation for this Scoping Report is found in **Appendix 4A**

6.4.2 Policy and Legislation

28. The following Policies relevant to the Ecology chapter, as applied within the 2018 EIA Report are listed below, alongside any amendments/updates, with comment on how these changes could affect the Further Application.

Table 6.2: Relevant Policies and Legislation - 2018 and 2021 comparison - Ecology

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
Council Directive 2009/147/EC on the Conservation of Wild Birds (the Birds Directive)	Amended by the Scottish Government (2020) EU Exit Habitat Regulations Scotland	Still applicable
The Conservation (Natural Habitats &c.) Amendment (Scotland) Regulations 2012, relating to reserved matters in Scotland	Amended by the Scottish Government (2020) EU Exit Habitat Regulations Scotland	Still applicable
Wildlife and Countryside Act 1981 (as amended)	Still applicable	N/A
The Nature Conservation Act (Scotland) Act 2004	Still applicable	N/A
The Wildlife and Natural Environment (Scotland) Act (2011)	Still applicable	N/A
Nature Conservation: Implementation in Scotland of the Habitats and Birds Directives: Scottish Executive Circular 6/1995 as amended (June 2000)	Still applicable	N/A
East Lothian Local Plan 2008	Superseded (see below)	Considered in 2018 EIA
East Lothian Proposed Local Development Plan 2016 (Emerging)	East Lothian Local Development Plan 2018 (Adopted)	Proposed East Lothian Local Development Plan 2016 was considered in the 2018 EIA Report. Relevant changes in the adopted East Lothian Local Development Plan 2018 are commented upon in Chapter 5: Policy and Legislation

29. No material changes to the assessment methodology have been identified as a result of the Policy and Legislation review.

6.4.3 Embedded Mitigation

30. Embedded Mitigation which applies to the Ecology chapter assessments is related to the implementation of a CEMP; monitoring of construction works by an ECoW; pre-construction

bird and protected species surveys; and best practice relating to locally occurring wildlife, breeding birds and marine non-native species. In particular, measures to avoid or minimize disturbance to inter-tidal and nearshore roosting, feeding or loafing birds will be implemented through screening of construction works.

31. For terrestrial habitat mitigation, a mix of native tree and shrub planting will be carried out. This planting is expected to provide some minor ecological benefits, by creating a more diverse and species-rich range of scrub and tree habitats that will benefit wildlife.
32. As discussed in Chapter 2 Project Description of this Scoping Report, and in light of assessing the current baseline environment (see below), compared to that previously present, there is no requirement to update or change the proposed Embedded Mitigation (see **Appendix 2A**).

6.4.4 Baseline Environment

6.4.4.1 Data Sources, Information Gaps and Limitations

- 17 The amount of survey work and data sources available for this section of the coastline are substantial, having been updated for a range of EIA applications since 2013, the most recent being for the Seagreen 1A Offshore Export Cable Application in 2020, the landfall section of which was also addressed on the EIA Report for the Seagreen 1A 2021 OnTW application. Relevant updates on the data sources are provided in **Table 6.3** below.
33. A review of the ecological baseline environment established by surveys and desk research carried out as part of the 2018 EIA Report was undertaken for this scoping exercise with reference to most recent (2020/2021) ecology surveys undertaken for the Seagreen 1A Offshore Export Cable Application.
34. Walkover surveys were undertaken around the Application Site in January and August 2021 to update the potential biodiversity status since the demolition and reinstatement of the site was completed in 2017.
35. The 2018 EIA Study Area remains applicable, and no new ecological receptors have been identified within this review

Table 6.3: Ecology – Review of Data Sources

Ecological Feature	Data Sources / Surveys applied to the 2018 EIA	Data Sources/Surveys up-dated for 2021 Scoping
Phase 1 Habitat Survey	Yes	Seagreen 1A 2021
Protected Species Survey	Yes	Seagreen 1A 2021
Breeding Bird Survey	Yes	Seagreen 1A 2021
Inter-tidal and Nearshore Bird Survey	Yes	Seagreen 1A 2021
Wetland Bird Survey (High Tide)	Yes	British Trust for Ornithology (BTO)
Wetland Bird Survey (High Tide)	Yes	BTO

36. As a result of the desk study research review, consideration of surveys completed by the applicant's ecological consultants (RPS) and the local and up to date knowledge of key RPS staff of the site and its surroundings, it is considered there are no significant data gaps, and that comprehensive contemporary and background ecological baseline data are sufficient to complete this assessment.

6.4.4.2 *Cumulative Effects*

37. A review of ELCs planning portal has been carried out and confirmed that there are no significant additional developments that need to be taken into account for the cumulative (or in combination) assessment. This was confirmed by ELC Planning (see Chapter 3.1.2 Approach to Scoping Cumulative Impacts).
38. Information available for the potential cumulative effect by the Seagreen 1A OnTW planning application was accessed from ELC Planning Portal (Ref. 21/00290/PPM). (Seagreen 1A: Onshore Transmission Works EIA Report published in March 2021).

6.4.5 **Assessment Methodology**

39. The principal guidance document and information used to inform the assessment of potential impacts on ecology was Guidelines for Ecological Impact Assessment in the UK and Ireland (CIEEM 2018)³⁵. This was applied for the 2018 EIA assessment and remains valid.
40. There has been no change to professional guidance to warrant amendment of the sensitivity criteria or impact significance thresholds

6.4.6 **Impact Assessment**

6.4.6.1 *OnTW*

41. The walkover surveys of the Application Site in January and August 2021, combined with the substantial habitat, bird and protected species data available for the Application Site and its immediate surroundings provide a robust contemporary baseline from which to inform the assessment of effects on natural heritage interests from the potential impacts identified in Section 6.2 above.
42. Based on the review of the most recent surveys/data sources from 2020/2021 (**Table 6.3**) which are available for this section of the coastline, no material change has occurred to the baseline, and no change is required to the 2018 EIA Report impact assessment sensitivity criteria. No significant effects were identified in the 2018 EIA Report and this conclusion has not changed for the 2021 Further Application.

³⁵ CIEEM(2018) Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, freshwater, Coastal and Marine. Chartered Institute of Ecology and Environmental Management, Winchester.

6.4.6.2 Cumulative Impact Assessment

43. The potential for significant cumulative effects associated with the Regulation 11 Further Application has been reviewed in light of the proposed Seagreen 1A OnTW planning application.
44. Based on the sensitivities identified above, there is the potential for significant cumulative effect to the coastal habitats and bird species of the adjacent designated sites due to the additional Seagreen 1A landfall located within 500 m from the north west boundary of the Application Site and associated Inchcape export cable corridor and landfall.
45. Further inland, the Seagreen 1A substation is located on the land formerly associated with Preston Links Colliery on the southern side of Edinburgh Road and within 400m of the Inchcape substation consented developable area
46. The predicted cumulative residual effects from the operational phase of the proposed Seagreen 1A OnTW (i.e. after mitigation) are limited in spatial and temporal extent, and are **not significant** for habitats, protected species or birds.
47. The only phase where concurrent activities are potentially more of a risk of causing a cumulative effect is during construction works, due to potential disturbance to birds.
48. Specifically, the spatial extent of cumulative disturbance would be greater if both the ICOL OnTW and Seagreen 1A OnTW were constructed over the same period. The potential disturbance footprint would be larger as a result.
49. Alternatively, the temporal extent (i.e. the duration) of disturbance would be greater if the ICOL OnTW and Seagreen 1A OnTW were constructed one after the other (or over an overlapping period). This would prolong the risk of disturbance beyond that for the ICOL OnTW project in isolation, sustaining the effects on birds over a longer continuous period.
50. The conclusions regarding cumulative effect between the two OnTW projects, as stated in the Seagreen 1A OnTW cumulative assessment are supported by this review. Even taking into account the risk of cumulative spatial or temporal disturbance, the predicted cumulative (and in combination) effects are not considered significant. This is because:
 - The localities birds are highly habituated to sources of disturbance, including people, dogs, bikes and nearby road traffic.
 - The construction activity for both export cables is temporary and is not predicted to add materially to disturbance sources taking account of similar Embedded Mitigation.
 - The fencing off of the construction areas and the health and safety cordons that would be put in place throughout the construction period have the potential to in fact reduce the extent and intensity of disturbance, by reducing the number of people, dogs and cyclists in the area that currently result in a high level of disturbance to birds.

6.5 Conclusion and Residual Effects

51. Based on the above review, the conclusions of the 2018 EIA remain valid i.e. no significant residual effects are predicted. This conclusion is made with due regard to the most recent



survey data and knowledge, and by an understanding of the potential for cumulative impacts from the Seagreen 1A OnTW.

52. The cumulative effects of the Seagreen 1A OnTW with the ICOL OnTW are considered to be negligible, and therefore no significant environmental effects would arise upon ecological and nature conservation interests that require assessment through a new EIA Report.
53. **It is recommended that this topic is Scoped out of any further EIA assessment.**

7 Hydrology, Hydrogeology and Geology

7.1 Introduction

7.1.1 Objectives

- 1 This chapter of the 2021 Inchcape Onshore Transmission Works (OnTW) Scoping Report reviews the baseline environment and assessment methodology within the 2018 EIA Report, and the validity of its conclusions regarding the impacts on hydrology, geology and hydrogeology of the OnTW, in the context of a Further Application.
- 2 It also includes an assessment of the potential impacts relating to flood risk, potential ground contamination and risk from previous surface and deep mining activity.
- 3 The 2018 Hydrology, Geology and Hydrogeology impact assessment is detailed in the following chapters and Appendices of the 2018 EIA Report.

Chapter 7: Hydrology, Hydrogeology and Geology

[ICOL Data Library - Chapter 7](#)

Appendix 7A: Flood Risk Assessment

[ICOL Data Library - Appendix 7A](#)

Appendix 7A: Coal Mining Risk Assessment

[ICOL Data Library - Appendix 7B](#)

Appendix 7A: Site Photography

[ICOL Data Library - Appendix 7C](#)

Appendix 7A: CAR Licences

[ICOL Data Library - Appendix 7D](#)

- 4 Reference is made to the potential cumulative effects of the Seagreen 1A 2021 OnTW application. A link to that application is provided below.

Seagreen 1A OnTW Application

[Documents | SSE Seagreen 1A](#)

7.2 Potential Impacts

- 5 The Application Site is immediately adjacent to the Firth of Forth, with potential risks associated with coastal flooding and construction discharges to coastal waters.
- 6 The Application Site is predominantly underlain by Made Ground owing to the former operations as a power station, with consequential potential for contaminated material. Groundwater effects across the Application Site and the surrounding area will be limited by the presence of low permeability superficial deposits (Till) and the Made Ground.
- 7 There are no significant rivers or burns that flow through or near the Application Site. There are no public or private water supplies within the Application Site and no significant Scottish Water sewers or water pipes that would be directly affected by the OnTW.
- 8 Potential impacts considered for the 2018 EIA included changes to runoff and flooding, groundwater infiltration, changes to the hydrogeological regime, water quality impacts due to construction materials/machinery, disturbance of mine shafts/shallow mineral workings, and disturbance of potentially contaminated soils.



- 9 A summary of topics which were considered in Scoping Opinion for further assessment in the 2018 EIA Report is provided below.

Table 7.1: ELC 2017 Scoping Opinion for the 2018 EIA Report – Hydrology, Hydrogeology and Geology

Hydrology, Geology, Hydrogeology	ELC 2017 Scoping Opinion Element Scoped In to 2018 EIA Report?
Construction	
Flooding of the works or Application Site during construction (fluvial, wave or tidal)	Yes
Surface erosion due to wind or water (construction, de-commissioning and operation)	No
Disturbance of subsurface: made ground (infilled colliery waste), possible demolition rubble/ historic foundations left following demolition of power station.	Yes
Residual contamination from power station (leaks and spills of hydrocarbons)	Yes
Destabilisation of coal mine workings and release of gases from mine workings	Yes
Effects of dredging or other works in inter-tidal zone on possibly contaminated sediments.	Yes
Disposal of waste from welfare facilities	Yes
Flooding of property off-site as a consequence of development	Yes
Operational	
Flooding of the Application Site fluvial, wave or tidal)	Yes
Impact on subsurface infrastructure and off-site areas from historical contamination.	Yes
Pollution of private water supplies	Maybe* (No)
Impact on off-site areas and infrastructure from historical contamination	Yes
Decommissioning	
The potential effects will be similar to, and no worse than, those experienced at the Construction stage.	Yes
Cumulative	
Concurrent groundwater impacts with adjacent operational substation – pollution of private water supplies	Maybe** (No)
Concurrent groundwater impacts with adjacent operational substation – impact from historical contamination	Maybe** (No)



* The 2014 scoping did not identify any private water supplies and ELC Environmental Health and Protection have made no comment on this matter. If there are no such supplies (which can be confirmed with ELC Environmental Health and Protection) there is no need to report on this in the ES.

**Consent for the Combined Cycle Gas Power Station on the adjacent site has expired. If the PPC permit is surrendered and there is no Scoping Request or application on the adjacent site prior to application this can be scoped out.

7.3 Summary of 2018 Impact Assessment

7.3.1 Impact Assessment

- 10 Potential receptors considered in the assessment included the Leith Docks to Port Seton coastal water body, groundwater bodies, hydrology catchments, soils, and geology. It was identified that parts of the Application Site may be at risk of localised flooding due to surface water, groundwater and any overtopping coastal water not being able to drain away to the sea, although the Application Site was not considered to be at risk of tidal flooding except in the most extreme events.
- 11 Embedded Mitigation to remove or minimise potential impacts included the implementation of a Construction Environmental Monitoring Plan (CEMP), site investigation to inform the detailed site design, use of construction drainage systems, and a Sustainable Drainage System (SuDS) for the operational site, post construction of the OnTW.
- 12 With implementation of this mitigation it was assessed that there would be no significant effects on hydrology, geology or hydrogeology as a result of construction, operation and decommissioning of the OnTW.

7.3.2 2018 Cumulative Impact Assessment (CIA)

- 13 Cumulative impacts were also considered in the 2018 EIA Report, including the potential for the cumulative effects of different construction activities occurring across the Application Site, and between the different elements of the OnTW, as well as cumulative impacts with other developments. It was assessed that there were **no significant** cumulative impacts.

7.3.3 Public Inquiry Assessment

- 14 The assessment of the 2018 EIA Report and planning application was undertaken by Public Inquiry, on behalf of the Scottish Ministers, in 2018 (**Appendix 1A**, pars 5.29-5.31)
- 15 No objections were raised to the 2018 EIA Report and planning application regarding hydrology, geology or hydrogeology by the ELC Biodiversity Officer, ELC Environmental Health Department, Scottish Water, Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (now NatureScot), or the Coal Authority, and therefore these aspects did not form part of the Inquiry.
- 16 However, flood risk was considered. In this regard the Reporter confirmed that the development should be considered “Essential Infrastructure” rather than “Critical Infrastructure” (as per SEPA’s Land Use Vulnerability Classification), and that this should define the level of flood risk and flood protection which would be required (*par. 4.95*)



- 17 On this basis, the Reporter considered that the development described in the 2018 EIA Report had been designed to an appropriate design standard, and flood risk had been adequately assessed, with the final design flood risk being able to be addressed through appropriate mitigation secured by planning condition.
- 18 As a result of that assessment, the following conditions related to hydrology, geology and hydrogeology were attached to the planning permission in principle (PPP) Condition 4: Construction Environmental Management Plan (CEMP), Condition 9: Site Investigation (and remediation (if required)), Condition 10: related to Drainage, and Condition 12: regarding levels of Flood Risk.
- 19 The full text of the conditions can be found in **Appendix 1B**.

7.4 2021 Scoping and EIA Update

- 20 As stated in Chapter 3 of this report, this chapter considers if there have been any changes to the following aspects of the 2018 EIA Report:
- Policy and Legislation;
 - Embedded Mitigation
 - Baseline Environment;
 - Assessment Methodology;
 - Impact Assessment
 - Cumulative Effects; and
 - Conclusions and Residual Effects.

7.4.1 Consultation

- 21 For the purposes of this 2021 scoping exercise, further consultation has been undertaken with ELC (in respect of flooding, drainage and contaminated land) and SEPA (with regard to flooding).
- 22 SEPA responded on 10 August 2021 to advise that the “proposed methodology is comprehensive and we look forward to receiving the scoping report in due course”.
- 23 ELC’s Flood Officer provided an update on 16 August 2021 to advise that a response to the consultation would be issued shortly.
- 24 ELC’s Contaminated Lands Officer responded on 16 August 2021 to confirm that they were content with the methodology for the Scoping Report in relation to contaminated land aspects.

7.4.2 Policy and Legislation

- 25 The following key policies and legislation relevant to hydrology, geology and hydrogeology as applied to the 2018 EIA Report are listed below, alongside any amendments/updates, with comment on how these changes could affect the Further Application.

Table 7.2: Relevant Policies and Legislation - 2018 and 2021 comparison

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
Scottish Planning Policy (2014)	SPP (2014) (A revised SPP, published December 2020 was quashed (21 st July 2021) following a judicial review at the Court of Session	None
Water Environment and Water Services (Scotland) Act 2003;	The Environment (EU Exit) (Scotland) (Amendment etc.) Regulations 2019	No change or effect
Water Environment (Controlled Activities) Regulations 2011	The Environment (EU Exit) (Scotland) (Amendment etc.) Regulations 2019	No change or effect
Scotland's Marine Plan, Marine Scotland, 2015	Remains applicable.	No change or effect
Shellfish Directive 2006/113/EC	Withdrawn	No change or effect
The Groundwater Directive 2006/118/EC	The Environment (EU Exit) (Scotland) (Amendment etc.) Regulations 2019 Remains applicable.	
Groundwater Protection Policy for Scotland v3, Environmental Policy Number 19 (2009)	Remains applicable.	No change or effect
Environmental Protection Act 1990: Part IIA Contaminated Land, with the Scottish Regulations listed below:		
The Contaminated Land (Scotland) Regulations 2000 (SSI 2000 No.178) and their amendments made under Part IIA of the Environmental Protection Act.		
The Contaminated Land (Scotland) Regulations 2005 (SSI 2005/658) amended Part IIA to provide a definition of water pollution for the purposes of Part IIA.	The Environment (EU Exit) (Scotland) (Amendment etc.) Regulations 2019. No change or effect	
Environmental Protection Act 1990 - Part IIA Contaminated Land: statutory guidance edition 2, prepared by the Scottish Government, provides the detailed framework for the definition, identification and remediation of contaminated land, as well as exclusion from,		

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
and apportionment of, liability for remediation and the recovery of costs of remediation and relief from hardship.		
Groundwater Protection Policy for Scotland v3, Environmental Policy Number 19 (2009)	Remains applicable.	No change or effect
Radioactive Contaminated Land (Scotland) Regulations 2007, and their Statutory guidance listed below.	Remains applicable.	No change or effect
The Radioactive Contaminated Land (Scotland) Amendment Regulations 2009: Statutory Guidance	Remains applicable.	No change or effect
East Lothian Council Shoreline Management Plan (ELC, 2002)	Remains applicable	No change or effect
River Basin Management Plan for the Scotland River Basin District: 2015 – 2027 (Natural Scotland, Dec 2015)	Remains applicable	No change or effect
East Lothian Local Plan 2008. Key policies were Policy DP15 (Sustainable Urban Drainage Systems; and Policy D16 (Flooding).	The 2008 Plan is superseded by the East Lothian Local Development Plan 2018.	Previous policies have been replaced by Policy NH10 (Sustainable Urban Drainage Systems) and Policy NH11 (Flood Risk).

- 26 A similar comparative table listing any changes to Advice or Guidance relevant to hydrology, geology and hydrogeology is provided below.

Table 7.3: Relevant Planning Advice and Guidance - 2018 and 2021 comparison

Relevant Planning Advice and Guidance 2018	Relevant Planning Advice and Guidance 2021	Effect of any change
Scotland's Marine Plan, Marine Scotland, 2015	Remains applicable.	No change or effect
Planning Advice Note (PAN) 33 provides advice on the implications of the contaminated land regime (Part IIA) for the planning system.	Remains applicable.	No change or effect
Groundwater Protection Policy for Scotland v3, Environmental Policy Number 19 (2009)	Remains applicable.	No change or effect
Pollution Prevention Guidelines (Scottish Environment Protection Agency, various dates)	Remains applicable	No change or effect
Land Use Planning System – SEPA Guidance Note 31 (GWDTEs and	Revised 2017	No change or effect

Relevant Planning Advice and Guidance 2018	Relevant Planning Advice and Guidance 2021	Effect of any change
Groundwater Abstractions), SEPA, October 2014		
Planning Advice Note PAN 33: Development of Contaminated Land (2000)	Revised 2017	No change or effect
Planning Advice Note PAN 61: Planning and Sustainable Urban Drainage Systems (2001)	Remains applicable	No change or effect
Planning Advice Note PAN 79: Water and Drainage (2006)	Remains applicable	No change or effect
SEPA Land Use Planning System Development Plan Guidance Note 2a (2015)	Revised 2018	No change or effect
SEPA Land Use Planning System Development Plan Guidance Note 2b (2017)	Remains applicable	No change or effect
Land Use Planning System SEPA Development Plan Guidance Note 2e (2015)	Remains applicable	No change or effect
SEPA Planning Background Paper Flood Risk (2015)	Revised 2018	No change or effect
SEPA Land Use Vulnerability Guidance (2012)	Revised 2018	No change or effect
SEPA Planning Guidance: Strategic Flood Risk Assessment: SEPA technical guidance to support development planning (2015)	Remains applicable	No change or effect
Scottish Government Online Planning Advice on Flood Risk (2015)	Remains applicable	No change or effect
SEPA Land Use Planning System Guidance Note LUPS-GU3: Planning guidance on land subject to contamination issues (2012)	Remains applicable	No change or effect
The SuDS Manual C753, CIRIA, 2015	Remains applicable	No change or effect
Environmental Good Practice on Site C692, CIRIA, 2010	Revised 2015	Environmental good practice on site guide (fourth edition) (C741)

7.4.3 Embedded Mitigation

- 27 Embedded Mitigation which applies to hydrology, geology and hydrogeology is related to the management of contaminated land, flood risk and drainage, during construction, operation and decommissioning.



- 28 As discussed in Chapter 2 Project Description of this Scoping Report, there is no requirement to update or change the proposed Embedded Mitigation (see **Appendix 2A**).

7.5 Baseline Environment

7.5.1 Data Sources, Information Gaps and Limitations

- 29 The data sources used to develop the necessary understanding of the baseline information are outlined in Section 7.6.2 of 2018 EIA Report and are confirmed to remain applicable and contemporary.

7.5.2 Cumulative Effects

- 30 Information available concerning the potential cumulative effect on hydrology, geology and hydrogeology by the Seagreen 1A OnTW planning application was accessed from the ELC Planning Portal (ref. 21/00290/PPM - Seagreen 1A: Onshore Transmission Works EIA Report, published in March 2021).
- 31 The Seagreen 1A: Onshore Transmission Works EIA Report confirms the baseline conditions presented in the 2018 EIA Report.

7.5.3 Assessment Methodology

- 32 As **Table 7.3** confirms, the key guidance for the assessment of impacts relating to hydrology, geology and hydrogeology (including mining risk and flood risk) remains applicable to this 2021 assessment.
- 33 There has been no change to the sensitivity criteria or impact significance thresholds.

7.5.4 Impact Assessment

7.5.4.1 OnTW

- 34 Based on the above review of baseline information, current legislation, policies and assessment methodology it is concluded that the potential direct effects, during construction, operation, and decommissioning phases of the OnTW, are the same as those presented in the 2018 EIA Report and that there are **no significant** direct effects upon hydrology, geology and hydrogeology for the Further Application.

7.5.4.2 Cumulative Impact Assessment

- 35 Consideration of potential cumulative effects presented below has addressed the potential cumulative/in-combination effects with the proposed Seagreen 1A OnTW planning application.
- 36 During the construction phase, both OnTW's have the potential to affect surface water flows, groundwater flow or surface or groundwater quality. The probability of a pollution event occurring at more than one construction area at the same time is considered to be very low, and given that all elements of the ICOL construction (at least) will be undertaken in accordance with a CEMP, the risk is further reduced. No significant cumulative or in-combination construction effects are therefore anticipated. Section 7.5.14 of the Seagreen 1A OnTW EIA



Report concluded that the cumulative effect on surface and groundwater quality would be no greater than for the proposed Seagreen development alone, and that the cumulative impact on surface and groundwater flows would be negligible.

- 37 During the operational phase there are not considered to be any potential cumulative impacts arising from the two OnTWs, since measures are included in the site design of both the ICOL and Seagreen developments to ensure the developments do not result in any significant effects on hydrology, geology or hydrogeology. It is noted that the measures proposed for the Seagreen development (see Section 7.6 of the Seagreen 1A OnTW EIA Report) include a focussed intrusive Site Investigation to identify environmental risks, development of a contaminated soil and water management plan as part of a Construction Environmental Management Plan, design of contamination isolation measures, and design of a Sustainable Drainage System for the development.
- 38 Potential decommissioning effects would be similar to construction effects, and given the proposed safeguards, no significant effects are anticipated during decommissioning.

7.6 Conclusion and Residual Effects

- 39 Based on the above review, it is considered that the conclusions of the 2018 EIA Report remain valid. There has been no significant change to the legislation, policy or guidelines relevant to impact assessment of the hydrology, geology or hydrogeology, and it has been shown that the baseline conditions and the sensitivity of the potential receptors is currently the same as assessed in the 2018 EIA Report.
- 40 As no significant impacts have been identified, no additional mitigation is required above and beyond the Embedded Mitigation detailed in the 2018 EIA Report (and Section 7.5).
- 41 Furthermore, the planning conditions attached to the PPP, which include confirmation of ground conditions and pollution risk, a construction and environmental management plan, and provision of a detailed flood risk assessment, will further safeguard hydrology, geology and hydrogeology. It is expected these conditions would be attached to any new PPP as a result of the Further Application.
- 42 It has been shown that cumulative or in-combination effects associated with other developments, including the proposed Seagreen 1A OnTW, will not give rise to any significant impacts on hydrology, geology or hydrogeology.
- 43 **It is recommended that this topic is Scoped out of any further EIA assessment.**

8 Landscape and Visual

8.1 Introduction

8.1.1 Objectives

- 1 This chapter of the 2021 Inchcape Onshore Transmission Works (OnTW) Scoping Report addresses the potential Landscape and Visual impacts of the OnTW, in the context of a Further Application.
- 2 The 2018 Landscape and Visual Impact Assessment (LVIA) is detailed in Chapter 8 and the following Appendices of the 2018 Environmental Impact Assessment (EIA) Report.

Chapter 8: Landscape and Visual	ICOL Data Library - Chapter 8
Appendix 8B (1): LVIA Figures	ICOL Data Library - Appendix 8B Part 1 of 7
Appendix 8B (2): LVIA Figures	ICOL Data Library - Appendix 8B Part 2 of 7
Appendix 8B (3): LVIA Figures	ICOL Data Library - Appendix 8B Part 3 of 7
Appendix 8B (4): LVIA Figures	ICOL Data Library - Appendix 8B Part 4 of 7
Appendix 8B (5): LVIA Figures	ICOL Data Library - Appendix 8B Part 5 of 7
Appendix 8B (6): LVIA Figures	ICOL Data Library - Appendix 8B Part 6 of 7
Appendix 8B (7): LVIA Figures	ICOL Data Library - Appendix 8C Part 7 of 7
Appendix 8C: LVIA Viewpoint Assessment	ICOL Data Library - Appendix 8C

- 3 A list of Cultural Heritage receptors was identified for the assessment of setting impacts based on scoping responses and consideration of the Zone of Theoretical Visibility (ZTV) and key viewpoints (as seen in Appendices 8B and 8C above). A link to the 2018 Chapter 9: Archaeology and Cultural Heritage is provided below.
- 4 Direct links to Chapter 9 and relevant Appendices of the 2018 EIA Report are provided below.

Chapter 9: Archaeology and Cultural Heritage	ICOL Data Library - Chapter 9
Appendix 9A: Gazetteer of Identified Cultural Heritage Receptors within the ASA	ICOL Data Library - Appendix 9A
Appendix 9B Cultural Heritage Plates	ICOL Data Library - Appendix 9B

- 5 Reference is made to the potential cumulative effects of the Seagreen 1A 2021 OnTW application. A link to that application is provided below.

Seagreen 1A OnTW Application	Documents SSE Seagreen 1A
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8.2 Summary of 2018 Impact Assessment

8.2.1 Potential Impacts

- 6 Potential impacts from the OnTW on landscape and visual amenity comprise construction vehicles and related activities during the construction and decommissioning phases, with operational phase impacts through the introduction of an additional industrial scale building and associated infrastructure opposite the existing Cockenzie substation building with.
- 7 Accordingly, the following potential impacts were 'scoped in' to the 2018 EIA Report by the 2017 East Lothian Council (ELC) Scoping Opinion:

Table 8.1: ELC 2017 Scoping Opinion for the 2018 EIA Report – Landscape and Visual

Landscape and Visual	ELC 2017 Scoping Opinion Element Scoped In to 2018 EIA Report
Impacts on local visual amenity and landscape including the coast and nearby recreational areas	Yes
Landscape and visual impact on residents	Yes
Impacts on local landscape designations	Yes
Landscape and visual impact on people engaged in outdoor recreation	Yes

- 8 In respect of cumulative landscape and visual assessment, ELC requested inclusion of Blindwells residential development and the Inch Cape Offshore Wind Farm.

8.2.2 Impact Assessment –

8.2.2.1 OnTW

- 9 The Application Site baseline was characterised through the evaluation of existing survey data and desk studies and implementation of site-specific baseline surveys as well as by reference to various illustrations prepared for the LVIA.
- 10 The 2018 LVIA Study Area comprised a five kilometre radius extending from the Application Site. This included parts of the urban area landscape area associated with the coastal settlements on the Firth of Forth of Musselburgh, Prestonpans, Cockenzie and Port Seton, as well as the Musselburgh / Prestonpans Fringe. At greater distance inland from the Application Site, the Mayfield Tranent Ridge occurs to the south and the North Berwick and Haddington Plains to the east. These landscapes contain a mix of residential settlements; commercial and some industrial development; main roads and railway lines; as well as arable agricultural areas on the south side of the Firth of Forth.
- 11 Embedded Landscape Mitigation was proposed to include reinstatement of all ground disturbed to install the Onshore Export Cable, along with formation of earthen bunds and associated planting of trees, shrub species and ground cover. It was judged that implementation of the Embedded Landscape Mitigation from the commencement of the construction phase,



where possible, would contribute to minimising effects on landscape character and visual amenity during the operation of the OnTW.

- 12 No significant effects during all stages of the OnTW on any designated landscapes in the Study Area were identified in the 2018 EIA Report assessment. This included the North Berwick Coastline Area of Great Landscape Value (AGLV) and Garden and Designed Landscapes (GDLs) at Cockenzie House, Pinkie House and Seton House. Proposed Special Landscape Areas (pSLAs) set out in ELC's Proposed Local Development Plan were also described and considered within the LVIA.
- 13 The 2018 EIA Report concluded that the construction stage of the OnTW would not give rise to any significant effects on landscape fabric, landscape character or designated landscapes. Local and temporary significant effects on visual amenity were assessed during the construction stage of the OnTW for walkers on the John Muir Way and sections of Core Paths 145, 146 and 284; recreational users of Preston Links; and for road users on a short section of the B1348, Golf Coast Road.
- 14 During the operational stage of the OnTW, limited localised significant effects were assessed on parts of the urban area close to the Application Site (Viewpoints 1, 4, 10 and 12) all within less than 400 metres of the Onshore Substation building. Significant effects were also assessed at Viewpoint 6 on the edge of the Coastal Margins and the Musselburgh/ Prestonpans Fringe Landscape Character Areas (LCAs). The overall effect on the urban area within which the OnTW is located was considered to be Moderate and not significant with a Minor effect on the Coastal Margins and Musselburgh / Prestonpans Fringe.
- 15 Significant effects during the operational stage were also assessed on visual amenity at the same five nearby viewpoints: for a small number of nearby residents at Viewpoints 1 and 12; road users at Viewpoints 1 and for walkers and people making use of open recreational areas at Viewpoints 1, 4, 6, 10 and 12.

8.2.2.2 2018 Cumulative Impact Assessment

- 16 The assessment also addressed the potential cumulative impacts with the Blindwells Housing development. It was not considered that there would be any cumulative landscape or visual effects from the OnTW and Blindwells.
- 17 Likewise, due to the 70 km intervening distance between the OnTW and Inch Cape Offshore Wind Farm it was considered that there would be no operational stage cumulative effects. Construction stage cumulative effects, if occurring simultaneously, were considered to be no greater than the construction stage effects assessed for the OnTW.

8.2.3 Public Inquiry Assessment

- 18 The assessment of the 2018 EIA Report and planning application was undertaken by Public Inquiry on behalf of the Scottish Ministers in 2019 (Appendix 1A pars 7.40 – 7.41).
- 19 The Reporter confirmed that the Application Site was:
'a cleared site associated with the former power station devoid of landscape features. The sea wall is to the north and there are some shrubs and grass along the verge of the B1348



Edinburgh Road. Given the cleared nature of the site I consider the proposal would introduce a significant and locally prominent industrial scale building into an area where the only larger scale development (the existing substation) is contained on the south side of the Edinburgh Road. There would be a consequent loss of the site's open coastal setting which links through from Cockenzie Harbour to Preston Links. The context set by the existing and larger substation building and associated wire-scape is a consideration in terms of the reduced sensitivity of the site. However, whilst this is relevant in terms of visual setting the coastal area remains free of such development' (par 7.40)

and

'That said the cleared power station site was never intended to be retained as open space. Any development in this location is likely to have a significant landscape and visual effect' (par 7.41)

- 20 The reporter considered the Embedded Landscape Mitigation included within the 2018 LVIA when developing planning conditions. Relevant conditions attached to the planning permission in principle (PPP) were Conditions 1 & 2 – which have the effect of constraining the height and position of proposed buildings, requiring the delivery of the landscape and visual mitigation relied upon within the 2018 EIA Report and ensuring that details of proposed planting and building architecture and finishes are agreed with consultees. Condition 14 is also relevant, which specifies the detail required in relation to the proposed landscape mitigation planting and retention of existing trees, along with a requirement for timely implementation and management to ensure establishment.

- 21 A full list of the conditions attached to the PPP can be found in **Appendix 1A**.

8.3 2021 Scoping and EIA Update

- 22 This chapter specifically recognises the requirement to consider any material changes to the landscape and visual baseline environment since the 2018 EIA Report. The only development identified by ELC Planning as requiring consideration in cumulative terms is the (now consented) Seagreen 1A OnTW located on the south side of the B1348 (Edinburgh Road) adjacent to the existing Cockenzie substation building and within 500m of the Application Site
- 23 On the basis that an updated LVIA will be required to address the cumulative effects of the Inchcape OnTW in addition to the Seagreen 1A development, within an EIA, a review of the 2018 LVIA has been undertaken to determine if there are any relevant updates which should also be included within the proposed Further Application EIA. The outcome of this review is presented in the following sections of this chapter, under the following headings
- Policy and Legislation;
 - Embedded Mitigation;
 - Baseline Environment; and
 - Assessment Methodology.

- 24 With regard to assessment methodology, consultation was undertaken with ELC and NatureScot to confirm the applicability of the 2018 EIA baseline information and methodology, and which subsequent changes require further consideration. This agreed scope is provided in **Section 8.4.4.2** below.
- 25 Full correspondence related to consultation for this chapter is found in **Appendix 4A**.

8.4 Review of 2018 LVIA and proposed updates

8.4.1 Policy and Guidance

- 26 The key policy documents and local guidance relevant to LVIA as applied to the 2018 EIA Report are listed below, alongside any amendments/updates, with comment on whether and how these changes should be included in the updated assessment.

Table 8.2: Relevant Policies and Guidance - 2018 and 2021 comparison - LVIA

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
Scottish Planning Policy (2014)	SPP (2014) A revised SPP, published December 2020 was quashed (21 st July 2021) following a judicial review at the Court of Session	None
East Lothian Local Plan 2008	Superseded (see below)	Considered in 2018 EIA Report
East Lothian Proposed Local Development Plan (LDP) 2016	East Lothian LDP 2018 (Adopted)	Proposed LDP Development Plan 2016 was considered in the 2018 EIA Report. However the adopted Plan has not been reviewed and will require further assessment, particularly with regard to Special Landscape Areas SPG (see below)
N/A	Special Landscape Areas Supplementary Planning Guidance (SPG) (Adopted 2018)	Material change which will require further assessment (see below)
The Lothians Landscape Character Assessment. Scottish Natural Heritage Review no.91 (ASH Consulting Group, 1998)	Scottish Natural Heritage (SNH) National Landscape Character Assessment (2019) & East Lothian Landscape Character Boundary Review (as detailed within Special Landscape Areas SPG)	Material change which will require further assessment (see below)

- 27 With regard to the LDP, as noted in **Table 8.2** above, the key changes to the landscape baseline which have changed since the 2018 EIA Report are documented in the Special Landscape



Areas SPG (Adopted 2018) and include the new SLAs now designated via the adopted LDP and a revised landscape character assessment (LCA), both of which are discussed below.

- a. SLA: SLAs have been designated since the 2018 EIA Report was prepared. Although the draft SLAs had been considered within the 2018 EIA Report, effects on them as landscape receptors were not explicitly identified in the assessment, as at the time the extant policy protected AGLVs as the equivalent local landscape designation. The SLAs have different boundaries and special qualities to the former AGLVs. Effects will be considered for the following SLAs:
 - 26 North Berwick to Seton Sands Coast (approx. 1km east); and
 - 32 Prestonpans Coast (immediately west of the Application Site).
- b. LCA: Two character assessments have been carried out since the 2018 EIA Report was prepared. ELC carried out a Landscape Character Boundary Review using the former SNH's Landscape Character Assessment (Ash 1998) as a starting point with the revised LCAs identified by this process incorporated into ELC's SLA SPG (Adopted 2018). SNH (now NatureScot) published an updated national character assessment in 2019. LCAs to be considered for the Further Application EIA include:
 - Musselburgh / Prestonpans Coast (Includes Application Site);
 - Northern Coast (approx. 2km, east); and
 - Tranent Ridge (approx. 2km south);

28 As a consequence of the above, these changes will be taken into consideration in the updated assessment.

8.4.2 Embedded Mitigation

29 Embedded Landscape Mitigation (see Section 8.5 and Figures 8.6a and 8.6b of the 2018 EIA Report) set out the proposed retention of existing vegetation, proposed earth bunding and related tree and shrub planting which will contribute to integrating the OnTW with the surrounding landscape.

30 As discussed in Chapter 2 Project Description of this Scoping Report, there will be no change to the proposed Embedded Mitigation (see **Appendix 2A**).

8.4.3 Baseline Environment

8.4.3.1 Proposed Data Sources

31 The data sources used to develop the necessary understanding of the baseline information are outlined in Section 8.4.3 of the 2018 EIA Report. A number of these have changed and the new data sources will be used as set out in **Table 8.2** above.

32 With reference to the two assessments used to revise the LCAs (discussed above) although slightly older, the ELC assessment is embedded in the LDP and will be used as the primary

basis for the updated assessment, with any additional relevant information from the NatureScot character assessment used to supplement the assessment

- 33 The SLA SPG (Adopted 2018), and specifically the Statements of Importance for the Special Landscape Areas will be referred to in assessing the effects on the SLAs.
- 34 Information regarding the Seagreen 1A (OnTW planning application was accessed from the ELC Planning Portal (ref. 21/00290/PPM - Seagreen 1A: Onshore Transmission Works EIA Report, published in March 2021). This information will be used to inform the assessment of cumulative landscape and visual effects to be provided within the updated assessment.

8.4.4 Assessment Methodology

8.4.4.1 Guidance

- 35 The key guidance for the assessment of landscape and visual impacts are the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (Landscape Institute and IEMA, 2013). This applied to the LVIA for the 2018 EIA, and remains applicable to this 2021 assessment.
- 36 Some elements of related guidance have changed, however these are in minor ways which do not affect the proposed scope of assessment (see **Table 8.3**). The implications for methodology are very limited and will be set out within the EIA Report, however, the LVIA methodology set out in **Appendix 8A** of the 2018 EIA Report is considered to remain valid.

Table 8.3: Relevant LVIA Methodology Guidance - 2018 and 2021 comparison

Relevant Advice and Guidance 2018	Relevant Advice and Guidance 2021	Effect of any change
Guidelines for Landscape and Visual Impact Assessment (Landscape Institute and Institute of Environmental Management and Assessment) 3rd Edition 2013	Unchanged	None
Scottish Natural Heritage: 'Visual Representation of Wind Farms', Version 2.2 issued February 2017 (SNH 2017).	Unchanged	None
Landscape Institute Guidance Note 02/17: 'Visual representation of development proposals' issued March 2017 (LI 02/17)	Landscape Institute Technical Guidance Note 06/19: 'Visual representation of development proposals' issued September 2019 (LI TGN 06/19)	None – 2018 EIA Report visualisations prepared to SNH standards (above and as requested by ELC), remain suitable for the Further Application taking account of TGN 06/19
N/A	Landscape Institute Technical Guidance Note 02/21: 'Assessing landscape value	None. The TGN sets out criteria to be considered in determining landscape value

Relevant Advice and Guidance 2018	Relevant Advice and Guidance 2021	Effect of any change
	outside national designations' issued 2021 (LI TGN 02/21)	outside of national designations. These slightly differ from the criteria set out within the 2018 EIA Report LVIA methodology (Table 8A.2 in Appendix 8A).

8.4.4.2 EIA Proposed Study area and Viewpoints

- 37 Consultation with ELC during a phone call on the 27th July 2021, and via email consultation with the ELC Landscape Officer, Dervilla Gowan (emails dated 27th to 29th July 2021) has agreed the following scope to the LVIA for the Further Application; that:
- A reduced 2km study area can be used rather than the 5km as used in the 2018 EIA;
 - A reduced number of viewpoints is desirable to focus on important matters for the assessment. **Table 8.4** below shows all viewpoint locations used in the 2018 LVIA, with those highlighted in bold agreed with ELC for inclusion in the 2021 Further Application EIA. Updated Figures 8.1 and 8.2 (provided as **Appendix 8**) show the location of the viewpoints and their agreed omission/inclusion for the Further Application EIA, against landscape designations and a ZTV respectively;
 - A ZTV including screening features will be provided; and
 - Summary tables will be provided within the assessment.
- 38 NatureScot have been consulted and have informally agreed a similar approach to the above.
- 39 The inclusion of the ClimatEvolution Vision and Action Plan has been requested as a cumulative consideration by the ELC landscape officer. Given the visionary nature of this strategy and lack of evolved concepts, this can only be considered via qualitative assessment given its early nature, and will be addressed in the Planning Statement (see Chapter 5 Section 5.1.4).

Table 8.4: Proposed Viewpoints (based on 2018 EIA Report and consultation with ELC)

ID	2018 EIA Viewpoint	Agreement with ELC for Further Application EIA	Rationale
1	B1348 (Edinburgh Road)	Omit	This view focusses on the Inch Cape Substation, and the Seagreen 1A proposal wasn't montaged from their viewpoint in a similar location (their VP4) as it is mostly concealed by the Cockenzie substation.
2	Cockenzie Harbour	Omit	This is very close to VP11 (which was requested by ELC) – the view looks very similar and the assessed effects were the same for both viewpoints in the 2018 EIA Report.
3	John Muir Way	Omit	It is unlikely there will be notable visibility of the Seagreen 1A scheme from this location.
4	John Muir Way	Include	A close view with clear visibility of both sites
5	B1348 (Edinburgh Road)	Include	Although close (on plan) to viewpoint 6, it has different visibility and represents a different receptor group.
6	Top of Mound adjacent Atholl View, Prestonpans	Include	Key viewpoint
7	Battle of Prestonpans Viewpoint	Omit	The effects were previously assessed as Negligible, no visualisation was provided for Seagreen 1A from this viewpoint (their VP8)
9	A199	Omit	Just beyond the 2km proposed study area, effects were previously assessed as Negligible.
10	Preston Links	Include	Key viewpoint
11	Cockenzie Harbour	Include	(See VP2)
12	John Muir Way	Omit	Seagreen 1A not visible from this location

8.4.5 Conclusions

- 40 Based on the above review of baseline information, only those effects of the OnTW summarised in Section 8.4.1 above in relation to effects on the SLAs and LCAs (as identified within the East Lothian Landscape Character Boundary Review (within Special Landscape Areas SPG)) require re-assessment to support the Further Application
- 41 Effects on visual receptors by the Inchcape OnTW alone are considered to be unchanged and therefore do not require re-assessment to support the Further Application. For ease of reference, the effects identified within the 2018 EIA Report will be summarised within the updated assessment.



- 42 A cumulative assessment will be provided to assess the cumulative effects of the Inchcape OnTW in addition to the consented Seagreen 1A OnTW.

9 Archaeology and Cultural Heritage

9.1 Introduction

9.1.1 Objectives

- 1 This chapter of the 2021 Inchcape Onshore Transmission Works (OnTW) Scoping Report reviews the baseline environment and assessment methodology within the 2018 EIA Report, and the validity of its conclusions regarding the impacts on Archaeology and Cultural Heritage from the ICOL OnTW, in the context of a Further Application.
- 2 The 2018 Archaeology and Cultural Heritage impact assessment is detailed in the following chapters and Appendices of the 2018 EIA Report.

Chapter 9: Archaeology and Cultural Heritage	ICOL Data Library - Chapter 9
Appendix 9A: Gazetteer of Identified Cultural Heritage Receptors within the ASA	ICOL Data Library - Appendix 9A
Appendix 9B Cultural Heritage Plates	ICOL Data Library - Appendix 9B

- 3 The chapter shared direct linkages with the 2018 EIA Report Chapter 8: Landscape and Visual, as the setting of archaeology and cultural heritage assets was informed in part by the Zone of Theoretical Visibility (ZTV) (Figure 8.1), which was prepared to support the Landscape and Visual Impact Assessment (LVIA). As such, a list of Cultural Heritage receptors was identified for assessment of setting impacts based on the ZTV and 2017 scoping responses.
- 4 The assessment of the effects of the OnTW on setting was also informed in part by work completed by the LVIA consultants through consideration of the Embedded landscape Mitigation which includes walls and earth mounding parts of which will be planted with a mix of native tree and shrub species.
- 5 Direct links to Chapter 8 and relevant Appendices of the 2018 EIA Report are provided below.

Chapter 8: Landscape and Visual	ICOL Data Library - Chapter 8
Appendix 8B (1): LVIA Figures	ICOL Data Library - Appendix 8B Part 1 of 7
Appendix 8B (2): LVIA Figures	ICOL Data Library - Appendix 8B Part 2 of 7
Appendix 8B (3): LVIA Figures	ICOL Data Library - Appendix 8B Part 3 of 7
Appendix 8B (4): LVIA Figures	ICOL Data Library - Appendix 8B Part 4 of 7
Appendix 8B (5): LVIA Figures	ICOL Data Library - Appendix 8B Part 5 of 7
Appendix 8B (6): LVIA Figures	ICOL Data Library - Appendix 8B Part 6 of 7
Appendix 8B (7): LVIA Figures	ICOL Data Library - Appendix 8C Part 7 of 7
Appendix 8C: LVIA Viewpoint Assessment	ICOL Data Library - Appendix 8C



- 6 Reference is made to the potential cumulative effects of the Seagreen 1A 2021 OnTW application. A link to that application is provided below.

Seagreen 1A OnTW Application

[Documents | SSE Seagreen 1A](#)

9.2 Potential Impacts

- 7 Potential impacts related to Archaeology and Cultural Heritage are either direct impacts on cultural heritage assets (physical partial or total removal of archaeological material or assets), and/or potential indirect effects on the setting of cultural heritage receptors.
- 8 The Application Site falls principally within the footprint of the former Cockenzie Power Station, which itself was identified as a cultural heritage asset (WA 1184 and WA 1188). However, the construction of the former Cockenzie Power Station was judged to have removed any earlier archaeological or cultural heritage receptors. Therefore, there was not considered to be any significant scope for any direct impacts on cultural heritage assets during the construction and decommissioning of the Onshore Substation and any OnTW within that footprint (i.e., the Landfall and Onshore Export Cable).
- 9 This was confirmed by the East Lothian Council (ELC) 2017 Scoping Opinion, with direct impacts on cultural heritage assets being 'scoped out' of the 2018 EIA Report, whilst potential impacts on setting, including cumulative effects, were 'scoped in'.

Table 9.1: ELC 2017 Scoping Opinion for the 2018 EIA Report – Archaeology and Cultural heritage

Archaeology and cultural Heritage	ELC 2017 Scoping Opinion Element Scoped In to 2018 EIA Report
Direct Impacts	No
Setting Effects	Yes
Cumulative	
Setting Effects	Yes

9.3 Summary of the 2018 Impact Assessment

9.3.1 Impact Assessment

- 10 The scope of the 2018 EIA Report comprised the assessment of the setting effects to onshore cultural heritage assets within an Archaeological Study Area (ASA) of radius 5km around the Application Site, focusing on the operational impacts (the presence of the built substation) of the OnTW, as agreed during Scoping.
- 11 The gazetteer of cultural heritage assets identified 380 known features within the ASA, including 316 designated cultural heritage assets, which due to the presence of the Onshore Substation could potentially result in indirect impacts to the setting of these receptors.



- 12 With the exception of Cockenzie Harbour (WA 1004), all identified receptors at potential risk of setting impacts were found to have no direct views towards the Onshore Substation due to screening by vegetation, topography or other buildings and structures. With regard to Cockenzie Harbour, a **minor adverse** effect upon the receptor's setting was identified as it had direct views to the Onshore Substation to the west with no screening from buildings and/or vegetation. However, as the main focus of the historic harbour was internal or out to sea, and with the addition of Embedded Mitigation, much of the intervisibility was considered to be removed.
- 13 It was therefore judged that in EIA terms, **no significant residual effects** on setting would be induced by the Onshore Substation on any of the identified receptors.

9.3.2 2018 Cumulative Impact Assessment (CIA)

- 14 Cumulative effects were considered in relation to the Blindwells development. As the Application Site was located at a significant distance from the Blindwells development, it was judged that there could be **no significant interactions** in relation to setting impacts to archaeology and cultural heritage between the OnTW in the ASA.

9.3.3 Public Inquiry Assessment

- 15 The assessment of the Cultural Heritage element of the OnTW development, undertaken by a Reporter at Public Inquiry on behalf of the Scottish Ministers (**Appendix 1A**) concluded:

The applicant's assessment of effects in this respect is set out in Chapter 9 of the Environment Report (CD16). Historic Environment Scotland's response is focused on matters relating to the Battle of Prestonpans (1745) and the associated site which is listed as an Inventory Battlefield. The Environment Report references the battlefield as a receptor of medium significance located 0.8 kilometres from the application site. I understand that Historic Environment Scotland consider this should instead be a receptor of high significance. Following its guidance I agree that this should be the case (par 7.59).

However this discrepancy does not in my view detract from the overall assessment that the proposal would not obscure or prevent an appreciation of features or landscape which add to the interpretation or appreciation of the battlefield. Neither the council or HES has objected to the proposal in the context of its impact on the Prestonpans Battlefield. I understand from Historic Environment Scotland's Managing Change Guidance Note on Battlefields that the focus is placed on the consideration of impacts on the key landscape characteristics and special qualities of the battlefield site rather than on the impact on its more general landscape setting. My assessment, setting aside the more general landscape setting and based on the intervening distance and key features, leads me to agree with the applicant, the council and Historic Environment Scotland that there would be no significant adverse effect on the battlefield (par 7.60).



Other than the battlefield nearby Cockenzie Harbour (0.4 kilometres distant) is Category B Listed and forms part of the Cockenzie Conservation Area. I am satisfied that the site does not form part of the historic setting of the harbour and that the focus of that setting is contained within the immediate harbour area and the sea frontage. I find no evidence to indicate to the contrary (par 7.61).

and

The impact of the proposal on a number of other cultural heritage assets in the area was assessed but the effects were assessed as negligible, and I find nothing to dispute this conclusion. In addition, subject to appropriate mitigation and given that the proposal does not affect any listed building and is not within the conservation area I find no conflict with the statutory protection afforded to listed buildings and conservation areas (par 7.64)

- 16 As a result of the assessment, the Embedded Landscape Mitigation proposed in Chapter 8: Landscape and Visual of the 2018 EIA Report, as transposed into Conditions 1 and 14 of the planning permission in principle (PPP) relevant to minimising landscape and visual impacts in the context of the setting of Cockenzie Harbour, are relevant.
- 17 A full list of the conditions can be found in **Appendix 1B**.

9.4 2021 Scoping and EIA Update

- 18 As stated in Chapter 3 of this report, this chapter considers if there have been any changes to the following aspects of the 2018 EIA Report:
- Policy and Legislation;
 - Embedded Mitigation
 - Baseline Environment;
 - Assessment Methodology;
 - Impact Assessment
 - Cumulative Effects; and
 - Conclusions and Residual Effects.

9.4.1 Consultation

- 19 For the purposes of this 2021 scoping exercise, consultation was undertaken with ELC (East Lothian Heritage - Archaeology) and Historic Environment Scotland (HES) to address/confirm the currency of the 2018 EIA baseline information and methodology.

Table 9.2: Consultation Undertaken – Archaeology and Cultural Heritage

Consultee and Data	Consultation	Consultation Response
ELC Mr Andrew Robertson, Archaeological Officer 23/07/2021 via email	Consultation on the scope of the Cultural Heritage and Archaeology Scoping chapter; recommendation to Scope Out Archaeology and Cultural Heritage from further assessment.	No response
Historic Environment Scotland (HES) Planning, Consents and Advice Service 23/07/2021 via email. Reply received 02/08/2021 via email	Consultation on the scope of the Cultural Heritage and Archaeology Scoping chapter; recommendation to Scope Out Archaeology and Cultural Heritage from further assessment.	HES agree the proposal to scope this out from further assessment

20 Full correspondence related to consultation for this Scoping Report is found in **Appendix 4A**.

9.4.2 Policy and Legislation

21 The following policies and legislation relevant to Archaeology and Cultural Heritage as applied to the 2018 EIA Report are listed below, alongside any amendments/updates, with comment on how these changes could affect the Further Application.

Table 9.3: Relevant Policies and Legislation - 2018 and 2021 comparison – Archaeology and Cultural Heritage

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
Ancient Monuments and Archaeological Areas Act 1979	Still applicable	
Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997	Still applicable	
Scottish Planning Policy (2014)	SPP (2014) (A revised SPP, published December 2020 was quashed (21st July 2021) following a judicial review at the Court of Session)	None
Historic Environment Scotland Policy Statement (HES 2016a)	Still applicable	
East Lothian Local Plan 2008	Superseded (see below)	Considered in 2018 EIA



Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
East Lothian Proposed Local Development Plan 2016 (Emerging)	East Lothian Local Development Plan 2018 (Adopted)	Proposed East Lothian Local Development Plan 2016 was considered in the 2018 EIA Report. Relevant changes in the adopted East Lothian Local Development Plan 2018 are commented upon in Chapter 5: Policy and Legislation

- 22 No material changes to the validity of the conclusions of the 2018 EIA chapter have been identified as a result of the Policy and Legislation review.

9.4.3 Embedded Mitigation

- 23 Embedded Mitigation which applies to Archaeology and Cultural Heritage setting is related to the screening of the Onshore Substation with vegetation, and where appropriate, with earthen bunds.
- 24 As discussed in Chapter 2 Project Description of this Scoping Report, there is no requirement to update or change the proposed Embedded Mitigation (see **Appendix 2A**).

9.4.4 Baseline Environment

9.4.4.1 Data Sources, Information Gaps and Limitations

- 25 A review of the archaeological baseline environment was undertaken for this Scoping report based on the research carried out as part of the 2018 EIA Report. No change to the ASA is required and no new archaeological and cultural heritage receptors were identified.

9.4.4.2 Cumulative Effects

- 26 Information available for the potential cumulative effect on Setting, by the Seagreen 1A OnTW planning application was accessed from ELC Planning Portal (Ref. 21/00290/PPM). (Seagreen 1A: Onshore Transmission Works EIA Report published in March 2021).

9.4.5 Assessment Methodology

- 27 The 2018 ELC Scoping Opinion agreed that direct impacts on cultural heritage assets within the Application Site could be scoped out, as previous industrial activity at Cockenzie Power Station was judged to have removed any in situ cultural heritage assets.
- 28 Hence the scope of the 2018 EIA Report comprised the assessment of setting effects to on-shore cultural heritage assets within the ASA, focusing on the Onshore Substation (operational impacts) arising from the OnTW.
- 29 The principal guidance document and information used to inform the assessment of potential setting impacts on archaeology and cultural heritage in the 2018 EIA Report was *Managing*



Change in the Historic Environment: - Setting (HES 2016b, updated 2020³⁶), which remains applicable to this 2021 scoping request. Both Planning Advice Note 2/2011: Planning and Archaeology, and Standards and Guidance for Desk Based Assessment (Chartered Institute for Archaeologists, 2014), as was applied for the 2018 EIA assessment, also remain valid. There has been no change to warrant amendment of the sensitivity criteria or impact significance thresholds.

9.4.6 Impact Assessment - Onshore Substation

9.4.6.1 Setting Effects

- 30 The 2018 EIA Report identified that impacts on setting relating to construction and decommissioning of the OnTW would be short-term and temporary, and therefore considered not significant, which remains the same for this 2021 assessment.
- 31 Based on the above review of the relevant assessment methodology and baseline information, the conclusions as per the 2018 EIA Report remain valid, namely that **no significant residual effects** on setting would be induced by the Onshore Substation on any of the identified receptors.

³⁶ [Managing Change in the Historic Environment: Setting | HES | History](#)



9.4.6.2 Cumulative Impact Assessment with Other Projects

- 32 Cumulative effects have been reviewed in light of the presence of the proposed Seagreen 1A OnTW. The proposed Seagreen 1A OnTW is located on the land formerly associated with Preston Links Colliery within 0.4km of the Application Site, and therefore has the potential for cumulative visual interactions with regard to setting, with the Inch Cape OnTW.
- 33 The cumulative effects on the setting of archaeology and cultural heritage assets was between the Seagreen 1A OnTW, in combination with Inch Cape OnTW and the Blindwells development was assessed within the Seagreen Cultural Heritage chapter as a Neutral level of effect and not significant in EIA terms (Chapter Seagreen 1A 2021).
- 34 Seagreen 1A substation is located just south / southwest of the existing Cockenzie substation, with the Application Site located to the northwest of these two structures, approximately 0.25km distant. Views from Cockenzie Harbour towards the southwest (Chapter 8: LVIA: Figure 8.16: Viewpoint 11) will be minimally altered as Seagreen 1A substation is partially obstructed by the existing Cockenzie substation. Additionally, the proposed structure height for Seagreen 1A will keep in line with the existing Cockenzie substation and consented Inch Cape OnTW substation, therefore having minimal cumulative impacts upon Cockenzie Harbour.
- 35 However, the main focus of the historic harbour is internal or out to sea, and therefore much of the intervisibility with the above structures will be removed. It is therefore judged that only a **low/negligible** impact to the setting of the identified asset would occur, which is not significant in EIA terms.

9.5 Conclusion and Residual Effects

- 36 Based on the above review, the conclusions of the 2018 EIA Report remain valid. There has been no change to the assessment methodology and **no significant residual effects** on setting would be induced by the Onshore Substation on its own, on any of the identified receptors..
- 37 The assessment has been updated with current knowledge by considering the potential for interactive visual impacts on the setting of archaeology and cultural heritage assets from the Seagreen 1A OnTW. The cumulative effects of the Seagreen 1A substation on the setting of Cockenzie Harbour are considered to be **negligible**, and therefore no significant environmental effects would arise upon archaeology or cultural heritage that require assessment through a new EIA Report
- 38 **It is recommended that this topic is Scoped out of any further EIA assessment.**

10 Noise and Vibration

10.1 Introduction

10.1.1 Objectives

- 1 This chapter of the 2021 Inchcape Onshore Transmission Works (OnTW) Scoping Report reviews the baseline environment and assessment methodology within the 2018 EIA Report, and the validity of its conclusions regarding the impacts on noise and vibration of the OnTW, in the context of a Further Application.
- 2 The 2018 Noise and Vibration impact assessment is detailed in the following chapters and Appendices of the 2018 EIA Report.

Chapter 10: Noise and Vibration
[ICOL Data Library - Chapter 10](#)
Appendix 10A: Example Noise Levels
[ICOL Data Library - Appendix 10A](#)

- 3 The 2018 assessment had direct linkages with Chapter 11: Traffic and Transport, which informed the noise assessment of the additional traffic generated during the construction phase. The traffic assessment related to the two-way traffic generated along the proposed transport route required to deliver construction materials and Onshore Substation components. The transport route for construction traffic would be via the A1, A198, B6371 and B1348, with a new access to the Application Site off the B1348.
- 4 The two-way traffic flows (18 hour) on each section of the proposed route, for 'baseline' (in 2020) and 'baseline + development', were assessed with regards to noise impact utilising the traffic data included within Chapter 11.
- 5 Direct links to EIA Report 2018 Chapter 11 and relevant Appendices are provided below.

Chapter 11: Traffic and Transport
[ICOL Data Library - Chapter 11](#)
Appendix 11A: Traffic Survey
[ICOL Data Library - Appendix 11A Part 1](#)
[ICOL Data Library - Appendix 11A Part 2](#)
[ICOL Data Library - Appendix 11A Part 3](#)
[ICOL Data Library - Appendix 11A Part 4](#)
[ICOL Data Library - Appendix 11A Part 5](#)

- 6 Reference is made to the potential cumulative effects of the Seagreen 1A 2021 OnTW application. A link to that application is provided below.

Seagreen 1A OnTW Application
[Documents | SSE Seagreen 1A](#)

10.2 Potential Impacts

- 7 The 2018 EIA Report Noise and Vibration chapter considered noise and vibration impacts to the closest receptors from construction activities and additional traffic movements. During the operational phase, the impact assessment considered the components of the Onshore Substation and their impact on the closest receptors during 24/7 operation.
- 8 Receptors considered within the impact assessment were selected based upon their proximity to the construction and operational noise sources (the Onshore Substation). The assessment was based on relevant guidance and best practice to determine the noise levels likely to be generated by the construction and operation of the OnTW.
- 9 The Table below shows which potential impacts were 'scoped in' and 'scoped out' of the 2018 EIA Report by the 2017 East Lothian Council (ELC) Scoping Opinion.

Table 10.1: ELC 2017 Scoping Opinion for the 2018 EIA Report – Noise and Vibration

Noise and Vibration	ELC 2017 Scoping Opinion Element Scoped In to 2018 EIA Report
Construction	
Construction Noise	Yes
Construction Traffic	Yes
Construction vibration.	Yes
Operational	
Operational sound	Yes
Operational vibration	No
Cumulative	
Cumulative operational noise	Yes

10.3 Summary of 2018 Impact Assessment

10.3.1 Impact Assessment - OnTW

- 10 The 2018 EIA Report Noise and Vibration chapter assessment was based on an environmental baseline sound survey undertaken at the nearest noise sensitive receptors (NSR's) to the Application Site in April and May 2014, and in September 2017.
- 11 The baseline noise environment in the vicinity of the Application Site was influenced by a number of sources, but predominantly by road traffic on the B1348. This was confirmed during baseline measurements at the closest receptors, whereby traffic on the B1348 was the predominant source of noise at all locations, but at a lower level with increased distance from the road. Other noise sources such as aircraft, birds and the nearby harbour were also present and could be heard in the absence of traffic. Fewer cars and buses pass during the night-time period, and aircraft was still audible until approximately midnight. Based on the observations

made during the surveys, it was considered that the measured baseline noise levels were representative of the existing noise environment at the closest properties.

10.3.1.1 Construction Phase

- 12 Embedded Mitigation during the construction phase includes a noise barrier which will also provide a visual screen between ground-based construction activities and the closest receptors. Control of construction activities would be undertaken through a Construction Environmental Management Plan (CEMP) to ensure noise levels at the closest receptors meet the required threshold limits during the construction phase.
- 13 The assessment of construction noise showed that the adopted daytime criterion of 70 dB L_{Aeq} was not expected to be exceeded at the closest receptors. This was also applicable for the night-time period, whereby noise levels due to the construction of the landfall and onshore cable route were predicted to be below the adopted night-time criterion of 45 dB L_{Aeq} at the closest receptors. Construction noise was therefore assessed as **not significant**.
- 14 The predicted increase in total traffic would be below 25 per cent for all road sections during the construction phase. As a result, changes to existing noise levels would be less than 1 dB, and this relates to the average construction period (and corresponding average HGV movements) over an anticipated 24-month programme.
- 15 It was considered unlikely that the proposed construction methods would give rise to significant vibration impacts at the closest receptors, as piling and/or blasting methods were not anticipated. There was a minimum distance of approximately 180 m between the Application Site boundary and the closest receptors on the B1348 and levels of vibration were found to decrease rapidly with distance. These levels were expected to be below the threshold limits within BS5228-2:2009+A1:2014³⁷ for vibration impact.

10.3.1.2 Operational Phase

- 16 For the operational phase, Embedded Mitigation comprises enclosures around some of the components of the Onshore Substation to provide a level of noise attenuation. Additional noise reduction was proposed to be provided through the implementation of an Embedded Landscape Mitigation plan, which incorporate the use of earth bunds.
- 17 The predicted noise levels were predicted to be no more than 5dB above the measured background noise levels, and in most cases the predicted levels were below the background. Overall, operational noise levels were predicted to be not significant and were within daytime and night-time limits set by the World Health Organisation.
- 18 The assessment of construction and operational noise within the 2018 EIA Report concluded that there would be no significant noise impact at the closest receptors.

³⁷ Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration



10.3.2 2018 Cumulative Impact Assessment

- 19 Cumulative impacts were also considered in the 2018 EIA Report, which included the potential cumulative impacts from the following developments:
- A residential led development at Blindwells;
 - A residential led development at Longniddry South; and
 - A change of use of a former gas holder to car wash facilities on Edinburgh Road.
- 20 The cumulative assessment of the 2018 EIA Report concluded that these developments did not increase the significance of the effects identified.

10.3.3 Public Inquiry Assessment

- 21 The assessment of the 2018 EIA Report and planning application was undertaken by Public Inquiry, on behalf of the Scottish Ministers in 2018 (**Appendix 1A p91**).
- 22 No objections were raised to the 2018 EIA Report and planning application regarding noise and vibration by the ELC Environmental Health Officer, subject to a Construction Noise Management Plan and Noise Impact Assessment being agreed and implemented, and therefore the assessments did not form part of the hearing.
- 23 As a result of the above, Condition 4c relating to a Construction Noise Management Plan, and Condition 5 relating to a Noise Impact Assessment for the operational phase of the development were attached to the planning permission in principle (PPP).
- 24 A full list of the conditions can be found in **Appendix 1B**.

10.4 2021 Scoping and EIA Update

- 25 As stated in Chapter 3 of this report, this chapter considers if there have been any changes to the following aspects of the 2018 EIA Report:
- Policy and Legislation;
 - Embedded Mitigation
 - Baseline Environment;
 - Assessment Methodology;
 - Impact Assessment
 - Cumulative Effects; and
 - Conclusions and Residual Effects.

10.4.1 Consultation

- 26 For the purposes of this 2021 scoping exercise, further consultation via email was undertaken with Mr Colin Clark, the Environmental Health Officer (EHO) at ELC to confirm the applicability of the 2018 EIA baseline information, assessment methodology and subsequent conclusions.
- 27 Mr Clark responded via email on the 20th of July 2021 and stated:



“The only significant change since the EIA was submitted for ICOL in 2017 has been the application for Seagreen which is adjacent to the proposed ICOL development and is subject to planning application ref 21/00290/PPM. Accordingly, it would be prudent to assess cumulative impacts associated with both Inch Cape and Seagreen.”

- 28 With reference to the above, the Seagreen 1A EIA Report noise chapter was reviewed with specific focus on the cumulative assessment of the operational noise from the Seagreen 1A and ICOL substations.
- 29 The results of the cumulative noise assessment within the Seagreen 1A noise chapter concluded that, additively, as a worst-case there would be a ‘Minor’ magnitude of effect; this was considered ‘not significant’ in terms of the EIA Regulations.
- 30 However, the results of this assessment were based on a ‘context’ assessment, a description of which was provided in Paragraph 10.3.22 of the Seagreen 1A EIA Report and is reproduced below.

‘A contextual analysis is fundamental in BS4142, and this requires consideration of factors such as the nature of the area and, particularly at night-time, the absolute level of the noise. For contextual purposes, an external free-field noise Rating Level criterion of L_{Ar}, Tr 35 dB is proposed at receptor locations in cases where the background levels are low (below 30 dB L_{A90}), as agreed with ELC Environmental Health Department. This would provide satisfactory external amenity during the daytime and suitable internal noise levels at night with windows open for ventilation, taking into account the character of the noise. If the fixed Rating Level criterion of L_{Ar}, Tr 35 dB proposed is not exceeded, irrespective of the determined excess above background noise levels, the Magnitude of Effect is considered to be Minor’

- 31 With reference to the above, the EHO at ELC was again consulted via email on the 21st July 2021 to confirm whether the noise criterion contained within the contextual assessment above would also apply to the cumulative impacts of the ICOL and Seagreen 1A substations.
- 32 During this email consultation, the EHO was also asked to confirm that, if the criterion would apply, that the cumulative noise assessment could be scoped out of the ICOL Further Application EIA Report for the following reasons;
- The operational noise from the ICOL site is subject to a Planning Condition relating to noise (as shown in **Appendix 1B**);
 - Cumulative noise from the operational stages of the ICOL and Seagreen 1A substations would be included as part of the Noise Impact Assessment to discharge Condition 5.
- 33 In response via an email on the 23rd July 2021 the EHO stated:

‘I am satisfied that the cumulative impact assessment can be scoped out of the EIA Report for reasons stated below and that the 35dB L_{Ar}, Tr limit would apply to the cumulative assessment for the operational noise from the ICOL site and the Seagreen site’

- 34 A cumulative impact assessment has therefore been scoped out of the Further Application EIA.
- 35 Full correspondence related to consultation for this Scoping Report is found in **Appendix 4A**.

10.4.2 Policy and Legislation

- 36 The following key policies relevant to Noise and Vibration as applied to the 2018 EIA are listed below, alongside any amendments/updates, with comment on how these changes could affect the revised impact assessment.

Table 10.2: Relevant Policies and Legislation - 2018 and 2021 comparison – Noise and Vibration

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
European Directive 2002/49/EC	Still applicable	N/A
Environmental Noise (Scotland) Regulations 2006	Amended in 2018	Amendments would have no impact on the conclusions of the 2018 assessment.
Planning Advice Note (PAN) 1/2011	Still applicable	N/A

- 37 The key guidance for the 2018 assessment of Noise and Vibration related impacts is outlined below.
- British Standards Institute (2014). BS5228-1:2009+A1:2014, Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise.
 - British Standards Institute (2014). BS5228-2:2009+A1:2014, Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 2: Vibration.
 - British Standards Institute (2014). BS4142:2014, Methods for rating industrial and commercial sound.
 - British Standards Institute (2014). BS8233:2014, Guidance on sound insulation and noise reduction for buildings.
 - British Standards Institute (2008). British Standard BS6472-1:2008, Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting.
 - British Standards Institute (1993). British Standard BS7385-2:1993, Evaluation and measurement for vibration in buildings. Guide to damage levels from groundborne vibration.
 - International Organisation for Standardisation (ISO) (1996). ISO 9613-2, Acoustics – Attenuation of Sound during Propagation Outdoors: Part 2 – General Method of Calculation.
 - The Institute of Environmental Management and Assessment (IEMA) (2014). Guidelines for Environmental Noise Impact Assessment.
 - Transport Scotland (2011). Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 7 (HD 213/11 – Revision 1), Noise and Vibration.
 - World Health Organisation (1999). Guidelines for Community Noise.

- 38 A number of the guidance documents named above have been amended since 2018 as outlined below.

10.4.2.1 *BS4142:2014*

- 39 BS4142:2014 has since been superseded by BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound'.
- 40 BS4142:2014+A1:2019 contains amendments to improve clarity and to correct errors. There are not any amendments to the methodology contained within BS 4142:2014 that would lead to significant changes in the assessment methodology or findings of the 2018 EIA Report.

10.4.2.2 *WHO Guidelines for Community Noise (1999)*

- 41 The World Health Organisation Guidelines (WHO Guidelines) for Community Noise 1999 were replaced by the WHO Environmental Noise Guidelines in 2018. The WHO Guidelines 1999 consolidated scientific knowledge on the health impacts of community noise and provided guidance to protect people from the harmful effects of noise in non-industrial environments.
- 42 The WHO Guidelines 1999 set out health-based guideline values for community noise, including recommended noise level values for the onset of sleep disturbance, annoyance and speech interference for the general population. Guideline values were provided for outdoor living areas, living rooms and bedrooms, for both continuous noise and discrete noise events. These were:
- The LAeq,T- the A-weighted equivalent continuous noise energy level over a given period of time T, applied to fluctuating noise levels to give single figure descriptor and sometimes referred to as the 'average'; and
 - The LAFmax- the maximum A-weighted noise instantaneous sound pressure level recorded during a measurement period using a fast time response.
- 43 The WHO Guidelines 2018 provide a review of later health-based research relating to noise. They provide information on the exposure–response relationships between exposure to environmental noise from different noise sources and the proportion of people affected by certain health outcomes, as well as interventions that are considered efficient in reducing exposure to environmental noise and related health outcomes.
- 44 The WHO Guidelines 2018 focus on the WHO European Region and provide policy guidance to Member States that is compatible with the noise indicators used in the European Union's Environmental Noise Directive (European Union Directive 2002/49/EC).
- 45 Whereas the WHO Guidelines 1999 provided health-based guideline values for external and internal living areas within dwellings, the WHO Guidelines 2018 do not provide guideline values in this way, being more aligned to policy making.
- 46 The assessment of sound levels within the 2018 EIA Report was also undertaken with reference to BS8233:2014, which is current guidance and reflects recommended noise guideline values for external and internal levels as contained within WHO Guidelines 1999.



- 47 It is therefore considered that the assessment of environmental sound within the 2018 EIA Report remains valid and the withdrawing of the 1999 WHO Guidelines does not change the original assessment.

10.4.2.3 *Design Manual for Roads and Bridges (DMRB)*

- 48 The Design Manual for Roads and Bridges (DMRB) Volume, Section 3, Part 7 '*Noise and vibration*' has been withdrawn and replaced by DMRB LA111 '*Noise and Vibration*' (May 2020). Methods for the calculation of road traffic noise levels (CRTN 1988) remain unchanged and criteria for determining impact magnitude due to changes in road traffic also remain unchanged.
- 49 It is therefore considered that the methodology and findings of the road traffic assessment within the 2018 EIA Report remain unchanged.
- 50 Finally, there has been no change to the sensitivity criteria or impact significance thresholds due to the amendments to the guidance documents described above.

10.4.3 **Embedded Mitigation**

- 51 Embedded Mitigation which applies to Noise and Vibration is related to management of noise and vibration, both during construction and operation as follows:
- Earth mounding at the south-west and north-west boundaries of the Application Site,
 - Some components of the Onshore Substation will be enclosed, namely the transformer tanks and shunt reactor tanks, providing 20 dB attenuation to the sound power levels of these sources;
 - With respect to mitigation during the construction phase, a temporary noise barrier has been assumed around the Application Site – which would be used to also visually screen ground-based activities from the closest receptors.
 - In addition, the existing acoustic bund (to the south-west of the Application Site) which was constructed to protect occupiers from noise associated with the former Cockenzie Power Station was accounted for within the assessment, specifically for the prediction work within the noise modelling software CadnaA®. Another bund is located to the south of the Application Site, immediately north of Atholl View, and again was accounted for within the noise modelling software. This bund provides both an acoustic and visual screen between the Application Site and the closest receptors on Atholl View.
- 52 As discussed in Chapter 2 Project Description of this Scoping Report, there is no requirement to update or change the proposed Embedded Mitigation (see **Appendix 2A**).

10.4.4 **Baseline Environment**

10.4.4.1 *Data Sources, Information Gaps and Limitations*

- 53 The data sources used to develop the necessary understanding of the baseline information are outlined in Section 10.5.2 of the 2018 EIA Report and are confirmed to remain applicable and contemporary.

10.4.4.2 *Cumulative Effects*

- 54 Information available for the potential cumulative effect on Noise and Vibration, by the Seagreen 1A OnTW planning application was accessed from ELC Planning Portal (Ref. 21/00290/PPM). (Seagreen 1A: Onshore Transmission Works EIA Report published in March 2021).
- 55 It is notable that the Seagreen 1A: OnTW EIA Report published in March 2021 agreed with ELC that the baseline conditions presented in the ICOL OnTW 2018 EIA Report could be used in the Seagreen 1A noise and vibration assessment.

10.4.5 **Assessment Methodology**

- 56 The requirements of the key guidance for the assessment of noise and vibration related impacts as applied in the 2018 EIA remains applicable to this 2021 assessment.
- 57 There has been no change to the sensitivity criteria or impact significance thresholds.
- 58 There is no change to the location of the nearest NSR's previously agreed with ELC and there are no identified changes to areas surrounding sensitive receptors. It is therefore considered that there have not been any changes which may have led to significant changes in baseline conditions and consequently it is considered that the baseline monitoring locations and subsequent baseline sound survey results remain valid.

10.5 **Impact Assessment**

10.5.1.1 *OnTW*

- 59 Based on the above review of baseline information, the direct effects relating to Noise and Vibration arising as a result of the construction, operation and decommissioning of the OnTW are identical to those identified within the 2018 EIA Report and not significant.

10.5.1.2 *Cumulative Impact Assessment*

- 60 As confirmed above, a cumulative noise assessment associated with the Seagreen 1A OnTW will be included (if that development is granted planning permission) within the noise impact assessment that will be carried out as part of the requirements of Condition 5 of the ICOL PPP.

10.6 **Conclusion and Residual Effects**

- 61 Based on the above review, it is considered that the conclusions of the 2018 EIA Report remain valid. There has been no significant change to the legislation, policy or guidance relevant to impact assessment of noise and vibration, and it has been shown the baseline conditions and the sensitivity of the potential receptors is currently the same as assessed in the 2018 EIA Report.
- 62 As no significant impacts have been identified no additional mitigation is required above and beyond the Embedded Mitigation, detailed in the 2018 EIA Report (see Section 10.4 thereof).



- 63 The EHO at ELC has also agreed that a cumulative assessment, to include the proposed Seagreen 1A OnTW can also be scoped out of any further assessment.
- 64 Further, the planning conditions attached to the PPP, which include a construction and environmental management plan, and provision of a Noise Impact Assessment, will further safeguard Noise and Vibration. It is expected these conditions would be attached to any new PPP as a result of the Further Application.
- 65 It has been shown that cumulative or in-combination effects associated with other developments, including the proposed Seagreen 1A OnTW, will not give rise to any significant impacts on Noise and Vibration.
- 66 **Therefore, it is recommended that this topic is Scoped out of any further assessment.**

11 Traffic and Transport

11.1 Introduction

11.1.1 Objectives

- 1 This chapter of the 2021 Inchcape Onshore Transmission Works (OnTW) Scoping Report reviews the baseline environment and assessment methodology within the 2018 EIA Report, and the validity of its conclusions regarding the impacts on traffic and transport of the OnTW, in the context of a Further Application.
- 2 The 2018 Traffic and Transport impact assessment is detailed in the following chapters and Appendices of the 2018 EIA Report.

Chapter 11: Traffic and Transport	ICOL Data Library - Chapter 11
Appendix 11A: Traffic Surveys	ICOL Data Library - Appendix 11A Part 1
	ICOL Data Library - Appendix 11A Part 2
	ICOL Data Library - Appendix 11A Part 3
	ICOL Data Library - Appendix 11A Part 4
	ICOL Data Library - Appendix 11A Part 5

- 3 The Traffic flow data used in the 2018 EIA Report was also applied to the assessments in the following chapters, links to which are provided below:

Chapter 10: Noise and Vibration	ICOL Data Library - Chapter 10
Chapter 12: Socio-Economics, Land Use, Tourism and Recreation	ICOL Data Library - Chapter 12
Chapter 13: Air Quality	ICOL Data Library - Chapter 13

- 4 Reference is made to the potential cumulative effects of the Seagreen 1A 2021 OnTW application. A link to that application is provided below.

Seagreen 1A OnTW Application	Documents SSE Seagreen 1A
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11.2 Potential Impacts

- 5 The 2018 EIA Report Traffic and Transport chapter assessed the potential impacts resulting from the construction, operation and decommissioning of the OnTW and considered severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety, and hazardous loads.
- 6 The Table below shows which potential environmental impacts were 'scoped in' and 'scoped out' of the 2018 EIA Report by the 2017 ELC Scoping Opinion.

Table 11.1: Traffic and Transport - ELC 2017 Scoping Opinion for the 2018 EIA Report

Traffic and Transport	ELC 2017 Scoping Opinion Element Scoped In to 2018 EIA Report
Construction	
Impact of Construction Traffic upon severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety and hazardous loads	Yes
Impact of abnormal indivisible loads	Yes
Operational	
Impact of operational and maintenance traffic	No
Decommissioning	
Impact of decommissioning traffic including cumulative impact	Yes
Cumulative	
Impact of Construction Traffic upon severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety and hazardous loads cumulatively with the Blindwells development and other developments in East Lothian.	Yes

11.3 Summary of 2018 Impact Assessment

11.3.1 Impact Assessment

- 7 The Traffic and Transport assessment considered the change in traffic flows along the road network as a result of constructing and decommissioning the OnTW. The assessments were undertaken relative to the baseline conditions, which means that roads with small baseline traffic volumes are more sensitive to changes in traffic in comparison to those with larger baseline traffic volumes.
- 8 An assessment of Abnormal Indivisible Loads (AIL) was undertaken along the local road network and identified the potential requirement to modify the site access junction.
- 9 The Embedded Mitigation proposed in the 2018 EIA Report included the production of a Construction Traffic Management Plan (CTMP), secured through condition 6 of the PPP. The CTMP will include detail on approved access routes and any necessary restrictions; temporary signage in the vicinity of the Application Site warning of construction traffic; arrangements for road maintenance and cleaning; and wheel cleaning arrangements and regular road sweeping runs (to ensure dust and dirt is not transported onto the public roads etc.).
- 10 The 2018 EIA Report concluded that, with the suggested CTMP in place (and a decommissioning plan for this phase), the predicted traffic changes associated with the construction and decommissioning of the OnTW would be temporary, and the predicted traffic and transport effects would be **not significant**.

11.3.2 Cumulative Impact Assessment (CIA)

- 11 The assessment also considered potential cumulative impacts with other proposed developments in the area, particularly the Blindwells Housing development. Screening of other emerging housing development sites in the proposed LDP within Tranent and Longniddry South were assessed as not generating any incombination effect, primarily due to the likelihood of these developments using different local roads, and also because they were not considered to generate any significant amounts of traffic during the OnTW construction period.
- 12 The CIA concluded that, with the suggested CTMP in place (and a decommissioning plan for this phase), the predicted cumulative traffic changes associated with the construction and decommissioning of the OnTW would be temporary, and the predicted traffic and transport effects would be **not significant**.

11.3.3 Public Inquiry Assessment

- 13 The assessment of the 2018 EIA Report and planning application was undertaken by Public Inquiry, on behalf of the Scottish Ministers in 2018.
- 14 No objections were raised to the 2018 EIA Report and planning application regarding traffic and transport from ELC and therefore these assessments did not form part of the hearing.
- 15 The assessment of the traffic and transport element of the OnTW development, undertaken by Public Inquiry, on behalf of the Scottish Ministers (**Appendix 1A par 7.65 – 7.67**).

'I find nothing to contradict the view that there would be no significant impact on the road network or in terms of safety or access either individually or when considered in combination with other planned development in the area subject to the appropriate mitigation' (par 7.65)

- 16 As a result of that assessment, Condition 6: Traffic Management Plan (TMP) and Condition 7: Programme for Monitoring Public Roads related to Traffic and Transport, are relevant.
- 17 A full list of the conditions attached to the PPP can be found in **Appendix 1B**.

11.4 2021 Scoping and EIA Update

- 18 As stated in Chapter 3 of this report, this chapter considers if there have been any changes to the following aspects of the 2018 EIA Report:
- Policy and Legislation;
 - Embedded Mitigation
 - Baseline Environment;
 - Assessment Methodology;
 - Impact Assessment
 - Cumulative Effects; and

- Conclusions and Residual Effects.

11.4.1 Consultation

19 For the purposes of this 2021 scoping exercise, further consultation was undertaken with the East Lothian Council Roads and Transportation Planning Officer³⁸ to address/confirm the applicability of the 2018 EIA baseline information and methodology.

20 The outline of the proposed approach was contained in an email sent to ELC on the 26th July 2021 as follows:

"I propose that the Scoping Report will contain the following:

- *Given the effects of Covid, background traffic flows are unreliable since March 2020. Therefore, review the most recent pre-Covid traffic flows and road safety data on the network and compare with those within the EIA Report of the 2019 consent. The aim will be to demonstrate that there have been no significant changes.*
- *Review the status of other committed developments and compare this to their status and treatment in the EIA Report of the 2019 consent. The aim will be to demonstrate there have been no significant changes.*
- *Show there has been no change to policy or best practice since the EIA Report of the 2019 consent.*
- *To account for the construction traffic flows generated by the Seagreen 1A proposal (ELC reference 21/00290/PPM), undertake a revised cumulative assessment to include these construction traffic flows.*
- *Set out the evidence to the above within the Transport section of the Scoping Report and seek to show that the conclusions of the EIA Report of the 2019 consent remain up to date."*

21 The ELC Transportation Officer, Liz Hunter, responded on the 29th July stating:

"I'm generally happy with your approach.

Regarding traffic data. I note that the data referenced in the 2018 EIA Report was collected between 2014 and 2017 which is now considered pretty elderly. We would normally require new surveys to be undertaken but agree with your point that traffic flows are still unreliable. As such it would be appropriate to review the most recent pre-Covid data and compare with those in the 2018 EIA Report, potentially developing a factor to uplift the EIA Report flows."

22 As part of ELCs response, traffic survey data was attached which contained a traffic survey on the B6371 between Alder Road and South Lorimer Place (i.e. on the construction vehicle access route) that was undertaken in 2019.

23 Upon review of the traffic survey data, a further email was sent to ELC on the 2nd August 2021 as follows:

³⁸ Consultation e-mail from RPS to Liz Hunter, Transport Planning Officer at East Lothian Council, dated 26/07/21 and response received on 29/07/21.



'There is one ATC that is on the access route (B6371 Avenue Road between Alder Road and B1348 Edinburgh Road that we can make use of.

The traffic survey we undertook on this road link was in 2017 and from that we created a 2020 baseline daily (weekday 24hr) traffic flow of 6,061 vehicle movements in the original EIAR. The ATC in this location from below is dated March 2019 and recorded a daily (weekday 24hr) traffic flow of 5,597 vehicle movements. Thus, there has been a reduction in traffic flows on the access route to the site since the preparation of the EIAR (the original 2020 baseline traffic flows are 8.3% higher than the new 2019 ATC flows).

The effect of the Regulation 11 application will be to delay construction by perhaps a couple of years (i.e. a 2022 baseline year instead of a 2020 baseline year). If traffic growth were to be applied to the 2019 ATCs to create, say, a new 2022 baseline scenario, then it appears those daily traffic flows would be broadly similar to the 2020 baseline traffic flows contained in the original EIAR.

Thus, it appears we can conclude that the original 2020 baseline scenario would be broadly similar to any new baseline scenario that would be created using the 2019 ATC. We will set out the evidence for this within the Scoping Report, but would you be able to confirm that, subject to seeing the evidence, this is a reasonable principle please?'

- 24 To which ELC responded on the 3rd August stating:

'Yes, I can confirm that, subject to seeing the evidence, the principle you've set out below is reasonable'.

- 25 Full correspondence related to consultation for this Scoping Report is found in **Appendix 4A**.

11.4.2 Policy and Legislation

- 26 There is no legislation relating specifically to traffic and transport that needs to be accounted for when undertaking EIA.
- 27 The following key Policies relevant to traffic and transport as applied to the 2018 EIA are listed below, alongside any amendments/updates, with comment on how these changes could affect the Further Application.

Table 11.2: Relevant Policies and Legislation - 2018 and 2021 comparison – Traffic and Transport

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
Scottish Planning Policy (2014)	SPP (2014) (A revised SPP, published December 2020 was quashed (21 st July 2021) following a judicial review at the Court of Session)	None
Planning Advice Note (PAN) 75 Planning for Transport 2005	Still applicable	
National Transport Strategy 2016	Revised NTS2 2020	No changes to the strategy that affects the 2018 EIA
East Lothian Local Plan 2008	Superseded (see below)	Considered in 2018 EIA
East Lothian Proposed Local Development Plan 2016	East Lothian Local Development Plan 2018 (Adopted)	Proposed East Lothian Local Development Plan 2016 was considered in the 2018 EIA Report. Relevant changes in the adopted East Lothian Local Development Plan 2018 are commented upon in Chapter 5: Policy and Legislation
East Lothian Local Transport Strategy 2001	Superseded (see below)	
Emerging East Lothian Local Transport Strategy (consultation stage).	East Lothian Local Transport Strategy 2018 - 2024	Considered in 2018 EIA No changes to the strategy from consultation to adoption that affects the 2018 EIA.

11.4.3 Embedded Mitigation

- 28 Embedded Mitigation which applies to traffic and transport is related to the management of traffic during the construction period and decommissioning of the OnTW.
- 29 As discussed in Chapter 2 Project Description of this Scoping Report, there is no requirement to update or change the proposed Embedded Mitigation (see **Appendix 2A**).

11.4.4 Baseline Environment

11.4.4.1 Data Sources, Information Gaps and Limitations

- 30 The data sources used to develop the necessary understanding of the baseline information are outlined in **Table 11.2** of the 2018 EIA Report and consisted of Automatic Traffic Counters (ATCs) dating from 2014 and 2017, a Manual Classified Count undertaken in 2010, Department for Transport (DfT) datasets from 2016 and Personal Injury Accident data for the

period 2011 to 2015 inclusive. Section 11.5.4 of the 2018 EIA Report Traffic and Transport chapter applied traffic growth rates to these traffic flows to establish a 2020 baseline year (the anticipated first year of construction).

- 31 Covid-19 has affected the way people work, travel and undertake their day-to-day business. Indeed, in comparison to periods before March 2020, trips by car are reduced, active travel modes have increased whilst trips by bus and rail are substantially reduced.
- 32 There is no agreed consensus within the transport planning profession on how traffic flows will evolve in the coming years. For example, although current traffic flows on the road network are starting to return to historic levels, trips by bus and rail remain substantially reduced and the return of passengers to these modes may result in reductions in car use.
- 33 To consider any possible changes to the baseline set out within the 2018 EIA Report, a comparison was made of traffic flows in the local area between the period of data collection for the 2018 EIA and March 2020, as set out in **Table 11.3**.

Table 11.3: Comparison of Traffic Survey Data on the Road Network (2012-2019)

	Annual Average Daily Traffic Flows (AADT)					
	2012	2014	2016	2017	2018	2019
B6371 between Alder Road and South Lorimer Drive (ELC data)				5,529*		5,597*
A1 (DfT site ID 80103)			40,396			43,779
A198 (DfT site ID 80125)	18,828					21,720
B1349 W Loan (DfT site ID 967560)		3,532	3,399	3,428	3,146	3,260

* Annual Average Weekday Traffic Flow (AAWT)

- 34 **Table 11.3** above shows the publicly available traffic survey data from DfT for sites within the Study Area (A1 and the A198) (Figure 11.1 of the 2018 EIA Report) and also those nearby on the local roads that were not within the Study Area (B1349 W Loan) but provide further information on traffic movement in the local area.
- 35 **Table 11.3** above shows that there have been no significant changes in traffic flows on these road links between the period of data collection for the 2018 EIA Report and the period of Covid-19 restrictions as where any changes have occurred, they are within the range of what would be expected from year-on-year traffic growth.
- 36 Of particular note is the availability of 2019 traffic survey available from ELC on the B6371 between Alder Road and South Lorimer Drive. This 2019 traffic survey is attached at an updated **Appendix 11A** of this document. **Table 11.4** below compares the 2017 traffic flow in this location (as extracted from Table 11.4 of the 2018 EIA Report) with the 2019 traffic flows. It shows that observed traffic growth between 2017 and 2019 is low at 0.6% per annum.



- 37 The 2018 EIA Report contained a baseline year of 2020, upon which the assessments were undertaken. The Further Application seeks an extension to commence construction of the OnTW, which may affect transport by altering the baseline year (the first year of construction) from 2020 to 2022-2023.
- 38 With regards to the B6371 between Alder Road and South Lorimer Drive, the 2018 EIA Report calculated a 2020 baseline traffic flow of 6,061 vehicle movements per weekday following the application of traffic growth rates (as set out in updated Appendix 11A of the 2018 EIA Report). The assessments contained within the 2018 EIA Report were based upon this baseline traffic flow for this road link.
- 39 To consider the effect of any potential new 2022-2023 baseline traffic flow for the B6371 between Alder Road and South Lorimer Drive based upon the most up to date 2019 observed traffic flows, traffic growth rates have been applied.
- 40 If National Road Traffic Forecast (NRTF) central growth rates were to be applied to the 2019 traffic survey on the B6371 between Alder Road and South Lorimer Drive to create a new 2022 baseline traffic flow, a growth rate of 1.042 is calculated, which equates to a traffic flow of 5,831.
- 41 Therefore, if more recent traffic surveys were utilised that post-dated the 2018 EIA Report to create a revised 2022-2023 baseline for the purposes of this scoping exercise, the net result would be a lower baseline traffic flow than that which was utilised in the 2018 EIA Report.
- 42 Given the above assessment of traffic surveys (the paragraphs above and **Table 11.3**) and given the effects of Covid-19 upon traffic flows, it can be concluded that the baseline position of the 2018 EIA Report in terms of traffic flows remains robust i.e. there is no requirement to update or create any new baseline traffic flows and those within the 2018 EIA Report remain relevant. Notwithstanding, even if new baseline traffic flows were created, any such changes to the baseline would be negligible and would be well within what can typically be expected as day-to-day variances in traffic flows.

11.4.4.2 Road Safety

- 43 Personal Injury Accident data was assessed within Section 11.5.3 of the 2018 EIA Report and concluded there did not appear to be any road safety issues within the Study Area. That analysis covered the latest available five-year period at that time between January 2011 and December 2015.
- 44 To consider any changes to this conclusion a revised assessment has been undertaken for the five-year period 2015 to 2019 inclusive. Data for 2020 has not been assessed due to reduced traffic flows on the network as a result of Covid-19.
- 45 There were a total of 12 injury accidents along the Study Area within the five-year period and these were all spread across the network in terms of location and date of occurrence. There were no clusters of injury accidents along the Study Area which suggests there are no 'blackspot' sites and there are no common contributory factors amongst them.



- 46 There was one injury accident that resulted in serious injury on the A198 overbridge of the A1 when a car collided with a bus, however, there were no other injury accidents in this location during the five-year period and it was a solitary occurrence.
- 47 From the information available from Crashmap, there does not appear to be any road safety issues within the Study Area.
- 48 Thus, the road safety component of the baseline position of the 2018 EIA Report remains unchanged.
- 49 The data for the 2018 EIA Report is considered to be representative and appropriate for application to current baseline conditions and does not require amendment for this updated 2021 assessment. The traffic flows used in the 2018 EIA Report remain robust and there have been no changes in road safety.

11.4.4.3 Cumulative Effects

- 50 Section 11.5.4 of the 2018 EIA Report set out details on Cockenzie being identified as a key location with opportunities for renewable energy-related investment, reflected by National Development 4 'High Voltage Electricity Transmission Network' in National Planning Framework 3.
- 51 Since the 2018 EIA Report, a planning application for Seagreen 1A offshore wind farm's onshore substation has been submitted.
- 52 Information available for the potential cumulative effect on traffic and transport, by the Seagreen 1A OnTW planning application was accessed from ELC Planning Portal (Ref. 21/00290/PPM). (Seagreen 1A: Onshore Transmission Works EIA Report published in March 2021).
- 53 It is notable that the Seagreen 1A: OnTW EIA Report published in March 2021 confirms the baseline conditions presented in the 2018 ICOL EIA Report.

11.4.5 Assessment Methodology

- 54 The key guidance for the assessment of traffic related impacts is The Institute of Environmental Assessment (IEMA) publication 'Guidance Note Number 1: Guidelines on the Environmental Assessment of Road Traffic', 1993, which remains applicable to this 2021 assessment.
- 55 There has been no change to the sensitivity criteria or impact significance thresholds.

11.4.6 Impact Assessment

11.4.6.1 OnTW

- 56 Based on the above review of baseline information, no change to the sensitivity of road links/receptors or to the baseline environment is expected.
- 57 No change will occur to the estimated Construction Traffic Flows arising from the construction of the OnTW (as presented in Table 11.9 of the 2018 EIA Traffic and Transport chapter).

- 58 As a result, the conclusions regarding the effect of the OnTW on traffic and transport as reported in the 2018 EIA Report do not require amendment.

11.4.6.2 Updated Cumulative Impact Assessment

Blindwells

- 59 The 2018 EIA Report considered Blindwells residential development as a cumulative development and included its construction traffic within the cumulative assessment (Section 11.8 of the EIA Report).
- 60 The Blindwells development is located on the south-eastern side of the A198 on the land between the A1 and the East Coast Mainline railway lines, has a planning permission in principle (PPP) to deliver up to 1,600 residential units and detailed planning consents for some plots have now since been granted. The dwellings were estimated to be delivered between 2020 and 2037, with a maximum build out rate of 97 units per annum during the years 2022 to 2031, however, this has been delayed due to Covid-19.
- 61 Construction has now commenced and it is envisaged that first occupations could be by the end of 2021 / early 2022. Based upon the build out rate, there will be negligible numbers of occupied dwellings during the assessment year.
- 62 As such, the continued consideration of the construction traffic from Blindwells within a cumulative assessment remains and there is no change from the 2018 EIA Report.

LDP Sites

- 63 There are emerging residential sites in the ELC LDP within Tranent and Longniddrie South. These were not considered within the cumulative assessment for the reasons set out in Section 11.8 of the 2018 EIA Report (generation of traffic onto different local roads than OnTW and negligible contributions to traffic on the A1). Although some of these sites have since been granted PPP, the consideration of these sites remains and there is no change from the 2018 EIA Report.

Seagreen 1A OnTW

- 64 An application for PPP for the Seagreen 1A OnTW was submitted in March 2021. The construction traffic associated with this proposal will utilise the same access route as the ICOL OnTW.
- 65 Chapter 9 of the Seagreen EIA Report is titled 'Access Traffic and Transport' and sets out that the proposed scope was agreed with Road and Transportation Officers of ELC in December 2020.
- 66 In terms of cumulative assessment, and as agreed with ELC, the Seagreen EIA Report sets out that traffic generated by Blindwells will be relatively low and hence a cumulative assessment containing Blindwells was not undertaken.
- 67 The Seagreen EIA Report did not consider the LDP sites within its cumulative assessment. This is also relevant to this Scoping Report as it is consistent with the outcomes of the cumulative assessment (below).

- 68 The Seagreen EIA Report did include the ICOL OnTW as a cumulative development, and this was the only other development considered within its cumulative assessment. Undertaking a cumulative assessment of the ICOL OnTW, Blindwells and Seagreen OnTW will exceed the cumulative developments included within the Seagreen EIA Report (which was agreed with ELC) and therefore represents a robust and up to date appraisal of the potential cumulative effects undertaken as part of this scoping exercise.

11.4.6.3 Updated Cumulative Traffic Flows

- 69 Based upon the above, construction traffic flows generated by the ICOL OnTW, Blindwells and Seagreen OnTW were considered in terms of potential cumulative impacts for this scoping exercise.
- 70 Construction traffic flows for the ICOL OnTW and Blindwells (which were based upon an approximate build out rate of 100 dwellings per annum) are set out in the 2018 EIA Report, and those from the Seagreen OnTW have been taken from its EIA Report.
- 71 A summary of these cumulative development traffic flows are set out in **Table 11.4**.

Table 11.4: Cumulative Construction Traffic Flows

	Weekday 24 Hour	
	Total Vehicle movements *	HGV movements *
ICOL OnTW peak construction traffic flows	180	67
ICOL OnTW average construction traffic flows	82	30
Proposed New Settlement, Blindwells construction traffic flows (construction rate of 100 dwellings per annum)	114	14
Seagreen OnTW peak construction traffic flows	232	112
Total peak Cumulative Development traffic flows **	526	193

* two-way vehicle movements

** based on ICOL OnTW, Seagreen OnTW, and Blindwells peak construction traffic flows

- 72 The peak construction traffic flows generated by the ICOL OnTW and Seagreen OnTW are both predicted to occur over a two-month period only. Given the different programmes for each development, it is unlikely that both peaks would overlap. Nonetheless, to ensure a robust assessment, the peak construction traffic flows for both are considered further below under a worse case scenario.
- 73 These peak cumulative development traffic flows were compared against the 2020 baseline traffic flows (in accordance with the methodology set out in the 2018 EIA Report) in order to determine the magnitude of change (see updated **Appendix 11A**). A summary of the key percentage changes in traffic flow is set out in **Table 11.5**.

Table 11.5: Percentage Change in Traffic Flow (Cumulative Peak Construction ICOL OnTW and Seagreen OnTW)

	Weekday (24 hour)		Saturday (24 hour)	
	Total Vehs *	HGVs *	Total Vehs *	HGVs *
Link 1: A198 between A1 overbridge and A198 roundabout	2.0 %	9.6 %	2.2 %	16.3 %
Link 2: A198 between the B6371 / B1361 roundabout and the A1 slip roads	1.4 %	6.2 %	1.5 %	8.5 %
Link 3: B6371 between the A198 / B1361 roundabout and Alder Road	4.5 %	30.5 %	5.0 %	56.0 %
Link 4: A198 east of the B6371 / B1361 roundabout	0.0 %	0.0 %	0.0 %	0.0 %
Link 5: B1361 west of the B6371 / A198 roundabout	0.0 %	0.0 %	0.0 %	0.0 %
Link 6: A1 east of A198	0.7 %	3.0 %	0.8 %	3.4 %
Link 7: A1 west of A198	1.0 %	5.2 %	1.2 %	5.2 %
Link 8: B6371 between Alder Road and South Lorimer Place	3.7 %	47.1 %	3.7 %	51.4 %
Link 9: B6371 between South Lorimer Place and B1348	3.9 %	63.4 %	3.6 %	45.6 %
Link 10: B1348 Edinburgh Road	2.6 %	26.8 %	2.2 %	18.2 %

* two-way traffic flows

- 74 A review of the above cumulative peak construction traffic flows using the methodology set out in the 2018 EIA Report indicates that the following road links requiring further consideration:
- Link 3: B6371 between the A198 / B1361 roundabout and Alder Road;
 - Link 8: B6371 between Alder Road and South Lorimer Place;
 - Link 9: B6371 between South Lorimer Place and B1348; and
 - Link 10: B1348 Edinburgh Road.
- 75 Of the other six road links the cumulative peak construction traffic flows will result in imperceptible effects along link 1 (A198 between A1 overbridge and A198 roundabout), link 2 (A198 between the B6371 / B1361 roundabout and the A1 slip roads), link 4 (A198 east of the B6371 / B1361 roundabout), link 5 (B1361 west of the B6371 / A198 roundabout), link 6 (A1 east of A198) and link 7 (A1 west of A198). The significance of the increase in traffic flows along these road links as a result of the cumulative peak construction traffic flows would therefore be Negligible/Minor, and not significant, which is in keeping with the conclusions of the 2018 EIA Report.
- 76 Further consideration has therefore been undertaken below to determine if the peak cumulative construction traffic flows along the four road links (Link 3 B6371 between the A198 / B1361 roundabout and Alder Road, Link 8 B6371 between Alder Road and South Lorimer



Place, Link 9 B6371 between South Lorimer Place and B1348 and Link 10 B1348 Edinburgh Road) would likely result in a significant effect on severance, driver delay, pedestrian amenity, pedestrian delay, and accidents and safety

Severance

- 77 Severance is only likely to occur on highly trafficked roads and result from the perceived division the road and traffic creates between either side.
- 78 It is noted that the methodology set out in the 2018 EIA Report identified that increases in traffic of between 30 per cent and 60 per cent could result in a slight effect upon severance. As set out at updated Appendix 11A, the only occasions on which an increase in traffic exceeds 30 per cent is when construction staff are arriving on site early in the morning when background traffic flows are low (between 06:00 and 07:00 on a weekday and between 07:00 and 08:00 on a Saturday).
- 79 Indeed, as set out at updated Appendix 11A, the maximum traffic flow along the road links during these periods (in this instance, on Link 3: B6371 between the A198 / B1361 roundabout and Alder Road) is 284 two-way vehicle movements per hour during the baseline scenario, changing to 403 two-way vehicle movements per hour with the addition of the peak OnTW construction traffic flows. This equates to only one vehicle movement on average every 13 seconds, changing to one vehicle movement on average every 9 seconds.
- 80 Such levels of vehicle movement are not highly trafficked and thus, severance would not occur on these road links.
- 81 On the basis of the additional traffic flows which could occur due to a potential concurrent development with Seagreen 1A (and Blindwells), it therefore considered that the magnitude of impact on severance would be negligible. The significance of the severance effect as a result of the peak cumulative traffic flows would therefore be Negligible/Minor with the residual effect **not significant** and able to be scoped out of the Further Application EIA. Driver Delay
- 82 Driver delays occur when traffic flows are high and roads are at or near capacity. This occurs when traffic flows are at their peak, during the weekday AM (08:00 to 09:00) and PM (17:00 to 18:00) peak hours.
- 83 The traffic surveys (Tables 11.3 and 11.4 of the 2018 EIA Report) confirm that it is these periods when traffic flows on the network are at their highest. Using professional judgement the traffic surveys show that traffic flows along the road links are not high. Indeed, on-site inspections during site visits in 2018 suggest that driver delay on these links are generally not noticeable.
- 84 It is noted from updated Appendix 11A that the maximum peak cumulative traffic flows generated during these periods are 17 two-way vehicle movements per hour. Such vehicle movements would not affect congestion or driver delay by any perceptible amounts irrespective of baseline conditions.
- 85 Traffic flow increases during the weekday AM and PM peak hours when there is the greatest potential for driver delay occurring are a maximum of 2.7 per cent, would only affect congestion or driver delay by insignificant amounts irrespective of baseline conditions.



- 86 Furthermore, the peak cumulative traffic flows for both OnTW project are predicted to be generated over a temporary time period of only two months and in any event are unlikely to overlap.
- 87 On the basis of the additional traffic flows which could occur due to a potential concurrent development with Seagreen 1A (and Blindwells), it is therefore considered that the magnitude of impact on driver delay would be negligible. The significance of the driver delay effect as a result of the peak cumulative traffic flows would therefore be Negligible/Minor, with the residual effect **not significant** and able to be scoped out of the Further Application EIA.

Pedestrian Amenity

- 88 Pedestrian amenity encompasses the overall relationship between pedestrians and traffic, including fear and intimidation which is the most emotive and difficult impact to quantify and assess. There are no commonly agreed thresholds for quantifying the significance of changes in pedestrian amenity, although the IEMA guidance sets out a range of thresholds when considering such effects.
- 89 The study sets out that moderate (the lowest category) fear and intimidation could be experienced when the average hourly traffic flow over an 18 hour day is around 600 to 1,200 vehicles per hour or when there are between 1,000 and 2,000 HGVs over an 18 hour day.
- 90 The average hourly traffic flow over an 18 hour day along the road links in the baseline scenario and then with the peak cumulative traffic flows are set out below:
- Link 3: B6371 between the A198 / B1361 roundabout and Alder Road: 504 two-way vehicle movements increasing to 527 two-way vehicle movements;
 - Link 8: B6371 between Alder Road and South Lorimer Place: 331 two-way vehicle movements increasing to 344 two-way vehicle movements;
 - Link 9: B6371 between South Lorimer Place and B1348: 319 two-way vehicle movements increasing to 332 two-way vehicle movements; and
 - Link 10: B1348 Edinburgh Road: 468 two-way vehicle movements increasing to 481 two-way vehicle movements.
- 91 All of these traffic flows are well below the lower threshold of the assessment criteria where the lowest category of fear and intimidation could occur.
- 92 In terms of HGVs, the traffic flow over an 18 hour day along the road links in the baseline scenario and then with the peak cumulative traffic flows are set out below:
- Link 3: B6371 between the A198 / B1361 roundabout and Alder Road: 566 two-way HGV movements increasing to 745 two-way HGV movements;
 - Link 8: B6371 between Alder Road and South Lorimer Place: 188 two-way HGV movements increasing to 277 two-way HGV movements;
 - Link 9: B6371 between South Lorimer Place and B1348: 140 two-way HGV movements increasing to 229 two-way HGV movements; and
 - Link 10: B1348 Edinburgh Road: 324 two-way HGV movements increasing to 413 two-way HGV movements.



- 93 All of these HGV movements are well below the lower threshold of the assessment criteria where the lowest category of fear and intimidation could occur.
- 94 On the basis of the additional traffic flows which could occur due to a potential concurrent development with Seagreen 1A (and Blindwells), it is considered that the magnitude of impact on pedestrian amenity would be negligible. The significance of the pedestrian amenity effect as a result of the peak cumulative traffic flows would therefore be Negligible/Minor, with the residual effect **not significant** and able to be scoped out of the Further Application EIA.

Pedestrian Delay

- 95 Highly trafficked roads and changes to the volume or speed of traffic may affect the ability of people to crossroads. The IEMA guidance suggests that pedestrian delay is perceptible or considered significant beyond a delay threshold of 10 seconds, for a link with no crossing facilities. It goes on to say that a 10 second pedestrian delay in crossing a road broadly equates to a two-way link flow of approximately 1,400 vehicles per hour.
- 96 The peak hourly traffic flows along the road links in the baseline scenario and then with the peak cumulative traffic flows are set out below:
- Link 3: B6371 between the A198 / B1361 roundabout and Alder Road: 722 two-way vehicle movements increasing to 739 two-way vehicle movements;
 - Link 8: B6371 between Alder Road and South Lorimer Place: 505 two-way vehicle movements increasing to 507 two-way vehicle movements;
 - Link 9: B6371 between South Lorimer Place and B1348: 488 two-way vehicle movements increasing to 490 two-way vehicle movements; and
 - Link 10: B1348 Edinburgh Road: 692 two-way vehicle movements increasing to 694 two-way vehicle movements.
- 97 All of these movements are well below the threshold upon which a perceptible delay to pedestrians could occur.
- 98 On the basis of the additional traffic flows which could occur due to a potential concurrent development with Seagreen 1A (and Blindwells), it is considered that the magnitude of impact on pedestrian delay would be negligible. The significance of the pedestrian delay effect as a result of the peak cumulative traffic flows would therefore be Negligible/Minor, with the residual effect **not significant** and able to be scoped out of the Further Application EIA

Accidents and Safety

- 99 Data from Crashmap, as set out above, shows that there is not a road safety issue along the road network to the Application Site.
- 100 The AADT, number of injury accidents and length of road link was used to calculate an observed injury accident rate, as set out for the road links below:
- Link 3: B6371 between the A198 / B1361 roundabout and Alder Road: observed injury accident rate of 212 injury accidents per billion vehicle-miles.
 - Links 8 and 9: B6371 between Alder Road and South Lorimer Place and between South



Lorimer Place and B1348: observed injury accident rate of 962 injury accidents per billion vehicle-miles; and

- Link 10: B1348 Edinburgh Road: observed injury accident rate of 514 injury accidents per billion vehicle-miles.

101 These observed rates were applied to estimate the change in injury accidents as a result of the peak cumulative traffic flows, as set out below:

- Link 3: B6371 between the A198 / B1361 roundabout and Alder Road: estimated increase of 0.0164 injury accidents per annum;
- Links 8 and 9: B6371 between Alder Road and South Lorimer Place and between South Lorimer Place and B1348: estimated increase of 0.0199 injury accidents per annum; and
- Link 10: B1348 Edinburgh Road: estimated increase of 0.0178 injury accidents per annum.

102 On the basis of the additional traffic flows which could occur due to a potential concurrent development with Seagreen 1A (and Blindwells), it is considered that the magnitude of impact on accidents and safety would be negligible. The significance of the accidents and safety effect as a result of the peak cumulative traffic flows would therefore be Negligible/Minor, with the effect **not significant** and able to be scoped out of the Further Application EIA

11.5 Conclusion and Residual Effects – Onshore Transmission Works

103 Based on the above review, the conclusions of the 2018 EIA Report remain valid. The residual effects of construction traffic of the OnTW are assessed to be Negligible/Minor and **not significant**.

104 The cumulative residual effects of traffic generated by cumulative developments are assessed to be Negligible/Minor and **not significant**.

105 As no significant impacts have been identified no additional mitigation is required above and beyond the Embedded Mitigation, detailed in the 2018 EIA Report (see Section 11.4 thereof).

106 Further, the planning conditions attached to the PPP, which include the provision of a Construction Traffic Management Plan will further safeguard traffic and transport impacts. It is expected these conditions would be attached to any new PPP as a result of the Further Application.

107 It has been shown that cumulative or in-combination effects associated with other developments, including the proposed Seagreen 1A OnTW, will not give rise to any significant impacts on traffic and transport.

108 **It is recommended that this topic is Scoped out of any further assessment.**



12 Socio-Economics, Land Use, Tourism and Recreation

12.1 Introduction

12.1.1 Objectives

- 1 This chapter of the 2021 Inchcape Onshore Transmission Works (OnTW) Scoping Report reviews the baseline environment and assessment methodology within the 2018 EIA Report, and the validity of its conclusions regarding the impacts on Socioeconomics, Land Use, Tourism and Recreation from the ICOL OnTW, in the context of a Further Application.
- 2 The 2018 impact assessment is detailed in the following chapters and Appendices of the 2018 EIA Report.

Chapter 12: Socioeconomics, Land Use, Tourism and Recreation	ICOL Data Library - Chapter 12
---------------------------------------------------------------------	------------------------------------------------

Appendix 12A: Socio-economic Baseline	ICOL Data Library - Appendix 12A
----------------------------------------------	--------------------------------------------------

- 3 The 2018 chapter shared linkages with Chapter 8: Landscape and Visual with regards the visual impacts of the OnTW and potential impacts upon visitor numbers and the local economy. 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.
- 4 Direct links to these chapters and any relevant Appendices are provided below.

Chapter 8: Landscape and Visual	ICOL Data Library - Chapter 8
Chapter 10: Noise and Vibration	ICOL Data Library - Chapter 10
Chapter 11: Traffic and Transport	ICOL Data Library - Chapter 11
Chapter 13: Air Quality	ICOL Data Library - Chapter 13

- 5 Reference is made to the potential cumulative effects of the Seagreen 1A 2021 OnTW application. A link to that application is provided below.

Seagreen 1A OnTW Application	Documents SSE Seagreen 1A
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12.2 Potential Impacts

- 6 Potential impacts relating to socioeconomics, land use, tourism and recreation are either direct impacts relating to the visual impact of the OnTW with regards visitor numbers and the local economy, or indirect impacts such as noise, traffic and transport and air quality on visitor numbers during construction, operation and maintenance, and decommissioning of the OnTW.

- 7 Accordingly, the following potential environmental impacts were ‘scoped in’ to the 2018 EIA Report by the 2017 East Lothian Council (ELC) Scoping Opinion.

Table 12.1: ELC 2017 Scoping Opinion for the 2018 EIA Report - SocioEconomic, Land Use, Tourism and Recreation

Socioeconomics, Land use, Tourism and Recreation	ELC 2017 Scoping Opinion Element Scoped In to 2018 EIA Report
Construction	
Onshore Substation: impacts of construction – expenditure, employment and economic activity, land use, public access and recreation and tourism	Yes
Landfall and Onshore export cable: impacts of construction – expenditure, employment and economic activity, land use, public access and recreation and tourism	Yes
Operational	
Onshore Substation: impacts of operation and maintenance – expenditure, employment and economic activity, land use, public access and recreation and tourism	Yes
Landfall and Onshore export cable: impacts of operation and maintenance – expenditure, employment and economic activity, land use, public access and recreation and tourism	Yes
Decommissioning³⁹	
Landfall and Onshore export cable: impacts of decommissioning – expenditure, employment and economic activity, land use, public access and recreation and tourism	Yes
Onshore Substation: impacts of decommissioning – expenditure, employment and economic activity, land use, public access and recreation and tourism	Yes

12.3 Summary of 2018 Impact Assessment

12.3.1 Impact Assessment

- 8 The 2018 EIA Report Socio-economics, land use, tourism and recreation chapter assessed the potential impacts of the OnTW on:
- Paths and other promoted outdoor access routes;

³⁹ 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.



- effects on tourism;
- direct, indirect and induced effects on employment and the economy through job creation and expenditure;
- effects on land use, including consideration of the implications of changes to existing land uses; and
- effects on public access and recreation, including consideration of Rights of Way, Core Paths.

- 9 The 2018 EIA Report concluded that effects on the local economy would be beneficial but not significant. With the suggested construction management measures in place potential adverse effects during construction would be temporary and not significant. Once operational, the impact on recreational and tourism users of views of the Onshore Substation from the long-distance routes would be limited and would not result in a significant adverse effect. The potential impacts of decommissioning were considered to be equivalent to, and potentially lower than, the worst case impacts assessed for the construction phase.

12.3.2 2018 Cumulative Impact Assessment (CIA)

- 10 Cumulative effects were considered to be positive during construction due to the potential for sequential construction activity with the proposed Blindwells New Settlement. It was also noted that the local employment benefits associated with the construction of the Inch Cape offshore wind farm were entirely dependent upon the development of the OnTW.

12.3.3 Public Inquiry Assessment

- 11 The assessment of the 2018 EIA Report and planning application was undertaken by Public Inquiry, on behalf of the Scottish Ministers⁴⁰ in 2018.
- 12 No objections were raised to the 2018 EIA Report and planning application regarding socio-economics, land use, tourism and recreation from ELC and therefore these assessments did not form part of the hearing.
- 13 The assessment of the socio-economics, land use, tourism and recreation element of the OnTW development, undertaken by a Reporter at Public Inquiry on behalf of the Scottish Ministers (**Appendix 1A** p93) concluded:

“The effects on local visitor and recreational attractions are assessed and a tourism assessment is included in Chapter 12 of the Environment Report. I have reported on the economic impacts and benefits of the proposal in my conclusion within the main report. No significant adverse effects are identified.

Where public access along the John Muir Way will be temporarily disrupted during construction, maintenance or decommissioning activities, a suitable diversion that minimises the length of path affected will be put in place along with signage at each end of the route where the route is diverted. Following the adoption of these

⁴⁰ Report to the Scottish Ministers, Town and Country Planning (Scotland) Act 1997: Case reference CIN-ELN-001, January 2019.

<https://www.dpea.scotland.gov.uk/CaseDetails.aspx?id=118598&T=6>



mitigation measures, no significant effects are predicted upon this or any other public access routes.

The construction phase has the potential to directly disrupt tourists using the Golf Coast Road which crosses through the application site. A local traffic management plan will be put in place to minimise any potential disruption to visitors using the Golf Coast Road during construction. With this mitigation in place, no significant effects are predicted to occur on visitor numbers using this route during construction. No potential for significant effects upon other tourism resources are identified during construction, operation and decommissioning.

It is considered that the addition of the Offshore Wind Farm and the on-shore works will result in no greater effects on socio-economic, land use, recreation and tourism than those predicted to occur during the construction of the transmission works in isolation.

Should the proposal be constructed in parallel or in close succession with the proposed Blindwells New Settlement there may be a potential for a significant temporary effect on local employment and the economy. There is no identified potential for any other significant cumulative effects on land use, recreation and tourism as a result of other development proposals are predicted. I find nothing in the submissions and representations to lead me to a different conclusion. Mitigation in relation to design and layout and the inclusion of landscaping and provision for temporary path disruption lead me to conclude that significant effects would be avoided”.

- 14 On this basis the Reporter considered that the socio-economics, land use, tourism and recreation impacts had been adequately assessed, and any potential effects are not considered to be significant with the adoption of good practice measures.
- 15 The Reporter’s report also refers to the benefit to tourism and recreation users of the proposed in-built mitigation in relation to design and layout and the inclusion of landscaping for which provision is made within the Embedded Landscape Mitigation, as transposed into Condition 1.
- 16 A full list of the conditions attached to the planning permission in principle (PPP) can be found in **Appendix 1B**.

12.4 2021 Scoping and EIA Update

- 17 As stated in Chapter 3 of this report, this chapter considers if there have been any changes to the following aspects of the 2018 EIA Report:
 - Policy and Legislation;
 - Embedded Mitigation
 - Baseline Environment;
 - Assessment Methodology;



- Impact Assessment
- Cumulative Effects; and
- Conclusions and Residual Effects.

12.4.1 Policy and Legislation

- 18 The following policies relevant to socio-economics, land use, tourism and recreation as applied to the 2018 EIA are listed below, alongside any amendments/updates, with comment on how these changes could affect the Further Application.

Table 12.2: Relevant Policies and Legislation - 2018 and 2021 comparison

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
The Land Reform (Scotland) Act 2003	Still applicable	Considered in 2018 EIA
The Scottish Outdoor Access Code	Still applicable	Considered in 2018 EIA
National Planning Framework 3	No change	Considered in 2018 EIA
East Lothian Local Plan 2008	Superseded	
Draft 2018 East Lothian Local Development Plan (ELLDP)	The Draft ELLDP was adopted in 2018. The adopted ELLDP refers to PROP EGT1: Former Cockenzie Power Station as land safeguarded for future thermal power generation and carbon capture and storage, but also noted the opportunity for renewable energy-related investment. Policy OS1: Protection of Open Space (previously Policy C3 in the 2008 ELLDP) was confirmed and applies to the west of the Application Site.	No significant change in respect of socio-economics, land use, tourism and recreation compared with 2018 EIA

- 19 Whilst the East Lothian Local Development Plan has been adopted since 2018 and therefore forms the Development Plan for the Application Site, the assessment in 2018 took account of the emerging Local Development Plan and, in particular, the policy requirement set out in OS1 to protect the Green Hills open space.

12.4.2 Embedded Mitigation

- 20 Embedded Mitigation which applies to socio-economics, land use, tourism and recreation is related to ensuring suitable diversions for any temporary disruption to public access, maintaining access to the John Muir Way / Core Path 276, exploring the technical feasibility of using existing ducts or horizontal boring to lay the Onshore Export Cables under the B1348, and locating the Onshore Substation to avoid any direct effects on the route of the John Muir Way / Core Path 276. These measures are to be delivered as part of the Construction Environmental Management Plan and are built into other conditions attached to the PPP.
- 21 As discussed in Chapter 2 Project Description of this Scoping Report, there is no requirement to update or change the proposed Embedded Mitigation (see **Appendix 2A**).

12.4.3 Baseline Environment

12.4.3.1 Physical Environment

- 22 There has been limited change to the relevant physical baseline since the 2018 assessment was carried out.
- 23 Immediately to the south of the Application Site, Seagreen 1A Limited has applied for PPP to construct and operate onshore transmission infrastructure including a substation. This is planned to be situated on the south side of the B1348 (Edinburgh Road) adjacent to the existing Cockenzie substation building.

12.4.3.2 Data Sources, Information Gaps and Limitations

- 24 The data sources used to develop the necessary understanding of the baseline information are outlined in Table 12.2 of the 2018 EIA Report and are confirmed to be generally appropriate for this updated assessment. It should however be noted that socio-economic statistics and tourism strategies are subject to regular updating, and therefore current versions have been referenced in this assessment as noted in **Table 12.3** below.

Table 12.3: Relevant Data Sources - 2018 and 2021 comparison

Data Source 2018	Data Source 2021
Scotland's Census 2011 (http://www.scotlandscensus.gov.uk/)	No change: 2021 Census not yet published
Scottish Neighbourhood Statistics (http://www.sns.gov.uk/)	Updated version available
Nomis Official Labour Market Statistics	Updated version available
Scottish Index of Multiple Deprivation 2016 http://www.gov.scot/Topics/Statistics/SIMD	Updated version available



Data Source 2018	Data Source 2021
VisitScotland (www.visitscotland.org)	Updated version available
Visit East Lothian (http://www.visiteastlothian.org/home.asp)	Updated version available
East Lothian Council (http://www.eastlothian.gov.uk/)	Updated version available
Scottish Tourism Alliance (http://scottishtourismalliance.co.uk/)	Updated version available
Sustrans (http://www.sustrans.org.uk/)	Updated version available
Tourism Scotland 2020: The National Tourism Strategy http://scottishtourismalliance.co.uk	No change; under review
East Lothian Tourism Action Plan for 2016-2018 http://www.eastlothian.gov.uk	No change
East Lothian Visitor Research Survey 2015 http://www.eastlothian.gov.uk	East Lothian Visitor Survey 2018 East Lothian Visitor Survey 2018

- 25 The above amendments/updates have been reviewed, and the data for the 2018 EIA Report are considered to be representative and appropriate for current baseline conditions. Any changes to published statistics in the period to 2021 are small. It is not considered that the baseline changes are sufficient to affect the findings of the 2018 assessment with regard to magnitude of impact or sensitivity of receptors.

12.4.3.3 Cumulative Effects

- 26 Information available for the potential cumulative effects by the Seagreen 1A OnTW planning application was accessed from ELC Planning Portal (Ref. 21/00290/PPM). (Seagreen 1A: On-shore Transmission Works EIA Report published in March 2021).
- 27 It is notable that the Seagreen 1A: OnTW EIA Report published in March 2021 confirms the baseline conditions presented in the 2018 EIA Report.

12.4.4 Assessment Methodology

- 28 The assessment of socio-economics, land use, tourism and recreation effects in the 2018 EIA Report was undertaken by RPS using an established methodology commonly employed for such development. SLR has reviewed the methodology used in the 2018 EIA and considers that it remains applicable to this 2021 assessment.



- 29 There has been no change to the sensitivity criteria or impact significance thresholds.

12.5 Impact Assessment - Landfall, Onshore Export Cable and Onshore Substation

12.5.1 Direct Effects

- 30 Based on the above review of baseline information, there are not considered to be any changes in the receiving environment that would result in a requirement to modify the conclusions of the 2018 EIA Report.

12.5.2 Cumulative Impact Assessment

- 31 The current application for PPP in respect of the Seagreen OnTW on an adjacent site has potential to give rise to cumulative effects. As the Inch Cape OnTW had already received consent prior to submission of the Seagreen OnTW application, the Land Use, Socio-economics and Tourism assessment undertaken by BIGGAR Economics for the Seagreen OnTW project addresses the potential for cumulative effects with regard to the Inch Cape OnTW.
- 32 The Seagreen 1A EIA Report notes that, should construction coincide with the works associated with the Inch Cape OnTW, some coordination will be desirable to minimise disruption; in this regard, the East Lothian LDP Policy EGT 3⁴¹ requires developers to work together to minimise impacts where possible. The Seagreen 1A EIA Report recognises that there may be potential for some synergies between the two projects, particularly in reducing disruption to public access and recreation, as well as in developing a local supply chain, depending on whether the construction and operational phases of the two projects coincide. The Seagreen assessment with regards to Inch Cape OnTW concludes that "*cumulative effects on land use, recreation, socio-economics and tourism are expected to be negligible and not significant*".
- 33 This conclusion has been reviewed and is considered to be valid and to apply equally to the interaction of the Inch Cape OnTW Further Application with Seagreen 1A OnTW. Consequently, no significant adverse cumulative effects are predicted.
- 34 Other cumulative development proposals identified in the 2018 EIA Report comprise the proposed Phase 2 Blindwells New Settlement and planned growth at Wallyford and Musselburgh. These projects are judged to be similar in terms of scale, location and impact to the Phase 1 Blindwells development for which the 2018 EIA Report concluded that (should the developments be constructed in parallel or in close succession) there may be a significant temporary positive effect on local employment and the economy. No adverse effects were predicted.
- 35 It is therefore considered that there would be no change to the conclusions in terms of cumulative effects relative to the 2018 EIA Report.

⁴¹ PROP EGT3 Forth Coast Area of Co-ordinated Actions – Cockenzie – Torness regarding support for the principle of electricity grid connections



12.6 Conclusion and Residual Effects

- 36 Based on the above review, it is considered that the conclusions of the 2018 EIA Report remain valid. There has been no significant change to the legislation or policy relevant to assessment of socio-economics, land use, tourism and recreation, and it has been shown the baseline conditions and the sensitivity of the potential receptors is currently the same as assessed in the 2018 EIA Report.
- 37 As no significant impacts have been identified no additional mitigation is required above and beyond the Embedded Mitigation detailed in the 2018 EIA Report.
- 38 Further, the planning conditions attached to the PPP, which includes a construction and environmental management plan will further safeguard socio-economic, land use, tourism and recreation elements. It is expected these conditions would be attached to any new PPP as a result of the Further Application.
- 39 It has been shown that cumulative or in-combination effects associated with other developments, including the proposed Seagreen 1A OnTW, will not give rise to any significant effects with regard to socio-economic, land use, tourism and recreation effects.
- 40 **It is recommended that this topic is Scoped Out of any further assessment.**

13 Air Quality

13.1 Introduction

13.1.1 Objectives

- 1 This chapter of the 2021 Inchcape Onshore Transmission Works (OnTW) Scoping Report reviews the baseline environment and assessment methodology within the 2018 EIA Report, and the validity of its conclusions regarding the impacts on Air Quality from the ICOL OnTW, in the context of a Further Application.
- 2 The 2018 Air Quality impact assessment is detailed in the following chapters and Appendices of the 2018 EIA Report.

Chapter 13: Air Quality
[ICOL Data Library - Chapter 13](#)
Appendix 13A: EPUK and IAQM Operational Phase Screening Criteria
[ICOL Data Library - Appendix 13A](#)

- 3 The traffic data, and human and ecological receptor information used in the 2018 assessment was also applied to the assessments in the following chapters, links to which are provided below:

Chapter 6: Ecology
[ICOL Data Library - Chapter 6](#)
Chapter 10: Noise and Vibration
[ICOL Data Library - Chapter 10](#)
Chapter 11: Traffic and Transport
[ICOL Data Library - Chapter 11](#)

- 4 Reference is made to the potential cumulative effects of the Seagreen 1A 2021 OnTW application. A link to that application is provided below.

Seagreen 1A OnTW Application
[Documents | SSE Seagreen 1A](#)

13.2 Potential Impacts

- 5 Potential impacts relating to air quality are the direct impacts of the construction and decommissioning of the OnTW with respect to Fugitive Dust, suspended particulate matter and combustion pollutants. No direct effects are expected during the operational stage.
- 6 The Table below shows which potential environmental impacts were 'scoped in' and 'scoped out' of the 2018 EIA Report by the 2017 East Lothian Council (ELC) Scoping Opinion.

Table 13.1: Air Quality - ELC 2017 Scoping Opinion for the 2018 EIA Report

Air Quality	ELC 2017 Scoping Opinion Element Scoped In to 2018 EIA Report
Construction (and Decommissioning)	
Disamenity effects resulting from deposited Fugitive Dust from construction and decommissioning activities	Yes
Health effects due to release of suspended particulate matter from construction and decommissioning activities and vehicular movements	Yes
Health effects due to release of combustion pollutants from construction and decommissioning activities and vehicular movements	Yes
Operational	
Dis-amenity or health effects resulting from deposited fugitive dust, combustion or other airborne pollutants	No
Cumulative	
Dis-amenity or health effects resulting from deposited fugitive dust, combustion or other airborne pollutants	Yes

13.3 Summary of 2018 Impact Assessment

13.3.1 OnTW

- 7 The 2018 EIA Report Air Quality Chapter primarily assessed the potential for construction (and decommissioning) activities to generate emissions of dust; which could give rise to nuisance effects on nearby sensitive receptors as a result of deposition, human health effects due to an increase in exposure to particulate matter with an aerodynamic diameter of $\leq 10\mu\text{m}$ (PM_{10}), and potential harm to ecological receptors. Emissions of other local air pollutants such as nitrogen dioxide (NO_2) were considered in relation to construction traffic and plant movements.
- 8 The assessment considered the proximity of the proposed construction works to nearby sensitive human and ecological receptors, the existing background air quality in the vicinity of the OnTW and the potential for the scale and nature of the works to generate emissions including dust.
- 9 Potential receptors included nearby residential areas such as housing at the eastern side of Prestonpans and the western side of Cockenzie.
- 10 Embedded Mitigation included a dust management plan (DMP) which would be implemented during construction by the appointed contractor. This would include measures such as damping down of working areas and keeping site roads clean to ensure that activities with the potential to create dust, particularly during dry and windy weather conditions, are minimised. Dust arising during construction would be monitored and appropriate dust suppression measures would be implemented to respond to conditions and activities on site when required.



11 No significant effects on sensitive human and ecological receptors in proximity to the OnTW were predicted during construction and decommissioning from dust emissions or from emissions resulting from other activities such as construction traffic movements.

12 The 2018 EIA Report concluded that, with the suggested good practice mitigation measures in place, the predicted air quality effects would be **not significant**.

13.3.2 2018 Cumulative Impact Assessment (CIA)

13 Cumulative impacts were considered in relation to the Blindwells development in the 2018 EIA Report. Given the lack of proximity to the OnTW, it was concluded that these potential impacts would not increase the significance of the effects assessed.

13.3.3 Public Inquiry Assessment

14 The assessment of the 2018 EIA Report and planning application was undertaken by Public Inquiry, on behalf of the Scottish Ministers in 2018.

15 No objections were raised to the 2018 EIA Report and planning application regarding air quality from ELC and therefore these assessments did not form part of the hearing.

16 The assessment of the air quality element of the OnTW development, undertaken by a Reporter at Public Inquiry on behalf of the Scottish Ministers (**Appendix 1A** p94) concluded:

“The air quality assessment indicates that the potential effects associated with the release of dust during construction and vehicular emissions during both construction and operation of the OnTW are considered to be ‘not significant’ with the adoption of a range of good practice mitigation measures. Typical measures include:

- provision of adequate water supply for use as dust suppression as necessary;*
- imposition of a speed limit on site;*
- minimisation of double handling of materials;*
- rapid re-vegetation of earthworks and bunds; and*
- cleaning of haul roads and vehicle wheels exiting site to minimise trackout.*

There is considered to be no significant risk of cumulative air quality effects with other projects, namely the Blindwells New Settlement. There is the potential for short term interactive effects to arise as a result of general disturbance and nuisance on local residents within the Study Area resulting from the combined effects of air quality and noise resulting from construction machinery and from vehicle movements. The potential effects as a result of these impact interactions are not considered to be significant with the adoption of good practice mitigation measures. I find no basis to differ from these conclusions.”

17 On this basis the Reporter considered that the air quality impacts had been adequately assessed, and any potential effects are not considered to be significant with the adoption of good practice measures.

- 18 As a result of that assessment, the Embedded Mitigation was converted into Condition 4 (CEMP) which included air quality and dust, and Condition 6: (Traffic Management Plan – TMP) related to wheel washing facilities and the requirement for a Green Travel Plan to minimise air pollution emissions, and attached to the PPP.

- 19 A full list of the conditions attached to the PPP can be found in **Appendix 1B**.

13.4 2021 Scoping and EIA Update

- 20 As stated in Chapter 3 of this report, this chapter considers if there have been any changes to the following aspects of the 2018 EIA Report:

- Policy and Legislation;
- Embedded Mitigation
- Baseline Environment;
- Assessment Methodology;
- Impact Assessment
- Cumulative Effects; and
- Conclusions and Residual Effects.

13.4.1 Consultation

- 21 For the purposes of this 2021 scoping exercise, consultation was undertaken with the Senior Environmental Health Officer (EHO) at ELC⁴² to address/confirm the applicability of the 2018 EIA baseline information and methodology.
- 22 The Senior EHO confirmed agreement of the assessment methodology and its validity. Furthermore, the Senior EHO agreed that the Seagreen OnTW planning application (ELC planning application reference: 21/00290/PPM) is the only significant change to the baseline environment which would require further consideration within this Scoping Exercise.
- 23 Full correspondence related to consultation for this Scoping Report is found in **Appendix 4A**.

13.4.2 Policy and Legislation

The following key policies and legislation relevant to air quality as applied to the 2018 EIA are listed below in

⁴² Consultation e-mail from SLR Consulting Ltd to Colin Clark, Senior Environmental Health Officer at East Lothian Council, dated 20/07/21 and response received on 20/07/21.

- 24 Table 13., alongside any amendments/updates, with comment on how these changes could affect the Further Application.

Table 13.2: Relevant Policies and Legislation - 2018 and 2021 comparison – Air Quality

Relevant Policies & Legislation 2018	Relevant Policies and Legislation 2021	Effect of any change
The Air Quality Standards (Scotland) Regulations 2010 and 2016 (AQSR)	Still applicable	n/a
EU Air Quality Framework Directive (2008/50/EC) and Fourth Daughter Directive (2004/107/EC)	The UK has now formally left the EU	The directives are written into Scottish Law, as presented within the AQSR, and therefore still relevant/applicable
The United Kingdom Air Quality Strategy (UK AQS) 2007 for England, Scotland, Wales and Northern Ireland	Still applicable	n/a
Cleaner Air for Scotland (CAFS)	Still applicable	n/a
Scottish Planning Policy (SPP) (2014)	2014 (A revised SPP, published December 2020 was quashed (21 st July 2021) following a judicial review at the Court of Session)	None

- 25 The key guidance documents for the assessment of air quality related impacts were listed as the following within the 2018 impact assessment:
- IAQM, Guidance on the Assessment of Dust from Demolition and Construction, v1.1, 2016;
 - Defra (co-authored by the Scottish Government), Local Air Quality Management Technical Guidance (TG(16)), LAQM.TG(16), April 2016;
 - Highways Agency, Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 1, HA 207/07 - Air Quality, May 2007; and
 - Environmental Protection UK (EPUK) and the IAQM, Land-Use Planning & Development Control: Planning for Air Quality, v1.2, 2018.
- 26 The above guidance documents remain applicable to the 2021 assessment. However the DMRB and LAQM.TG(16) have been updated in the interim period, as follows:
- Highways England (co-authored by Transport Scotland), DMRB, LA 105 Air quality, November 2019; and
 - Defra (co-authored by the Scottish Government), Local Air Quality Management Technical Guidance (TG16), April 2021.
- 27 The updates represent standard/interim updates, reflective of changes in legislation and policy, and therefore do not materially alter the assessment methodology.

13.4.3 Embedded Mitigation

- 28 Embedded Mitigation which applies to Air Quality is related to the management of dust during construction.
- 29 As discussed in Chapter 2 Project Description of this Scoping Report, there is no requirement to update or change the proposed Embedded Mitigation (see **Appendix 2A**).

13.4.4 Baseline Environment

13.4.4.1 Data Sources, Information Gaps and Limitations

- 30 The data used for the 2018 EIA Report has been reviewed. New data related to local monitoring data/background pollutant concentration is now available and has been compared with the baseline of the 2018 EIA Report.
- 31 Information available for the potential cumulative effects on air quality by the Seagreen 1A OnTW planning application was accessed from ELC Planning Portal (Ref. 21/00290/PPM). (Seagreen 1A: OnTW EIA Report published in March 2021).
- 32 It is notable that the Seagreen 1A: OnTW EIA Report published in March 2021 confirms the baseline conditions presented in the 2018 EIA Report.

13.4.4.2 Updated Local Air Quality Monitoring Data

- 33 The most recent ELC Air Quality Annual Progress Report (APR)⁴³ was reviewed for relevance to the Further Application. The closest air quality monitoring locations to the Application Site are NO₂ diffusion tubes located in Tranent, approximately 2.5-3.0km to the south, notably T14 and T15 which were presented in the 2018 EIA Report. **Table 13.** presents annual mean NO₂ monitoring data from 2013 to 2019 allowing comparison between the 2013-2015 data used in the air quality assessment presented in the 2018 EIA Report, and the most recent available data from 2015 to 2019.

Table 13.3: ELC NO₂ Diffusion Tube Monitoring Results (2013-2019)

Monitoring Location	Site Classification	NGR (m)		Annual Mean Concentration (µg/m ³)						
		X	Y	2013	2014	2015	2016	2017	2018	2019
T11: Tranent 89 High Street	Roadside	340686	672692	32	33	31	39	32	26	27
T12: Tranent 82 High Street	Roadside	340738	672687	28	25	24	29	22	22	22
T13: Tranent 55 High Street	Roadside	340608	672738	28	29	27	30	27	22	26

⁴³ East Lothian Council, 2020 Air Quality Annual Progress Report (APR) for East Lothian Council, June 2020.

[ELC - Air Quality Annual Progress Report](#)

Monitoring Location	Site Classification	NGR (m)		Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)						
		X	Y	2013	2014	2015	2016	2017	2018	2019
T14: Tranent 26 High Street	Roadside	340570	672780	24	24	21	25	20	17	20
T15: Tranent 58 Bridge Street	Roadside	340112	672905	19	17	16	20	18	17	17

Table note:

LAQM.TG(16) defines a 'roadside' site as "a site sampling typically within one to five metres of the kerb of a busy road (although distance can be up to 15m from the kerb in some cases)"

- 34 As noted in **Table 13.**, when comparing from 2013 to 2019 annual mean NO_2 concentrations, small concentration decreases are noted at all monitoring locations presented. The ELC Air Quality APR refers to "a general downward trend in annual mean NO_2 concentrations between 2015-2019 throughout the County" which supports this observation.

13.4.4.3 Updated Modelled Background Air Quality Maps

- 35 The Scottish Government maintains a nationwide semi-empirical model of existing and future background air quality concentrations at a 1km grid square resolution which is periodically updated. The data sets include annual average concentration estimates for NO_x , NO_2 and PM_{10} , the most recent of which uses a base year of 2018 (the year in which comparisons between modelled and monitoring are made)⁴⁴, in contrast to the 2018 EIA Report which used 2013 as a base year.
- 36 Annual mean background concentrations of NO_x , NO_2 and PM_{10} were obtained from these maps, however due to the absence of $\text{PM}_{2.5}$, annual mean background concentrations for $\text{PM}_{2.5}$ have been obtained from the Defra published background maps⁴⁵. The Defra supplied background maps operate in the same manner as the Scottish background maps.
- 37 The projected background concentrations for 2021 for the grid square that covers the Application Site (x339500, y675500) are presented in **Table 13.4**. For comparison, the projected 2018 background concentrations (as presented within the 2018 EIA Report) have been displayed alongside.

Table 13.4: Background Pollutant Concentrations

Pollutant	Annual Mean ($\mu\text{g}/\text{m}^3$)		Air Quality Objective ($\mu\text{g}/\text{m}^3$)
	2021	2018 (presented in 2018 EIA)	
NO_x	9.2	9.9	-

⁴⁴ Scottish Government Background Maps (2018-Reference).

<http://www.scottishairquality.scot/data/mapping?view=data>.

⁴⁵ Defra Background Maps (2018-Reference). <http://laqm.defra.gov.uk/review-and-assessment/tools/background-maps.html>.

Pollutant	Annual Mean ($\mu\text{g}/\text{m}^3$)		Air Quality Objective ($\mu\text{g}/\text{m}^3$)
	2021	2018 (presented in 2018 EIA)	
NO ₂	6.5	6.7	40
PM ₁₀	9.6	11.2	18
PM _{2.5}	5.4	7.5	10

- 38 As shown in **Table 13.**, when comparing the projected 2018 and 2021 background concentrations, the 2021 concentrations exhibit a reduction, and an improvement is therefore noted. All concentrations remain below the respective annual mean Air Quality Objectives (AQOs).

13.4.4.4 Baseline – Summary

- 39 In terms of sensitive human and ecological receptors to air quality within 2018 EIA Study Area⁴⁶, the baseline has not materially altered, and no receptors of increased/different sensitivity have been introduced in the interim period since the 2018 EIA Report. The 2018 EIA Report describes the study area of relevance in Section 13.5.1, visually mapped in Figure 13.1 of the 2018 EIA Report.
- 40 In terms of the air quality baseline, the most recent baseline exhibits an improvement when compared to the 2018 EIA Report – as noted by both local monitoring and the background pollutant concentration maps. This is in line with national predictions, whereby air quality is expected to improve year on year as low- and zero- tailpipe vehicles permeate the fleet, for example. However, prediction of longer-term trends may need to take into the account the aberration caused by the Covid-19 lockdowns on transport trends (see Chapter 11: Traffic and Transport of this document).

13.4.5 Assessment Methodology

- 41 The key guidance for the assessment of air quality related impacts is the same as presented in the 2018 EIA Report, which remains applicable to this 2021 assessment. The assessment methodology has been confirmed in consultation with ELC's Senior EHO.
- 42 There has been no change to the sensitivity criteria or impact significance thresholds.
- 43 The most recently available monitoring data/background pollutant concentrations is not material to the conclusions of the impact assessment.
- 44 The Study Area of the 2018 EIA Report remains representative and appropriate for application to current baseline conditions; and does not require amendment for this updated 2021 assessment.

⁴⁶ For the purposes of this Air Quality Assessment the 'Study Area' has been defined based on the relevant guidance as:

- a buffer of 350 metres from the Application Site boundary for construction dust as per the IAQM Construction Dust guidance as shown in Figure 13.1;
- a 50 metre buffer from roads used by site construction vehicles for potential Trackout associated with construction activities as per the IAQM Construction Dust guidance as shown in Figure 13.1; and
- a 200 metre buffer from roads used by traffic associated with the development (as per the DMRB guidance), namely the B1348, B6371 and A189.

13.4.6 Impact Assessment

13.4.6.1 OnTW

- 45 Based on the above review of baseline information, current legislation and policies, it is concluded that the potential direct effects during construction, operation and decommissioning phases of the OnTW are the same as those presented in the 2018 EIA Report and that there are **no significant** direct effects upon air quality for the Further Application.

13.4.6.2 Cumulative Impact Assessment

- 46 The cumulative assessment presented below has considered the potential cumulative/in-combination effects with the proposed Seagreen 1A OnTW.

Construction Dust

- 47 Those receptors located within proximity to both sites have the potential for cumulative impacts from dust emissions generated during the construction phases of both developments. This potential would only be realized if there are concurrent construction activities at the two sites and if certain meteorological conditions coincide with one another.
- 48 Furthermore, each site has responsibility to control the potential release of dust emissions. For example, at the Application Site construction activities will be undertaken in line with the construction DMP, as part of a wider CEMP. Similarly, the Seagreen OnTW proposals include for the provision of a CEMP which incorporates a 'Dust and Air Quality Management Plan' inclusive of measures to control the release of dust emissions.
- 49 Given the above and provided that each site operates in line with their respective CEMPs, it is considered that the potential dust emissions would be effectively controlled. As such, the potential cumulative effects associated with construction dust would be **not significant**.

Construction Phase Road Vehicle Emissions

- 50 There is the potential for receptors within the study area to be impacted by construction phase road vehicle emissions associated with both sites if construction vehicles are both utilising the same road network, at the same time.
- 51 In terms of daily HGV movements, the 2018 EIA Report predicted a maximum of 67 two-way HGV movements in any given day. From review of the Seagreen OnTW proposals, 'Chapter 9: Access, Traffic and Transport'⁴⁷ quotes a maximum of 112 two-way HGV movements in any given day associated with that proposal.
- 52 In terms of daily LDV movements, the 2018 EIA Report predicted a maximum of 120 two-way LDV movements in any given day; associated with staff trips. In addition, the Seagreen OnTW proposals also suggest that 60 to 120 two-way LDV movements would be associated with construction staff.

⁴⁷ Seagreen 1A Limited, Seagreen 1A: Onshore Transmission Works, Environmental Impact Assessment Report, Volume 2: Main Report, Chapter 9: Access, Traffic and Transport (by SYSTRA Ltd), March 2021.

- 53 The above trip generation figures associated with HGV and LDV movements during the construction phase of both sites equate to a maximum of 179 and 240 two-way movements in total, respectively.
- 54 For the cumulative assessment of traffic movements, the DMRB criteria of 1,000 Annual Average Daily Traffic (AADT) flows and/or 200 HGV AADT flows would be applied. The cumulative trip generation is below these criteria and therefore no further assessment would be required. Furthermore, consideration of the maximum total trips is worst-case; as it assumes that the construction vehicle trips will occur concurrently and always be at a maximum, which is not the case.
- 55 Given the above, potential cumulative effects associated with construction phase road vehicle emissions would be scoped out from further assessment.

Decommissioning

- 56 Potential decommissioning effects are similar to construction effects, and given the proposed safeguards, no significant effects are anticipated during decommissioning.

Operational Phase

- 57 During the operational phase there are not considered to be any potential cumulative impacts arising from the ICOL OnTW and Seagreen OnTW, as potential impacts from dust and vehicle emissions associated with the operational phases of both developments are considered to be negligible.

13.5 Conclusion and Residual Effects

- 58 Based on the above review, the conclusions of the 2018 EIA remain valid. There has been no significant change to the legislation, policy, guidance or methodology relevant to assessment of air quality, and it has been shown the baseline conditions and the sensitivity of the potential receptors is currently the same as assessed in the 2018 EIA Report.
- 59 The updates to the baseline environment in the interim period since the 2018 EIA do not alter the original assessment conclusions.
- 60 Further, the Embedded Mitigation which include a construction and environmental management plan and dust management plan will further safeguard air quality. It is expected these conditions would be attached to any new PPP as a result of the Further Application.
- 61 **It is recommended that this topic is scoped out of any further assessment.**



14 Summary and Conclusions

14.1 Introduction

- 62 This scoping report provides supporting information to a formal request made to East Lothian Council (ELC) to adopt a Scoping Opinion under Regulation 17 of the EIA Regulations, in respect of a proposed EIA to support a Regulation 11 Further Application for the Inchcape Offshore Wind Farm Onshore Transmission Works (OnTW). The OnTW works already benefit from planning permission in principle (PPP), granted on 22 February 2019. There is no change to the development description or Application Site as granted PPP. As such, the Further Application will seek additional time within which to submit applications for approval of matters specified in conditions (AMSCs) only. No other changes are proposed.
- 63 Inch Cape Offshore Limited (ICOL) is volunteering to undertake an EIA for the Further Application. To ensure that this Further Application EIA is proportionate, focuses on potentially significant environmental effects only and takes into account '*current knowledge and methods of assessment*'⁴⁸, the previous 2018 EIA Report for the consented Inch Cape OnTW has been reviewed for any changes to the following:
- Policy and Legislation;
 - Embedded Mitigation
 - Baseline Environment;
 - Assessment Methodology;
 - Impact Assessment;
 - Cumulative Effects; and
 - Conclusions and Residual Effects.
- 64 Where there has been an identified change to any of the above, the importance of that change and whether or not it alters the conclusions of the 2018 impact assessment has been determined.
- 65 This Chapter concludes with a summary table as **Table 14.1**, which traces the scoping history of the OnTW from the ELC 2017 Scoping Opinion, through the conclusions of the 2018 EIA Report to the outcomes of this 2021 Scoping exercise. The Table has been updated with the findings and conclusions of each of the individual topics covered by this 2021 Scoping Report to determine which topics should be 'scoped in' or 'scoped out' of the EIA for the Further Application.
- 66 ICOL invites ELC to confirm the proposed approach to scoping the content and methodology for a new EIA Report for the Further Application for Inch Cape OnTW as set out in this Scoping Report.

⁴⁸ Regulation 5(4) of the EIA Regulations

Table 14.2: Scope of Works for OnTW, at Cockenzie (Scoping Progression from 2017-2021, inc. cumulative considerations)

Technical Discipline	2017 Scoping Opinion – Element Scoped In?	2018 EIA 2018 EIA Report – Significant Effect following mitigation?	Significant Effect (2018 Public Inquiry Conclusions)	Material Changes (Legislation, Policy, Base-line, Methodology)	Proposed Scoped in to 2021 Further Application EIA Report?
Ecology					
Ecology (Construction and Operation)					
Permanent Habitat Loss	No	N/A	No	No	No
Temporary Habitat Disturbance	Yes	No	No	No	No
Disturbance of Wildlife	Yes	No	No	No	No
Pollution of habitats	Yes	No	No	No	No
Killing and/or injury of locally occurring wildlife	No	N/A	No	No	No
Cumulative (Ecology/Ornithology)					
Cumulative Permanent Habitat Loss	No	N/A	No	No	No
Cumulative Temporary Habitat Disturbance	Yes	No	No	Yes	No
Cumulative Disturbance of Wildlife	Yes	No	No	Yes	No
Cumulative Killing and/or injury of locally occurring wildlife	No	No	No	Yes	No
Cumulative Pollution of Habitats	Yes	No	No	Yes	No
Impacts and Cumulative Impacts on Natura Sites (HRA)	Yes	No	No	Yes	No
Hydrology, Geology, Hydrogeology					
Construction					
Flooding of the works or Revised Application Site during construction (fluvial, wave or tidal)	Yes	No	No	No	No

Technical Discipline	2017 Scoping Opinion – Element Scoped In?	2018 EIA2018 EIA Report – Significant Effect following mitigation?	Significant Effect (2018 Public Inquiry Conclusions)	Material Changes (Legislation, Policy, Base-line, Methodology)	Proposed Scoped in to 2021 Further Application EIA Report?
Surface erosion due to wind or water (construction, decommissioning and operation)	No	N/A	No	No	No
Disturbance of subsurface: made ground (infilled colliery waste), possible demolition rubble/ historic foundations left following demolition of power station.	Yes	No	No	No	No
Residual contamination from power station (leaks and spills of hydrocarbons)	Yes	No	No	No	No
Destabilisation of coal mine workings and release of gases from mine workings	Yes	No	No	No	No
Effects of dredging or other works in inter-tidal zone on possibly contaminated sediments.	Yes	No	No	No	No
Disposal of waste from welfare facilities	Yes	No	No	No	No
Flooding of property off-site as a consequence of development	Yes	No	No	No	No
Operational					
Flooding of the Revised Application Site fluvial, wave or tidal)	Yes	No	No	No	No
Impact on subsurface infrastructure and off-site areas from historical contamination.	Yes	No	No	No	No
Pollution of private water supplies	Maybe	No	No	No	No
Impact on off-site areas and infrastructure from historical contamination	Yes	No	No	No	No
Decommissioning					
The potential effects will be similar to, and no worse than, those experienced at the Construction stage.	Yes	No	No	No	No
Cumulative					
Concurrent groundwater impacts with adjacent operational substation – pollution of private water supplies	Maybe	No	No	No	No

Technical Discipline	2017 Scoping Opinion – Element Scoped In?	2018 EIA2018 EIA Report – Significant Effect following mitigation?	Significant Effect (2018 Public Inquiry Conclusions)	Material Changes (Legislation, Policy, Base-line, Methodology)	Proposed Scoped in to 2021 Further Application EIA Report?
Concurrent groundwater impacts with adjacent operational substation – impact from historical contamination	Maybe	No	No		No
Landscape and Visual					
Impacts on local visual amenity and landscape including the coast and nearby recreational areas.	Yes	Yes	Yes	No	No
Landscape and visual impact on residents	Yes	Yes	Yes	No	No
Impacts on local landscape designations.	Yes	No	No	Yes	Yes
Landscape and Visual Impact on people engaged in outdoor recreation	Yes	Yes	No	No	No
Cumulative	Yes	No	No	Yes	Yes
Cultural Heritage					
Direct Impacts	No	N/A	No	No	No
Setting Effects	Yes	No	No	No	No
Cumulative					
Setting effects	Yes	No	No	Yes	No
Noise and Vibration					
Construction Traffic	Yes	No	No	No	No
Construction Vibration	Yes	No	No	No	No
Operational Sound and cumulative noise	Yes	No	No	Yes	No
Operational Vibration	No	N/A	No	No	No
Traffic and Transport					

Technical Discipline	2017 Scoping Opinion – Element Scoped In?	2018 EIA2018 EIA Report – Significant Effect following mitigation?	Significant Effect (2018 Public Inquiry Conclusions)	Material Changes (Legislation, Policy, Base-line, Methodology)	Proposed Scoped in to 2021 Further Application EIA Report?
Impact of Construction Traffic upon severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety and hazardous loads	Yes	No	No	No	No
Impact of abnormal indivisible loads	Yes	No	No	No	No
Cumulative					
Impact of Construction Traffic upon severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety and hazardous loads cumulatively with the Blindwells development.	Yes	No	No	Yes	No
Impact of operational and maintenance traffic	No	N/A	No	Yes	No
Impact of decommissioning traffic including cumulative impact	Yes	No	No	No	No
Socio economic, LandUse and Tourism					
Onshore Substation: impacts of construction, operation and maintenance and decommissioning – expenditure, employment and economic activity, land use, public access and recreation and tourism	Yes	No	No	Yes	No
Landfall and Onshore export cable: impacts of construction, operation and maintenance and decommissioning – expenditure, employment and economic activity, land use, public access and recreation and tourism	Yes	No	No	Yes	No
Air Quality					
Disamenity effects resulting from deposited Fugitive Dust from construction and decommissioning activities	Yes	No	No	No	No
Health effects due to release of suspended particulate matter from construction and decommissioning activities and vehicular movements	Yes	No	No	No	No
Health effects due to release of combustion pollutants from construction and decommissioning activities and vehicular movements	Yes	No	No	No	No

Technical Discipline	2017 Scoping Opinion – Element Scoped In?	2018 EIA2018 EIA Report – Significant Effect following mitigation?	Significant Effect (2018 Public Inquiry Conclusions)	Material Changes (Legislation, Policy, Base-line, Methodology)	Proposed Scoped in to 2021 Further Application EIA Report?
Dis-amenity or health effects resulting from deposited fugitive dust, combustion or other airborne pollutants from operational activities, and cumulative impacts of the same	No	N/A	No	No	no
Cumulative					
Disamenity effects resulting from deposited Fugitive Dust from construction activities	Yes	No	No	Yes	No
Health effects due to release of suspended particulate matter from construction and decommissioning activities and vehicular movements	Yes	No	No	Yes	No
Health effects due to release of combustion pollutants from construction and decommissioning activities and vehicular movements	Yes	No	No	Yes	No



15 References

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APPENDICES

Inch Cape Onshore Transmission Works

Scoping Report
August 2021



Inch Cape
OFFSHORE LIMITED



SDIC
Red Rock Power Limited



Energy for
generations

Document Reference

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Date

23rd August 2021

Inch Cape Offshore Wind Farm Onshore Transmission Works

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APPENDICES

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Appendix 1

Appendix 1A

**DPEA Report to the Scottish Ministers dated
14th January 2019**



Report to the Scottish Ministers

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

Report by Allison Coard, a reporter appointed by the Scottish Ministers

- Case reference: CIN-ELN-001
- Site Address: Former Cockenzie Power Station Site, Prestonpans, East Lothian, EH32 0JA
- Application by Inch Cape Offshore Limited
- Application for planning permission in principle, ref. 18/00189/PPM dated 23 February 2018, called-in by notice dated 9 April 2018
- The development proposed: onshore transmission works associated with the Inch Cape Offshore Wind Farm comprising the construction, operation and decommissioning of an onshore substation, electricity cables and associated infrastructure required to export electricity from the Inch Cape Offshore Wind Farm to the National Electricity Transmission System
- Date of accompanied site visit: 2 July 2018
- Date of hearing Session : 2 October 2018

Date of this report and recommendation: 14 January 2019



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Onshore transmission works associated with the Inch Cape Offshore Wind Farm comprising the construction, operation and decommissioning of an onshore substation, electricity cables and associated infrastructure required to export electricity from the Inch Cape Offshore Wind Farm to the National Electricity Transmission System, Former Cockenzie Power Station Site, Prestonpans, East Lothian, EH32 0JA

• Case reference	CIN-ELN-001
• Case type	Planning Permission in Principle
• Reporter	Allison Coard
• Applicant	Inch Cape Offshore Limited
• Planning authority	East Lothian Council
• Other parties	None
• Date of application	23 February 2018
• Date case received by DPEA	9 April 2018
• Methods of consideration and dates.	Written submissions Accompanied site inspection on 2 July 2018 Hearing Session 2 October.
• Date of report	14 January 2019
• Reporter's recommendation	Grant Planning Permission in Principle

Summary

Applicant's Case

The determining issue is whether the application complies with Policy EGT1 of the East Lothian Local Development Plan and National Planning Framework 3 in terms of ensuring best use is made of the existing land and infrastructure in the area. If not then whether other material considerations outweigh any conflict. This assessment should be made bearing in mind this is an in principle application so details can be refined through approval of matters as specified in planning conditions.

Policy EGT1 and paragraph 3.41 of NPF3 are consistent in both providing that:

- the Cockenzie site may present significant opportunities for renewable energy-related investment;
- developers, the council and key stakeholders are expected to work together to ensure that best use is made of the existing land and infrastructure in this area; and
- if there is insufficient land for competing proposals, priority is to be given to those which make best use of this location's assets and which will bring the greatest economic benefits.

The Masterplan recognises that there is scope for this area to accommodate a range of uses including energy, with particular reference to potential opportunities arising for offshore energy to be brought into the site. The site is only 10.2 ha of the whole Masterplan area of some 98 ha. The proposal is sited to reduce the cable length required onshore which will minimise the restrictions on further development at Cockenzie.

In suggesting that the proposal “could prejudice the future development of the site and the economic potential of the area” the council is seeking to apply and draw support from part of Policy EGT1 and NPF3 that only becomes relevant “if there is insufficient land for competing proposals”. There are no competing proposals for any other land within the Policy EGT1 area. The requirement to weigh up proposals and prioritise those which deliver the greatest “economic benefits” only applies where there are competing proposals and not enough land.

The mere possibility of a preferable alternative use is vague. Clearly the possibility of some undefined alternative use falls very far short of fulfilling the test for an alternative use to be a material consideration. The possibility of a port facility is not supported by any up to date evidence, the development plan or the National Planning Framework. There is no credible defined scheme.

The proposal is expressly supported by EGT1 and NPF3: The application is a renewable energy-related investment (expressly supported at the Cockenzie Site by EGT1 and NPF3) and National Development 4 (expressly identified in NPF3).

The application makes the most of existing infrastructure and other site assets: it connects Inch Cape’s offshore wind farm. The proposal requires both a coastal location and existing grid infrastructure and capacity, as are found at Cockenzie.

A detailed site selection process robustly supports the selection of the application site which the council has not challenged (other than in relation to a misplaced and incomplete appraisal of relative economic potential). Landscape and visual impact is assessed as significant. However, the effects would not be unacceptable in the context of the benefits of the proposal, its previous use and support for the site as a location for national development. Neither the council, nor SNH, have objected to the application in respect of effects on landscape character, designations or visual amenity. There is opportunity to further address Local Development Plan Policies DP1 and DP2 at the detailed planning stage and to minimise the land-take of the proposal.

Even if the reporter or the Scottish Ministers consider there is conflict or tension with Policy EGT1 and paragraph 3.41 of NPF3, this would need to be weighed against other material considerations in favour of granting approval, including strong support from Scottish Government Energy Policy, the Climate Change Plan, Scottish Planning Policy (in particular the presumption in favour of development that contributes to sustainable development), the Masterplan and the application’s status as national development. The benefits include mitigating the effects of climate change, contributing to the security of domestic and sustainable energy supplies and direct and indirect employment and investment.

In support of its proposal the applicant returns to paragraph 3.106 of the Council’s Submission which states:

“This proposal, as a part of a National Development, takes priority over other possible uses on the wider Cockenzie site, with the exception of any proposals for National Development 3, of which there are none”.

The Council's Case

The proposed development would not make best use of the land available at the former Cockenzie Power Station site. Rather it could prejudice the future development of the site and the economic potential of the area. The proposed development is therefore contrary to Policy EGT1 of the East Lothian Local Development Plan and therefore also does not comply with National Planning Framework 3.

It would be possible to have this proposal in another location within the EGT1 site that has until recently had planning consent and so been proved acceptable. This would leave those parts of the site which appear to be more suitable for other economically beneficial uses, to be available for those uses.

The council has not had time since the Report of Examination to undertake the joint working as set out within Proposal EGT1. The Cockenzie Masterplan document was an important step towards this but has not been formally endorsed by the council or adopted as supplementary planning guidance. Clearly the Masterplan cannot be accorded the weight of either non-statutory or statutory supplementary guidance.

This is a prime area of the site where the coastal location could be an asset with far greater economic potential than to have this passive use, which demonstrably could be accommodated elsewhere. Planning permission was previously granted for a site which the council considers more suitable.

The council intends to market the site, though this is difficult in the current policy context. It should be noted, however, that the council has received a number of enquiries from interested parties and has engaged with the relevant Scottish and UK government departments in respect of the economic and development potential of the site, including with Scottish Enterprise.

The council's Economic Development and Strategic Investment Service (EDSI) advises that economic development is a key priority for East Lothian. This is at the forefront of East Lothian Community Planning Partnership's Single Outcome Agreement and East Lothian Council's Community Plan 2012-2017. The council places weight on the advice of its Economic Development and Strategic Investment Service. It states that the application is not welcome at this time as it is not necessarily the best use of the site when considered in the context of its strategic aims which include growing business and employment opportunities and promoting a sustainable local economy.

It is likely that the referenced jobs would be created irrespective of whether the substation were located in the now proposed position or in the position approved for it by planning permission in principle 14/00456/PPM.

Document 5 of the Cockenzie Masterplan Document (“Community Involvement and Scenario Feedback”) advised that the debate on the port/cruise facility cannot be settled without a clear view on the scale, impact, benefit and the required land take for the facility

itself and associated infrastructure. The Cockenzie Masterplan Document does not include a cruise terminal as part of its vision for the whole site.

At this stage the council accepts that a cruise terminal development of the site may have significant economic benefits for East Lothian and the wider area. Economic, engineering and environmental research and studies would have to be undertaken to establish if such a development is feasible and to gauge the interest of potential operators. Approval of this application would likely prejudice the development of a cruise terminal at the site, should this prove feasible. Development in a more suitable, alternative site elsewhere on the land covered by the Cockenzie Masterplan document, would enable the future option of a cruise terminal to be retained.

The applicant seems to suggest that if the application site was not available then the whole project, on and off-shore, would fall and the prospective jobs, the majority of which would be off shore would be lost. This is clearly not the case given the previous planning permission in principle.

The decision maker must consider whether or not the proposal complies with Local Development Plan Policies DP1 and DP2 or with Policy DC6 and with Policy NH1 of the proposed LDP. The concerns of East Lothian Council's Landscape Officer and the response from Scottish Natural Heritage are relevant in this respect. Due to the height and scale of the proposed substation building it would be intrusive, inharmonious and an exposed form of development that would be harmful to the quality, character and amenity of the landscape of the area. Whilst Scottish Natural Heritage do not object they do not consider the proposal to represent the "best use" of this sensitive coastal location. Where statutory consultees do not object, it is not appropriate to simply dismiss their views as expressed, whether they be positive or negative.

The council is generally content with the applicant's revised conditions dated 5 October although the reduced footprint was queried in the context of an application site area which would remain unchanged. This effectively leaves an area of undeveloped land between the footprint of the building and the proposed landscaping along the site boundary.

Best use cannot be assessed on just area of land take. The current proposal is on the prime coastal part of the wider site and weight must be given to the decision to approve the previous application. This previously satisfied the council, Historic Environment Scotland and the applicant.

The proposal would result in the loss of this 10.2 hectare prime coastal development site with no long term economic benefit to the local area of East Lothian or local residents in the form of job opportunities. Additionally the development may prejudice the future redevelopment potential of the adjacent coastal land and the economic potential of the area. Consequently the application should be refused.

Cockenzie And Port Seton Community Council

The community council support the fully consulted Masterplan. This allocates part of the site for energy production but not on the area relating to this application. If the proposed area is approved then the stated footprint should be kept to a minimum. Screening should be improved and trees planted to reduce the visual impact. The buildings should be designed to make an architectural statement and not just a "big shed". An artwork should

be commissioned along the lines of the " Kelpies". This proposal will not create any local jobs. A further design feature has been mentioned, that of making the buildings appear part of the Green Hills by having turf roof coverings.

Prestonpans Community Council

The power station at Preston Links was a major employer for a generation of local people. The site has potential for ambitious proposals to bring new jobs and investment into the area. This call-in should not cut across local efforts to achieve a broadly-based partnership to shape the development that includes the local community. The Community Council actively supported two previous planning applications to build this sub-station on inshore land to the east of Prestonpans and south of the power station coal store.

This proposal does not make best use of existing land and infrastructure. It does not provide any economic, community or employment benefits. This latter point has been acknowledged by Inch Cape Offshore Ltd. The lack of employment is a matter of deep concern for the local community, and there are fears that this could set a pattern for the development of the rest of the site.

There is a critical need for the former power station site (which at its peak employed over 500 people) to be the catalyst for economic development creating local employment opportunities. A compromise solution would be the former coal store situated to the south of Edinburgh Road. The coal store location for the Inch Cape sub-station would meet the criteria outlined by the Scottish Government, sit comfortably with the Cockenzie Masterplan document and be welcomed by the local communities in Cockenzie, Port Seton and Prestonpans.

The community want to see an active and vibrant waterfront on the Preston Links. Whilst the proposals by Inch Cape would not sterilise the whole waterfront in terms of activity, they would block off a considerable part of it. The world famous John Muir Way runs along the site and the Battlefield Trust have ambitious plans to promote the Battle of Prestonpans. It would be foolish in the extreme to overlook the potential of tourism to help make the wider waterfront area more active delivering jobs for local people at the same time.

Dr Baird

A competing use does exist at Cockenzie in the form of a port and freight facility. The Masterplan 'Zone 1' location is highly important in the context of a port and in relation to NPF3. As a port this area of the site would be essential for freight laydown, parking, and reception buildings

The proposed application as envisaged would serve to block any port development at the site. In terms of economic benefit a cruise/ferry seaport development at the Cockenzie site will be expected to help create and sustain over the long-term several thousands of jobs. Seaports are also regarded as 'engines' of economic growth. Time should be given for the council to effectively market the Cockenzie port site to potential Scottish and International port users and port investors some of whom have already intimated an interest.

Greenhills

These submissions were made to counter the view of Dr Baird and to state that the site should instead be marketed in accordance with the masterplan which has the potential to create 3500 jobs. Building a container port would destroy the opportunity to make the area an inspirational place to live work and play. The majority of the community and stakeholders do not want a port.

Reporter's Conclusions

Assessment of consistency with the National Planning Framework and the corresponding provisions of the development plan is structured around the following main issues:

- whether there are competing uses for the site;
- whether the proposal represents best use taking into account its benefits; and
- the weight to be attached to the consideration of alternative sites.

The site may have potential for a variety of uses. Its coastal location offers clear marketing benefits. However, no proposals for competing use have reached any advance stage in comparison to those advanced through this current planning application. Indeed, the council accepts this premise in paragraph 3.106 of its submission which states: "This proposal, as a part of a National Development, takes priority over other possible uses on the wider Cockenzie site, with the exception of any proposals for National Development 3, of which there are none". My conclusion is that there is currently no competing use for this site.

Taking into account the national development status of the proposal, the absence of competing uses, the support of the master-plan and the proposed mitigation I find that the proposal represents the "best use" of the site within the current planning context. However, I also consider that optimising the potential to realise economic development objectives on the remaining site area remains an important consideration. This is reflected in the wider objectives of the development plan and the National Planning Framework as well as through the council's economic development strategy. This matter could be addressed, at least to some extent, by minimising the footprint and land-take of this electricity infrastructure as much as possible. Slightly more of the waterfront area would then remain available to accommodate other forms of economic development.

The site which had previous planning permission is not without constraints and was not supported for such development through the masterplan. In any event, I have no detailed basis for comparative environmental or other assessment of the various sites referenced in submissions. I must consider this site on its own merits.

Overall my conclusions are:

- The proposal is for national development, there are no current competing proposals and it would support national renewable energy objectives.
- The proposal represents the best current use of the site in accordance with National Planning Framework 3 and Local Development Plan Policy EGT1.
- There is an identified significant landscape and visual impact.

- The landscape impact is not unacceptable when weighed in the context of the support from the National Planning Framework, the development plan and Scottish Planning Policy.
- The proposal is necessary to enable onshore transmission from the North Cape off-shore wind farm.
- Subject to the appropriate mitigation there are no identified development plan policy conflicts.
- The proposal is in general accordance with the Cockenzie masterplan albeit that this has not been endorsed by the council.
- Aside from landscape and visual impact I have identified no other significant environmental effects.

For these reasons I consider the proposal is in accordance with the development plan and the National Planning Framework. It gains support from Scottish Planning Policy and from national renewable energy targets and priorities. I find no other material considerations sufficient to over-ride this considerable support. Consequently I recommend that planning permission in principle is approved subject to the conditions set out in Appendix 1.

Scottish Government
Planning and Environmental Appeals Division
4 The Courtyard
Callendar Business Park
Callendar Road
Falkirk
FK1 1XR

DPEA case reference: CIN-ELN-001

The Scottish Ministers
Edinburgh

Ministers

In accordance with my minute of appointment dated 10 August 2018 I conducted a hearing in connection with an application for planning permission in principle for onshore transmission works associated with the Inch Cape offshore wind farm. This comprises the construction, operation and decommissioning of an onshore substation, electricity cables and associated infrastructure required to export electricity from the Inch Cape Offshore Wind Farm to the National Electricity Transmission System, Former Cockenzie Power Station Site, Prestonpans, East Lothian, EH32 0JA.

A Direction was issued by Scottish Ministers to call in the application given that it raised matters which are potentially of national importance in the context of the expectations as set out in National Planning Framework 3. This identifies the former Cockenzie Power Station and the need for an enhanced high voltage energy transmission network.

The application was called in by Ministers at a relatively early stage. The consultation period had just ended and the application was yet to be considered by East Lothian Council. To allow time for a response from the council the application was held in abeyance for a month to await the council's response as reported to its committee of 26 June 2018.

An exchange of written submissions then commenced to enable the applicant and others to respond to the matters raised by the council. All other parties who had submitted representations and consultations to the council were invited to take part (opt in) to any further process. An accompanied site visit was held on 2 July 2018 which was attended by the council, the applicant, Scottish Natural Heritage and representatives from Cockenzie and Port Seton Community Council and Prestonpans Community Council.

The revised Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 came into effect on 16 May 2017. The applicant requested a scoping opinion from East Lothian Council on 13 July 2017 and this was issued on 5 September 2017. Consequently given these dates it is confirmed that the assessment falls under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 ('the EIA Regulations') and that the scoping request was made under Regulation 17 of those Regulations.

As part of the exchange of information referenced above the applicant submitted revised visualisations and it was agreed that these should be advertised as additional information

under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017. The required advertisement was carried out and the 30 day period for any comments commenced on 13 August 2018.

Following this initial process the written submissions received indicated a number of matters on which I required further information from the council and the applicant. Whilst no other parties had indicated a wish to be involved in further process the two local community councils were invited to and subsequently took part in the hearing discussion.

The hearing was focussed on the following matters:

1. Support or otherwise from National Planning Framework 3.
2. The relevant references in SESPlan 2 and in the East Lothian Local Development Plan particularly Policy EGT1.
3. The detail of the Cockenzie Masterplan Report August 2017.
4. Mitigation/conditions including in relation to design, landscaping and flood risk.

Specifically the discussion was focussed on:

- The land required, the remaining available land and its potential future use.
- How would the best use of the land and a co-ordinated approach be achieved? Does this proposal achieve these objectives?
- What alternative uses would achieve policy compliance and how might competing uses be defined?
- The relevance of the availability of an alternative site to the decision making process?
- The reasons why the council and others (including the local community councils) consider that the current proposals would prejudice the economic potential of the area?
- Timescales and the potential for the current proposals to align with the masterplan process.

Following the hearing there were further written exchanges on the proposed conditions specifically on the matter of reducing the footprint of the proposal with the potential to free up more of the site for other forms of development. Further information was also lodged regarding the potential use of the area as a port facility. The written exchanges concluded on the 27 November.

My report, takes account of all the written submissions and documents as well as the discussion at the hearing session. It also takes account of the Environmental Assessment including its Addendum and other environmental information as submitted by the parties, along with all the consultations and representations received.

CHAPTER 1: BACKGROUND

The site

1.1 The application site is part of the former Cockenzie Power Station site. There is an existing substation to the south. The site is mainly focussed on the area between the B134 (Edinburgh Road) and the coast (the Firth of Forth) adjacent to Preston Links. The site extends to 10.2 hectares. The coastal area along the shore is within the Firth of Forth Special Protection Area and within the Firth of Forth Site of Special Scientific Interest. The southern section of the application site is within the boundary of the Battle of Prestonpans, a battlefield included within the Inventory of Historic Battlefields. The coastal path which incorporates part of the John Muir Way crosses the northern part of the application site.

Relevant Planning History

1.2 The council's committee report dated 26 June 2018 includes explanation of the relevant planning and land-use context:

- Cockenzie Power Station was a coal-fired power station, which was in operation until 2013.
- In October 2011 the Scottish Government granted planning permission under Section 36 of the Electricity Act 1989 to Scottish Power for the conversion of the power station building and operation of it as a Combined-Cycle Gas Turbine plant on the land of the former Cockenzie Power Station site. The Power Station has since been demolished.
- In August 2015 Scottish Power announced that they would not be progressing with the development of a Combined-Cycle Gas Turbine plant on the application site.
- In March 2018 Scottish Power sold the former Cockenzie Power Station site to East Lothian Council. The land sold to the Council, which has an area of nearly 100 hectares, includes Preston Links and land to the south of the Cockenzie Coal Store.
- In October 2014 Inch Cape Offshore Limited was granted consent under section 36 of the Electricity Act 1989 and Marine Licences under the Marine (Scotland) Act 2010, for the Inch Cape off shore wind farm and off-shore transmission works. It would be located across a 15 to 22km range to the east of the Angus coastline.
- Inch Cape Offshore Limited are currently progressing a new application for the revised offshore wind farm and offshore transmission works which it is anticipated to be submitted in summer 2018. It is intended that either the proposed or intended wind farm would be built and this will require essential on shore transmission infrastructure.
- On 3 September 2014 planning permission in principle (Ref: 14/00456/PPM) was granted for the development of onshore electrical transmission infrastructure on land to the immediate east of Prestonpans and to the south of the former Cockenzie Power Station Coal Store. The approved infrastructure would facilitate

the transmission of power from the proposed Inch Cape off shore wind farm to the national electricity grid. This permission lapsed on 3 September 2017.

- In February 2018 this current application was lodged on the east side of Edinburgh Road on land associated with the former power station site. It would facilitate the distribution of up to 2,194 gigawatt hours of electricity per annum, enough power to meet the needs of just over 500,000 households, based on average UK consumption.

The proposal

1.3 The proposed development consists of onshore transmission works associated with the Inch Cape Offshore Wind Farm comprising the construction, operation and decommissioning of an onshore substation, electricity cables and associated infrastructure required to export electricity from the Inch Cape Offshore Wind Farm to the National Electricity Transmission System. The basic principles of the development are set out in the application documents. However, details are not fixed given the stated difficulties in precisely defining the required infrastructure at this stage.

1.4 The applicant's original submissions indicate a sub-station which could be approximately 185 metres by 185 metres, resulting in a footprint of approximately 3.5 hectares (excluding the embankment and landscaping). It could be enclosed by security fencing, and two gates, access road, car park, electricity transformation equipment, a switchgear building and a control building. It is indicated that the largest building would be the enclosure for the two harmonic filters, which would be combined with the switchgear and control building. This was proposed to approximately 100 metres long by 60 metres wide, with an approximate height of 14 metres high. Typically, the control building would have approximate dimensions of 30 metres long by 7.5 metres wide, with an approximate height of 7 metres however in the indicative layout shown in this application it has been combined with the switchgear building.

1.5 Two offshore export cables from the Inch Cape offshore wind farm would be brought ashore on the North West boundary of the application site, under the existing sea wall, to the immediate east of Preston Links. These would run underground to transition pits. Each transition pit would typically be 13 metres by 3 metres in size per cable and up to 1.5 metres deep. The applicant has indicated that there would be a separate cable transition pit for each of the offshore export cables or that both may be accommodated within, a larger cable transition pit. Typically, the transition pits are constructed from reinforced concrete and would be covered (underground) following construction and the area above restored, as far as practicable, to its original appearance. Each cable transition pit has an associated link pit and link box to allow access for future maintenance to the cable transition pit.

1.6 The on-shore export cables would be laid in two separate trenches or ducts each measuring approximately 1 metre wide and between 1.5 metres to 3 metres deep. Depending on the final route selected, the Onshore Export Cables between the cable transition pits and the onshore substation are expected to be approximately 100 metres long.

1.7 Access onto the application site would be via the existing access off the B1348 public road. The main site access route for construction traffic would be via the A1, A198, B6371 and B1348 roads.

Reason for call-in

1.8 A Direction was issued by Scottish Ministers to call in the application given that it raised matters which are potentially of national importance in the context of expectations set out in National Planning Framework 3 for the site of the former Cockenzie Power Station and the need for an enhanced high voltage energy transmission network.

CHAPTER 2 LEGISLATIVE AND POLICY CONTEXT

2.1 My assessment is carried out with regard to the development plan and other material planning considerations in accordance with section 25 of the Town and Country Planning (Scotland) Act 1997. This section of the Act also requires that where proposals are for national development they should accord with any statement in the National Planning Framework which relates to that national development, is expressed as applying for the purposes of development management and is to the effect that the development in question could and should occur.

National Planning Framework 3

2.2 Paragraph 3.41 recognises Cockenzie, and the Forth coast extending to Torness, as 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. Developers should work together to minimise the number and impacts of these developments by combining infrastructure where possible. Whilst Cockenzie is safeguarded as a site for future thermal generation, it may present significant opportunities for renewable energy-related investment. Developers, East Lothian Council and the key agencies, including Scottish Enterprise should 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, priority should be given to those which make best use of this location's assets and which will bring the greatest economic benefits.

2.3 In supporting the strategy for a low carbon place National Development Three identifies Cockenzie as a location for carbon capture and storage and thermal generation. National Development Four is for the high voltage energy transmission network. Whilst it references a Scotland wide rather than a specific location, Cockenzie is nonetheless referenced as within an area of co-ordinated action for energy related development. This ties into the reference in paragraph 3.41 to renewable energy related investment on the site. The need for such development is established through the statement of need and description which states that this infrastructure is vital in meeting national targets for electricity generation, statutory climate change targets and the security of energy supplies.

SESplan 2013

2.4 The application site is included in an area referred to East Coast in Figure 4 with commentary in paragraphs 48-59. There is no specific reference to renewables and associated infrastructure. However Figure 2 identifies the requirement for electricity grid re-enforcements in the area and Figure 4 identifies Cockenzie as a new non-nuclear base for electricity generation. General references to Energy are referenced in paragraph 124-125 and accompany Policy 10 on Sustainable Energy Technologies. This requires local development to support the future development and associated infrastructure requirements of Longannet and Cockenzie power stations in relation to their role as non-nuclear baseload capacity.

2.5 The strategic plan also requires the local development plan to promote the use of renewable energy and encourage development that will contribute to achievement of various specified renewable energy targets. Paragraph 125 states that key issues to be considered include location, landscape, environmental quality and community impacts.

East Lothian Local Development Plan 2018

2.6 PROP EGT1: Land at Former Cockenzie Power Station

Land at the above site will be safeguarded for future thermal power generation and carbon capture and storage consistent with National Development 3. Land at Cockenzie may also present significant opportunities for renewable energy-related investment. The council will work together with developers, the landowner, the relevant agencies, local organisations and interested parties, including local residents to ensure that the best use is made of the existing land and infrastructure in this area.

If there is insufficient land for competing proposals, priority will be given to those which make best use of the location's assets and which will bring the greatest economic benefits. Development proposals must avoid unacceptable impact on the amenity of the surrounding area, including residential development. Proposals will be subject to a Habitats Regulations Appraisal and an Appropriate Assessment under the Habitats Regulations as required.

2.7 PROP EGT3: Forth Coast Area of Co-ordinated Action

The council supports the principle of electricity grid connections on the Forth coast from Cockenzie to Torness in order to facilitate off-shore energy generation, provided the following criteria are met: infrastructure is combined wherever possible; connection to existing infrastructure at Cockenzie and Torness is prioritised; and proposals must not have an adverse effect on the integrity of the Firth of Forth SPA or any other European site either alone or in combination with other projects and plans. Proposals must be accompanied by project-specific information to inform a Habitats Regulations Appraisal and, if necessary, an Appropriate Assessment under the Habitats Regulations.

2.8 Policy OS1: Protection of Open Space

Recreational, leisure and amenity open space and facilities, including outdoor sports facilities, will be safeguarded to meet the recreational needs of the community or protect the amenity or landscape setting of an area. Alternative uses will only be considered where there is no significant loss of amenity or impact on the landscape setting and:

- i. the loss of a part of the land would not affect its recreational, amenity or landscape function, or
- ii. alternative provision of equal community benefit and accessibility would be made available, or
- iii. provision is clearly in excess of existing and predicted requirements.

2.9 Policy T2 : General Transport Impact

New development must have no significant adverse impact on:

- Road safety;
- The convenience, safety and attractiveness of walking and cycling in the surrounding area;
- Public transport operations in the surrounding area, both existing and planned, including convenience of access to these and their travel times;
- The capacity of the surrounding road network to deal with traffic unrelated to the proposed development; and

- Residential amenity as a consequence of an increase in motorised traffic.

Where the impact of development on the transport network requires mitigation this will be provided by the developer and secured by the council by planning condition and / or legal agreement where appropriate.

2.10 Policy T4: Active Travel Routes and Core Paths as part of the Green Network Strategy

The council will protect its existing core path and active travel networks and ensure that new development does not undermine them, including the convenience, safety and enjoyment of their use.

2.11 Policy DC6: Development in the Coastal Area

Development proposals in the coastal area will be assessed against the relevant qualities of the coastal area in addition to all other relevant Plan policies. Where it is proposed on the:

- Developed Coast it will be supported in principle if it complies with other relevant Plan policies;
- Constrained Coast it will only be supported if it requires a coastal location;
- Unspoiled Coast it will only be supported if there is an established need for the development and a specific need for that particular coastal location.

Coastal developments are likely to be subject to Habitats Regulation Appraisal (unless these are directly related to the management of the nature conservation interests of the Natura 2000 sites). Where a development proposal has a likely significant effect on a Natura 2000 or a Ramsar site either alone or in combination with other plans or projects then proposals must be accompanied by project specific information to inform an Appropriate Assessment. This will allow the competent authority to complete and Appropriate Assessment to determine if there are any adverse effects on the integrity of a Natura 2000 or Ramsar site.

The siting and design of new development must respect the qualities of the particular coastal location.

2.12 Policy NH1: Protection of Internationally Designated Sites

Development proposals unconnected to the conservation management of a Natura 2000 or Ramsar site, that are assessed by the competent authority as likely to have a significant effect on the integrity of a Natura 2000 site or Ramsar site (including proposals outwith the boundary of the designated site) will be subject to Appropriate Assessment. Applicants for such development must provide any information requested by the competent authority to enable it to carry out the Appropriate Assessment, including any project specific information and masterplan.

Where the Appropriate Assessment cannot rule out adverse effects upon the integrity of a Natura 2000 or Ramsar site, the proposal will only be permitted where:

- A) there are imperative reasons of over-riding public interest and there are no alternative solutions; and
- B) compensatory measures are provided to ensure that the overall coherence of the Natura 2000 network is protected.

Candidate Natura 2000 sites will be treated as if they were already designated.

2.13 Policy NH2: Protection of Sites of Special Scientific Interest and Geological Conservation Review Sites

Development that would adversely affect a Site of Special Scientific Interest or Geological Conservation Review site will only be permitted where it can be demonstrated that:

- a) the objectives of designation and overall integrity of the site will not be compromised;
- b) any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, economic or environmental benefits of national importance;
- c) there are no alternative solutions; and
- d) appropriate mitigation will be provided.

Where proposals affect non-notified features within a site, this will be considered against criteria in Policy NH3.

2.14 Policy CH5: Battlefields

Development within a site listed in the Inventory of Historic Battlefields will not be permitted where it would have a significant adverse effect on the key features of the battlefield, including its key landscape characteristics and special qualities, unless it can be demonstrated that the overall integrity and character of the battlefield area will not be compromised. Any new development supported in such areas must provide appropriate mitigation that conserves or enhances the key features of the battlefield, including through siting, scale, design and landscape treatment and, where relevant, contributes to the understanding of the battle and historic assets, particularly with respect to any archaeological deposits found in situ (See Policy CH4).

2.15 Policy DP1: Landscape Character

All new development, with the exception of changes of use and alterations and extensions to existing buildings, must:

1. Be well integrated into its surroundings by responding to and respecting landform, and by retaining and where appropriate enhancing existing natural and physical features at the site, including water bodies, that make a significant contribution to the character and appearance of the area and incorporate these into the development design in a positive way;
2. Include appropriate landscaping and multifunctional green infrastructure and open spaces that enhance, provides structure to and unifies the development and assists its integration with the surroundings and extends the wider green network where appropriate.

2.16 Policy DP2: Design

The design of all new development, with the exception of changes of use and alterations and extensions to existing buildings, must:

1. Be appropriate to its location in terms of its positioning, size, form, massing, proportion and scale and use of a limited palette of materials and colours that complement its surroundings;
2. By its siting, density and design create a coherent structure of streets, public spaces and buildings that respect and complement the site's context, and create a sense of identity within the development;
3. Position and orientate buildings to articulate, overlook, properly enclose and provide active frontages to public spaces or, where this is not possible, have appropriate high quality architectural or landscape treatment to create a sense of welcome, safety and security;
4. Provide a well-connected network of paths and roads within the site that are direct and will connect with existing networks, including green networks, in the wider area ensuring access for all in the community, favouring, where appropriate, active travel and public transport then cars as forms of movement;
5. Clearly distinguish public space from private space using appropriate boundary treatments;
6. Ensure privacy and amenity, with particular regard to levels of sunlight, daylight and overlooking, including for the occupants of neighbouring properties;
7. Retain physical or natural features that are important to the amenity of the area or provide adequate replacements where appropriate;
8. Be able to be suitably serviced and accessed with no significant traffic or other environmental impacts.

2.17 Policy NH11 Flood Risk

Development that would be at unacceptable risk of flooding will not be permitted. New development within areas of medium to high risk of coastal or watercourse flooding (with greater than 0.5% annual probability of flooding) should generally be avoided. In accordance with the provisions set out in Advice Box 8. All relevant development proposals will be assessed based on the probability of a flood affecting the site and the nature and vulnerability of the proposed use, taking into account the following:

- a) the characteristics of the site and any existing or previous development on it;
- b) the design and use of the proposed development, including use of water resistant materials and construction;
- c) the size of the area likely to flood;
- d) depth of flood water, likely flow rate and path, and rate of rise and duration;
- e) the vulnerability and risk of wave action for coastal sites;
- f) committed and existing flood protection methods: extent, standard and maintenance regime;
- g) the effects of climate change, including an appropriate allowance for freeboard;
- h) surface water run-off from adjoining land.

2.18 Advice Box 8: Flood Risk

Scottish Environment Protection Agency (SEPA) publishes flood mapping, and Scottish Planning Policy sets out a detailed flood risk framework to guide development. Areas where the annual probability of coastal or watercourse flooding is less than 0.1% are classed as 'little or no risk' areas and are considered to be unconstrained. Areas where the annual probability is between 0.1% and 0.5% are classed as 'low to medium risk' areas and are

likely to be suitable for most development apart from civil infrastructure. Where civil infrastructure must be located in these areas or is being substantially extended, it should be designed to be capable of remaining operational and accessible during extreme flood events. Flood risk assessments may be required for essential infrastructure and the most vulnerable uses, such as residential institutions, hospitals and educational establishments. Development should generally be avoided in areas of greater than 0.5% annual probability of coastal or watercourse flooding ('medium to high risk' areas) but the following uses may be appropriate:

- residential, institutional, commercial and industrial development within built-up areas provided flood protection measures to the appropriate standard already exist and are maintained, are under construction, or are a planned measure in a current flood risk management plan;
- essential infrastructure within built-up areas, designed and constructed to remain operational during floods and not impede water flow;
- some recreational, sport, amenity and nature conservation uses, provided appropriate evacuation procedures are in place; and
- job-related accommodation, e.g. for caretakers or operational staff.

Medium to high risk areas are generally unsuitable for civil infrastructure and the most vulnerable uses or additional development in undeveloped and sparsely developed areas unless a location is essential for operational reasons and an alternative, lower risk location is not available.

Other Considerations

SESplan 2: The second proposed Strategic Development Plan.

2.19 In proposed paragraph 3.16 it states that:

The former Cockenzie Power Station site is not currently subject to specific proposals for carbon capture and storage and thermal generation. It remains part of an Area of Coordinated Action, but relevant stakeholders should consider a wider range of potential future uses for this site.

2.20 Table 4.1 'Forth Coast Cluster' includes the site of the former Cockenzie Power Station (with others) as being part of a cluster of coastal sites providing opportunities for a range of uses. In particular, "port use such as renewables manufacture and servicing, thermal and low carbon energy generation or other uses associated with an Area of Coordinated Action. These locations also present significant opportunities for innovative reuse and regeneration, making use of the well serviced sites and their coastal locations. Subject to a review of the NPF, locations at the former Longannet and Cockenzie Power station sites may have the potential for a wider range of uses".

2.21 Paragraph 4.26 notes that the Cockenzie site is retained within the Forth Energy Business Cluster, reflecting the opportunities for this site to contribute to renewables manufacture, servicing of offshore renewables and any possible longer-term opportunities to contribute to carbon capture and storage. The potential for the regeneration of Cockenzie provides opportunities to explore more innovative approaches to delivering low carbon places, such as district heating and energy storage.

SESplan2: Proposed Revisions through Reporter's Report 20 July 2018

2.22 Paragraph 29 of the Reporter's Report states:

Modifications to the text of paragraph 3.16 are sought, in reference to the former Cockenzie Power Station and National Planning Framework 3. I consider that the proposed modification is a better description of the potential at Cockenzie, and its status in the context of National Planning Framework 3, and so recommend that the Plan be modified in accordance with the representations. I have made minor changes to the proposed wording to ensure consistency with the Plan. In addition, I agree with SESplan that a reference to the site being identified as part of the National Development Carbon Capture and Storage Network and Thermal Generation would be useful and would add clarity, and so I conclude that additional text should be added to the proposed modification, as set out in my recommendation below:

Delete the section in paragraph 3.16 relating to the former Cockenzie Power Station and replace with the following text:

“The former Cockenzie Power Station is identified as part of the National Development Carbon Capture and Storage Network and Thermal Generation. It also remains the subject of national development number 3 as defined within NPF3, which also identifies the coastal area from Cockenzie to Torness as an Area of Coordinated Action. There are potential opportunities at the site for renewable energy related investment, but stakeholders should consider a wide range of development that makes best use of the sites locational assets and that could deliver significant economic benefits.”

Scottish Planning Policy 2014

2.23 Scottish Planning Policy on renewable energy states that planning must facilitate the transition to a low carbon economy. The planning system should support the development of a diverse range of electricity generation from renewable energy technologies - including the expansion of renewable energy generation capacity. The consideration of applications for proposals for energy infrastructure developments will vary relative to the scale of the proposal and area characteristics but are likely to include landscape and visual impacts, historic environment, effects on the natural heritage and water environment, amenity and communities, and any cumulative impacts that are likely to arise.

2.24 Scottish Planning Policy advises that a significant material consideration in the assessment of planning applications should be ‘the presumption in favour of development that contributes to sustainable development’. Principles of sustainable development are given in paragraph 29.

2.25 Scottish Planning Policy further contains policy on protection of environmental assets including cultural assets, landscape and biodiversity. Where there is potential for a proposed development to have an adverse effect on a scheduled monument or on the integrity of its setting, Scottish Planning Policy states that permission should only be granted where there are exceptional circumstances. Scottish Planning Policy further states that planning authorities should seek to protect, conserve and, where appropriate, enhance the key landscape characteristics and special qualities of sites in the Inventory of Historic Battlefields.

Energy Policy Considerations

2.26 There are a range of energy policy statements, agreements and legislation at the international and UK and Scottish Government levels. In a Scottish context the Climate Change (Scotland Act 2009) sets the statutory framework for reducing greenhouse gas whilst the Scottish Energy Strategy 2017 provides an up to date framework for this up to 2050. The Scottish Government 2020 route-map is also of relevance and sets out targets to 2020, 2030 and 2050 as is the Scottish Government Electricity Generation Policy Statement 2013. In combination these set targets and a supportive framework for substantial increases in renewable energy capacity so that Scotland's long term energy needs can be met. Specific reference is made to the potential of the consented off-shore wind farms (as at 2014) to save 135 million tonnes of carbon-dioxide over their lifetime.

The East Lothian Economic Development Strategy 2012 to 2022

2.27 This states that in 2020 East Lothian will have a dynamic and flourishing economy with our citizens proud to live, learn, work and play in East Lothian. To help achieve the vision, two major strategic goals have been set to be achieved by 2022:

- To increase the number of businesses in East Lothian with growth potential (EDSI strategy action plan)
- To increase the proportion of East Lothian residents working in and contributing to East Lothian's economy – increase EL's jobs by an additional 7,500.

2.28 The 2 strategic goals are underpinned by 5 key objectives:

- To be the best place in Scotland to set up and grow a business.
- To be Scotland's leading coastal, leisure and food & drink destination.
- To build on our proximity to Edinburgh to encourage study, work and spend in East Lothian.
- To provide high quality employment pathways for East Lothian's workforce.
- To become Scotland's most sustainable local economy.

Cockenzie Masterplan Document

2.29 The Cockenzie masterplan document has not been formally endorsed by the council or adopted as supplementary planning guidance, and has not been through the technical and environmental assessments (including Strategic Environmental Assessment, Habitat Regulations Assessment) which would allow this. It is the result of significant community and stakeholder consultation with local communities and stakeholders, including national public sector agencies, industry bodies, businesses and local schools'. Over 330 responses were made to the first stage of consultation.

2.30 The masterplan document identifies and utilises key site assets and features within and around the site including the transformer and connection to the national grid, the coal store area, its coastal location and pier, accessibility to the road network and rail siding, the John Muir long distance route, the historic Waggonway and sites associated with the Battle of Prestonpans. The masterplan document shows a potential distribution of uses across the whole NRG1/EGT1 sites, showing how these could be accommodated in a complementary way on the site and the general ambition and aspiration generated.

CHAPTER 3: CONSULTATION RESPONSES AND REPRESENTATIONS

Consultation Responses

3.1 East Lothian Council Biodiversity Officer: The Habitats Regulations Assessment (Habitat Regulations Appraisal) concluded that the proposal would not affect the integrity of the adjacent European designated sites, and there is no reason to argue against that conclusion. The proposed site corresponds with the site of the previous Cockenzie Power Station, as well as areas of infrastructure immediately to the south. This area has limited biodiversity interest.

3.2 East Lothian Council Environmental Health: No concerns about air quality, dust or noise subject to the following:

1. Construction Dust Management Plan that outlines the mitigation measures to be applied during the construction phase of the development to minimise any impacts on sensitive receptors from fugitive dust emissions.
2. Construction Noise Management Plan that outlines the mitigation measures to be applied during the construction phase of the development to minimise any impacts on sensitive receptors from noise.
3. A Noise Impact Assessment at full planning stage which specifies noise mitigation measures (including design and location of acoustic bunds and enclosures) to be incorporated into the design and construction of the substation and associated buildings and the layout of the development to ensure operational noise from the development does not result in loss of amenity to sensitive receptors. The assessment of operational noise shall be carried out in accordance with BS4142: 2014 “Methods for rating and assessing industrial and commercial sound” and any mitigation measures specified shall consider both “with bund” and “without bund” scenarios. The “without bund” scenario will not need to be assessed if the responsibility for carrying out mitigation measures to address noise from the proposed development would lie with the owners of the existing bund.
4. An updated assessment of impacts due to vibration during the construction phase will be required at full planning stage to assess impacts from any subsurface tunnelling methods at the Landfall and open trenching or horizontal drilling for the onshore and offshore export cables. Any assessment to take account of BS 5228-1:2009 +A1:2014 Code of Practice for noise and vibration control on construction and open sites.

3.3 Scottish Water: No objection subject to advice given on precautions to protect drinking water and Scottish Water Assets during development. there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed development. There are Scottish Water assets in and around the proposal site.

3.4 Prestonpans Community Council: The proposal is contrary to the DPEA Report of examination and recommended modifications to the proposed East Lothian Local Development Plan published on 14 March 2018. In para 2.51 the DPEA state that “As a result, NPF3 expects developers, the council and the key agencies to work together to ensure that best use is made of existing land and infrastructure in the area. In accordance with NPF3 given the particular assets of Cockenzie, the plan requires that if there is insufficient land for competing proposals, that priority is given to those which make best use of Cockenzie assets and which will bring the greatest economic benefits”. The proposed

Inch Cape development previously received planning approval on an inland site and this new application does not “make best use of existing land and infrastructure, has no economic or employment benefits nor does it make best use of the Cockenzie assets” as outlined in the DPEA report of NPF3.

3.5 Cockenzie and Port Seton Community Council: Disappointed that the Scottish Government have called in this application at such an early stage. We support such decisions being made at a local level. We appreciate that they have the legal right to do this and that nothing can be done to change this decision. Support the fully consulted Masterplan published recently. This allocates part of the site for energy production but not on the area relating to this application. We support the Masterplan site as the preferred option. If the proposed area is approved then the CC have stated that the footprint is kept to a minimum. We stated at the recent meeting that the screening be improved and trees planted to reduce the visual impact. Inchcape’s representative agreed with this and stated that they intend this also.

It has been mentioned that the buildings should be designed to make an architectural statement and not just a “big shed”. An artwork should be commissioned along the lines of the “Kelpies” to create a tourist destination and help local employment especially as this proposal will not create any local jobs.

3.6 Historic Environment Scotland: are content that any impacts on historic environment interests will not be significant and do not object to the planning application. Whilst the impact on the battlefield is not assessed as significant there is concern that the assessment identifies this nationally important heritage asset as being of medium significance (paragraph 65). Battlefields identified in the inventory would normally be considered as at least of high significance given their status as being of national importance. The term ‘setting’ is not normally relevant to a consideration of battlefield impacts. Consideration should be of impacts on the key landscape characteristics and special qualities of the battlefield. This is in line with the policies in both Scottish Planning Policy and East Lothian’s emerging LDP. No reference is made to our managing change guidance note on battlefields, which sets out a methodology for assessment of such impacts.

3.7 Scottish Environmental Protection Agency: An FRA has been provided in support of the EIA in appendix 7A. This has taken into consideration all sources of flood risk. Groundwater levels will have rebounded to natural elevations and will be controlled and be in continuity with tidal levels in the adjacent Firth of Forth with an elevation to 3.5 Metres Above Ordinance Datum. It is stated in paragraph 76 that the installation of shallow groundwater monitoring boreholes at the application site will be undertaken. This will be used to inform the final design and we fully support this.

As stated previously in the letter dated the 9th of August 2017, the fluvial flood extent on site is possibly the result of demolition of the previous Cockenzie Power Station. However, review of the FRA states that there is the potential for surface water flooding as the site levels are expected to be lower than surrounding ground levels. This is to be mitigated by a gravity outfall to the Firth of Forth, which will also mitigate the risk of groundwater ingress. Consideration should be given to the size and location of the outfall, including the impacts of the outfall being submerged and not able to discharge surface water and groundwater from the application site.

3.8 East Lothian Council's Economic Development and Strategic Investment

Service (EDSI): The EDSI service advises that this planning application is not welcomed at this time as it is not necessarily the best use for the site to achieve the above strategy aims. The council has recently acquired the wider site and has plans in place to market the wider site in due course, this in the context of further review of the planning policy position for the wider site. There is no objection in principle to the application and its purpose rather its timing and specific location. If a planning permission is required at this time the specific site where a planning application was previously approved for a substation is a far better location. EDSI therefore does not support this application and recommend that it be declined.

3.9 East Lothian Council- Transport Planning: There is a specific section within the current scoping report which relates to Traffic & Transport (section 11) which covers in general what will be needed and highlights that the main impacts on the road network will be during the construction and decommissioning of the site. A Traffic Management Plan must be submitted to the Planning Authority for approval. It must include the following:

- (i) A Method Statement detailing and controlling access routes to and from the site for large components and day to day deliveries/removals associated with the construction and decommissioning phases of the development. The Method Statement must include a detailed swept path assessment of large component delivery routes, as well as frequencies and times of deliveries and arrangements for the removal of materials/plant from the site. The Method Statement must also include details of any off site mitigation works;
- (ii) Details of access and management for the onshore cabling works including the potential for traffic management on Edinburgh Road;
- (iii) Details of the proposed vehicular access onto the B1348 for large component deliveries, this should also include the reinstatement of the access once works are completed;
- (iv) Wheel washing facilities must be provided and maintained in working order during the period of construction and/or decommissioning of the site. All vehicles must use the wheel washing facilities to prevent deleterious materials being carried onto the public road on vehicle wheels.

Prior to the commencement of the development, a dilapidation survey is needed of the roads to be used by construction traffic. These being the appropriate sections of the B1348, B6371 and B1381.

3.10 East Lothian Council Landscape Consultation Significant effects on landscape and visual amenity will be limited to the immediate vicinity within two kilometres of the onshore substation. Nine of the twelve viewpoints submitted, have been assessed as having significant landscape and visual impact. The proposed 4 metre high bunding helps to mitigate for the ancillary development that surrounds the substation building, however the scale and height (approx. 3 1/2 storeys high) of the building will dominate the landscape setting and significantly changes the landscape character.

Chapter 8, Section 8A.2.3, 22 and 23 of Volume 1 state that the assessment of landscape effects is defined in terms of the relationship between the sensitivity of the landscape receptors (value and susceptibility) and the magnitude of change. The effects which are considered to be major and major /moderate effects by virtue of the more sensitive receptors and the greater magnitude of effects, are generally considered to be the significant landscape effects. Those effects falling outside the major, or major/moderate categories are generally considered to be not significant.

Chapter 8, Section 8A.3.3 of Volume 1 of the Environmental Impact Assessment states; the assessment of visual effect is defined in terms of the relationship between the sensitivity of the visual receptor (value and susceptibility) and the magnitude of change. Appendix 1, Figure 9a and 9b. Volume 3, Figure 8.12b, viewpoint 6, from top of mound adjacent to Atholl View fails to show how the proposed landscape mitigation bunds relate to the existing Preston Links mounds. A photomontage including the existing GreenHills is required so that it can be seen how the proposed earth bunds tie in with the existing landscape. Appendix 1, Figure 6 and 7.

The LVIA is based on a **theoretical finished floor level** as the applicant states that site access was not possible due to demolition activity. Scottish Ministers have deemed the development as infrastructure of critical importance and therefore the finished floor levels of the substation will need to be designed to be able to handle a 1:1000 year rainfall event. If the finished floor levels (FFL) are raised to accommodate the flood risk requirements, it is likely that this will alter the height of the substation building. We would strongly recommend that the applicant is required to establish a finished floor level for the substation building and that they demonstrate that the results of the LVIA will not be different. If the results are likely to be different, a revised LVIA may be required to take the revised finished floor level of the substation building into account.

It is our view that the scale of the proposed substation would become the dominant feature along this section of coastal landscape and would not be successfully integrated within the landscape pattern of this area. The development would be out of scale with local landscape features and would have a detrimental impact on the landscape character of this area and the adjacent landscape character areas. Due to the height and scale of the proposed substation building it would be intrusive, inharmonious and an exposed form of development that would be harmful to the quality, character and amenity of the landscape of the area. On this basis we consider that the proposed development does not comply with the criteria of DP1 and DP2.

3.11 Scottish Natural Heritage: As a result of its prominent coastal location, the revised proposal introduces significant landscape and visual impacts which did not arise in the original proposal. The revised proposal also presents serious challenges to any place-making aspirations held by local communities, as expressed through East Lothian Council's recent master-planning exercise. By correspondence dated 23 August 2018 Scottish Natural Heritage confirmed that its response should not be considered as an objection as the impacts on the natural heritage proposal were not considered to raise issues of national interest. However the lack of objection does not mean that there are no impacts on the natural heritage that decision makers need to take account of.

This application sits within a complex policy framework, some of which is relevant to our remit. National Planning Framework 3 ('NPF3') introduces the concept of the 'best use' of land and site assets at Cockenzie. This 'best use' concept was echoed by the Reporter-amended policy EGT3 in East Lothian's Local Development Plan:

*"The council will work together with developers, the landowner, the relevant agencies, local organisations and interested parties, including local residents to ensure that the **best use** is made of existing land and infrastructure in this area."*
[emphasis added]

'Best use' is not defined, and may mean different things to different stakeholders. Within SNH's remit we suggest that 'best use' of the site would include:

- good fit with wider policy objectives – including a range of place-based planning and site regeneration issues;
- benefits to human health – through increased usage or improvements to active travel and green infrastructure assets;
- minimisation of ecological, landscape and visual impacts; and
- promoting a design-led approach to planning.

NPF3 states that the Cockenzie site is safeguarded for future thermal generation or renewable energy investment. The key point for SNH is that this policy framework does not specify where within the Cockenzie site these developments should be located.

It is apparent that the substation element of this proposal could be accommodated at other locations within the Cockenzie site, including locations which do not generate the same magnitude of impacts on views and local landscape amenity. In this regard we highlight our response of 21 July 2014 to the original proposal, which located the substation south of the coal store.

Alternative locations for the proposal, when considered in relation to the ambitions of the broad-ranging site development and regeneration strategy as set out in East Lothian Council's "*Cockenzie Masterplan*" (2017), could lead to alternative place-making outcomes for the area. We therefore query whether the current substation location delivers 'best use' of the site in relation to landscape and visual impacts, as well as wider place-making and regeneration ambitions, as set out in the Cockenzie Masterplan.

The description of development (section 1, chapter 5 of the EIA Report) describes a proposed development extending to 10.2 hectares of brownfield land. We are unsure whether the existing palisade fencing from the former Cockenzie Power Station is to be retained but we note that it is included within the post construction photomontages (EIA Report: Volume 2: Appendix 8b).

The proposal as currently defined would lead to a range of adverse landscape and visual impacts which will be experienced from local areas. This is largely due to the siting of the proposed development in a prominent and open area (on the site of the former Cockenzie Power Station). This is on the coastal side of the Edinburgh Road between the settlements of Cockenzie and Port Seton and Prestonpans. The principal substation building, due to its size and location, would intrude on locally important views from nearby locations, particularly within 1 kilometre and in areas between Cockenzie and Port Seton and Prestonpans. There would be significant and adverse impacts on important sequentially experienced views from the Edinburgh Road passing through Cockenzie, exiting the settlement and travelling past the site and towards Prestonpans.

Viewpoint 12 is representative of views from the edge of Cockenzie and in close proximity to the development site. This illustrates the blocking role that the substation building will play in attractive and open vistas currently afforded to the distant Pentland Hills. Viewpoint 1 further illustrates the intrusion of the substation building and the visual containment that will occur as a result of the location and size of the sub-station building. From this location, adverse impacts on key locally distinctive and important views to both the Pentlands and the City of Edinburgh skyline will be readily experienced.

Further landscape and visual impacts of an adverse nature are noted from other viewpoints within the EIA including from Cockenzie Harbour and its environs (Viewpoints 2 and 11). The proposed development will also be experienced in a prominent fashion from the Green Hills recreational open space (Viewpoint), the coastal edge and from the route of the John Muir Way coast to coast recreational route which passes through the application area (Viewpoints 3 and 4).

The views of the proposal as experienced from these areas will frequently be contextualised by the close proximity of the larger existing sub-station building to the south of the Edinburgh Road. There may be additional and perceived adverse impacts on the recreational amenity and enjoyment of such areas resulting from low level electrical noise.

Restoration of land immediately adjacent to the John Muir Way, and between the John Muir Way and the sub-station compound, should be secured (including removal of the existing fencing if possible). All other landscape mitigation as set out within the Environmental Statement and summarised in Figure 8.6a: Landscape Mitigation, should be secured in broad accordance with the proposals set out. The mounding and planting proposed for example, if successfully implemented and maintained, will (over time) help to reduce the perceived scale and local dominance of the proposed building in local and wider views.

It is likely to be beneficial to further explore options and best practice design for the cladding and lighting of the proposed substation building. Detailing for all external works such as security fencing, signage and site access junctions would also benefit from further design and review. This is in order to secure both the best possible public access arrangements along the Edinburgh Road and the most appropriate form of visual integration of the development within this prominent and well-used location.

There was disagreement with some of the reasoning in the original Habitat Regulations Assessment specifically the approach used to assess impacts upon the Forth Islands Special Protection Area. However the data can be used to reach a conclusion of 'no adverse effects upon site integrity' for all relevant Natura sites. Since 2014 a new, relevant Natura site has been proposed; the Outer Firth of Forth and St Andrews Bay complex potential Special Protection Area. The assessment supporting the current proposal has potential impacts on this new designation and examined more recent bird survey data in relation to other Natura sites.

The approach used to assess impacts upon the Forth Islands Special Protection Area is not supported. However when read alongside the previous 2014 assessment it can be used to reach a conclusion of 'no adverse effects upon site integrity' for all relevant Natura sites. The council can use these documents as a basis for their own Appropriate Assessment. Further detailed advice on the Habitat Regulations Assessment was provided through Annex 1 to the Scottish Natural Heritage Submission.

3.12 Royal Society for the Protection of Birds: The proposed onshore development site is situated adjacent to the Firth of Forth Special Protection Area (SPA), a European designated site. Accordingly, East Lothian Council, as the competent authority, is required to carry out an appropriate assessment (AA) to determine if the proposed development is likely to have a significant impact on the designated features of the SPA. The appropriate assessment is considered to be satisfactory and has concluded that the proposal will have no significant impact on the qualifying interests of the Special Protection Areas, notably the Firth of Forth SPA, and the Outer firth of Forth and St Andrew's Bay Complex potential

SPA. The counts from earlier years will remain representative of the shore and near-shore bird populations. The westerly relocation of the proposed development by 300 metres will not materially alter any potential impact on the bird populations. On this basis, the conclusions of the original habitat regulations appraisal still stand.

It is stated that 0.20 ha of rocky intertidal habitat will be affected by the onshore cabling works. It is agreed that this is a relatively small area in terms of the broader SPA. However, post-construction restoration should result in the area reverting to its original ecological condition with no net loss of habitat to birds or their food resources. There is also a preference to see works in the littoral and near sublittoral zones undertaken outwith the winter months when the qualifying bird species of the SPA will be at their most numerous.

The site for the proposed development is described as having “negligible nature conservation value” (Table 6.1). While this may be the case at present, the opportunity is presented to enhance the site so that it does become useful to wildlife.

The wider onshore/shoreline area, extending to the River Esk to the west, is recognised as being of regional and national importance to wildlife, particularly birds, and an important asset to the Musselburgh community. This being the case, the opportunity should be taken to demonstrate good practice and to increase the value of the area to wildlife and, as such, to be accessible to and enjoyed by the public. Essentially, the development should reflect the aspirations of the offshore wind farm that it serves, to be as environmentally friendly as possible and an exemplar of a development that has conservation considerations at its core.

3.13 Representations: [A total of 38 written representations](#) were received to this application, 36 of these written representations make objections to the proposed development. One representation raises no objection but makes a number of observations. One representation advises of no real reservation with the proposal but is aware that there would be initial building-work related noise.

The main grounds of objection are:

- i) The proposal is contrary to the DPEA Report of Examination and recommended modifications to the proposed East Lothian Development Plan with regards to the Former Cockenzie Power Station Site.
- ii) The proposed Inch Cape development previously received planning approval on an inland site and this new application has no economic or employment benefits and does not make best use of the Cockenzie assets contrary to NPF3.
- iii) This large area of land which could be used to the good of the environment, the people and the economy by providing something truly innovative such as a waterfront development or commercial venture. Perhaps a ‘power’ development would always have to be part of that development but let’s not act in haste and take the first opportunity presented and instead let’s consider a true, legacy development that could transform Prestonpans and the related area rather than simply condemn it to an industrial spot on the landscape.

Note: Consultation responses to the additional information as advertised are summarised in Appendix 3 in relation to the Environmental Impact Assessment.

CHAPTER 4: APPLICANT'S CASE

Background

4.1 Since the preparation of the previous application, there has been a significant material change in circumstances regarding the former Cockenzie Power Station site which is relevant to the updated site feasibility assessment (although noting of course that the planning history of the site, and in particular the long legacy of industrial and energy use remains an important material consideration), including:

- (a) An announcement by Scottish Power Generation (SPG) in August 2015 that it would no longer continue with its plans to construct a combined cycle gas turbine (CCGT) power station at the site, having previously been granted consent for this development in October 2011;
- (b) Demolition of the power station and associated infrastructure in September 2015; and
- (c) The preparation of a masterplan for the future use of land at Cockenzie, which includes the site of the previously approved OnTW and the former Cockenzie Power Station site (discussed further below in response to SNH's consultation response).

4.2 The proposal is a “facilitating” development which allows Inch Cape’s offshore wind farm to transmit the renewable electricity generated and makes best use of the existing grid capacity at the substation at Cockenzie.

Main Issues

4.3 The sole determining issue in relation to the application is:

Land Use: Does the application comply with Policy EGT1 of the Local Development Plan and NPF3 in terms of ensuring best use is made of the existing land and infrastructure in the area and, if not, do other material considerations outweigh any conflict and justify a grant of planning permission?

4.4 It should also be borne in mind that this is an in principle application and there will be a significant amount of site layout and design refinement as part of future applications for approval of matters specified in conditions. The detailed design, including the form and extent of landscape mitigation, is being progressed in parallel with this application due to the significant time and resource required to design, engineer and consult on the detailed design. There will therefore be further opportunities to ensure that ‘best use’ is made of the land as the detailed design and mitigation is progressed and refined. The applicant fully expects to engage with the local community, the council and other stakeholders as part of this process, and will look to promote a design led approach.

Policy Assessment

4.5 The proposal falls within the National Development 4 designation within NPF3, relating to the development of a ‘High Voltage Electricity Transmission Network’ which is needed ‘to support the delivery of an enhanced high voltage electricity transmission grid which is vital in meeting national targets for electricity generation, statutory climate change targets, and security of energy supplies’. The need is therefore established.

4.6 The description of National Development 4 projects does not identify specific sites for such uses but NPF3 notes on several occasions the importance of Cockenzie as an energy hub and its attractiveness to developers, notably:-

- The Low Carbon Place Map in NPF3 specifically identifies Cockenzie as one of only six Energy Hubs and Areas of Coordinated Action;
- Paragraph 3.34 notes that ‘future infrastructure provisionwill reinforce the importance of key locations including Hunterston, Peterhead and Cockenzie’. The same paragraph notes that the Scottish Government wishes to see a coordinated approach to future development in these areas; and
- Paragraph 3.41 – in the Section on Cockenzie there is specific recognition of the offshore wind proposals in the Firth of Forth and the emergence of proposals (at that time) such as the OnTW. There is specific recognition that while Cockenzie is safeguarded for thermal generation, it may present significant opportunities for renewable energy related investment.

4.7 Paragraph 6.8 of NPF3 confirms that where national developments are not location specific, as is the case with the proposed development, site selection will be needed.

4.8 The council’s proposed reason for refusal makes very specific reference to ‘the former Cockenzie Power Station Site’ only. Policy EGT1 covers the whole Cockenzie Site. This is an area that goes significantly beyond the former power station site to covers an area of 88 hectares. Within this defined area, Policy EGT1 very clearly states that the Cockenzie Site “will be safeguarded for future thermal power generation and carbon capture and storage consistent with National Development 3. Land at Cockenzie may also present significant opportunities for renewable energy-related investment”.

4.9 Policy EGT1 and paragraph 3.41 of NPF3 are consistent in both providing:

- the Cockenzie Site may present significant opportunities for renewable energy-related investment;
- developers, the council and key stakeholders are expected to work together to ensure that best use is made of the existing land and infrastructure in this area; and
- if there is insufficient land for competing proposals, priority is to be given to those which make best use of this location’s assets and which will bring the greatest economic benefits.

The Masterplan(2017)

4.10 For clarity, the area covered reflects the Cockenzie Site with the addition of an area to the west known as Greenhills. The area covered by the Masterplan boundary extends to 98 hectares, approximately 10 hectares more than the Cockenzie Site.

4.11 The Executive Summary of the Masterplan clarifies its intended purpose to develop a clear vision for the future of the site over the next 25 years with local communities and stakeholders. It was to be the main evidence source in developing the Supplementary Guidance to the East Lothian Local Development Plan. It was to provide an evidence-base

for policy formulation in relation to future uses of the site and potentially the assessment of planning applications in relation to the provisions of National Planning Framework 3 (NPF3), or an updated NPF during the lifetime of the East Lothian Local Development Plan”.

4.12 The application site is located within Zone 1- Coastal, which is effectively split into two parts, namely the development area on the former power station site and also the Greenhills area at Preston Links. The Masterplan very clearly states that within the development portion of Zone 1 (which comprises the Application Site) “an energy and mixed-use area” is proposed. It specifically states that “uses could include potential opportunities arising for offshore energy to be brought into the site and potentially ancillary energy-related activities”.

4.13 Scope is recognised for this area to accommodate a range of uses including energy, with particular reference to potential opportunities arising for offshore energy to be brought into the site. Notwithstanding this, it should also be noted that the site is only 10.2 ha of the whole Masterplan area and is sited in a way to reduce the cable length required onshore which will minimise the restrictions on further development at Cockenzie.

4.14 The application was developed in consultation with key stakeholders and finds support in the Masterplan. The applicant worked together with the council and other key stakeholders to ensure that full consideration was given to views on where best to locate within the Cockenzie Site.

Competing Uses

4.15 There is a significant amount of land remaining within which any alternative uses could be accommodated. So in suggesting that the proposal “could prejudice the future development of the site and the economic potential of the area” the council is seeking to apply and draw support from part of Policy EGT1 and NPF3 that only becomes relevant “if there is insufficient land for competing proposals”.

4.16 There are no competing proposals for any other land within the Policy EGT1 area. There is no requirement in policy terms for a decision maker to undertake a comparative assessment between the application and other possible future proposals within the Cockenzie Site.

4.17 It is clear, therefore, that the comparative assessment which underpinned the council’s proposed reason for refusal does not form part of the test set by Policy EGT1. There is agreement between the applicant and the council that there are no competing uses for land within the Cockenzie Site.

4.18 The requirement to weigh up proposals and prioritise those which deliver the greatest “economic benefits” only applies where there are competing proposals and not enough land. In this case there are no competing proposals and plenty of remaining land.

4.19 If the council’s approach were followed, it would be necessary to speculate on what type of potential alternative development could be more economically beneficial and how likely it is to be forthcoming, and for the application to be weighed against that potential. Neither EGT1, NPF3 nor the council’s submissions give any guidance or examples of such possible future development - the closest the applicant can get to understanding what the council has in mind are references to the sites potential for good quality recreational use, its

potential for economic development creating jobs and suggesting it may be seen as a more attractive part of the Cockenzie Site.

4.20 The statement that the council does not welcome the Application “at this time” further reveals that it is approaching Policy EGT1 as the pretext to wait and see what other proposals might come along in the future. This is not consistent with EGT1 or NPF3, or the delivery of nationally important infrastructure.

4.21 The mere possibility of a preferable alternative use is by definition inchoate and vague. Clearly the possibility of some undefined alternative use falls very far short of fulfilling the test for an alternative use to be a material consideration. This is logical because it could be said of virtually every planning application that there might be an unknown preferable use in the future. The council’s submissions confirm that “there are therefore no active competing proposals against which such an assessment can take place” and that the only “firm proposal for the site” is this current application.

4.22 A port facility as identified in Dr Baird’s submission is the first actual identified alternative use before the Reporter. However, Dr Baird’s submission represents an idea from an individual who, although having a demonstrated academic background in marine matters, is not a port operator, a shipping professional or an expert on cruising or tourism. The evidence underpinning his submission, a study which he co-authored for Scottish Power dating from 1994, is significantly outdated. It was prepared in a political and economic climate that fundamentally differs from the Scottish Government’s current focus on renewable energy and sustainable transport.

4.23 Crucially, this study has not been made available to the parties so there has been no opportunity to analyse or interrogate the evidence. Only a technical appendix has been produced (marked as confidential and even older dating from 1993) without context or an explanation of the continued relevance twenty five years later. A number of the other assertions are vague or unsubstantiated. This in itself materially undermines any weight which can be placed on this submission.

4.24 The issue of port provision within the SESplan area, including Cockenzie, was considered recently in relation to SESplan 2 and the associated Report of Examination, dated 20 July 2018. Under Issue 4.1 ‘Investment and Employment’, a number of representations were submitted to SESplan 2 dealing with a range of issues, including port provision. On this particular topic, representations were submitted by Forth Ports, Scottish Power and Neart na Gaoithe Offshore Wind Limited amongst others. There is, however, no evidence of a representation from Dr Baird in relation to the future provision of port facilities at Cockenzie.

4.25 Figure 4.1 and Table 4.1 of SESplan 2 are of particular relevance here; they indicate geographically significant business clusters across the SESplan 2 area and identify principal employment sectors and also specific opportunities for each cluster. In Table 4.1 of SESplan 2, the Forth Coast Cluster, which includes Cockenzie, identifies ‘energy and port uses’ as the principal sectors. Figure 4.1 clarifies that the sites that comprise the Forth Coast Cluster are spread across the Forth corridor and are not restricted to one site only, as also identified in Table 4.1. Table 4.1 identifies a potential range of opportunities for this cluster, noting ‘in particular, port use such as renewables manufacture and servicing, thermal and low carbon energy generation or other uses associated with an Area of Co-ordinated Action’.

4.26 In considering the various representations to SESplan 2 on this issue, the Reporter sought to distinguish between the areas that comprise the Forth Coast Cluster in SESplan 2 and those locations that also form part of the 'area of co-ordinated action' set out in NPF3. Cockenzie is located within both the 'area of co-ordinated action' and the Forth Coast Cluster; however, there are other locations that fall within the Forth Coast Cluster in SESplan 2 that do not also fall within the area of co-ordinated action in NPF3.

4.27 A 'port variant' to the Masterplan was considered through the consultation exercise and this was considered in terms of technical requirements, environmental impacts, operational land requirements, the market and feasibility and potential cost implications all considered between pages 43- 47. The Masterplan ultimately concludes that while technically feasible, a port at Cockenzie would necessitate substantial up front investment, there is no evidence of a sufficient market hinterland to sustain a port use and crucially, in the context of the proposed OnTW, there is uncertainty over whether sufficient land would be available for a port use, once the 'energy requirement of the site is fulfilled in accordance with NPF3'.

4.28 No direct support is to be found in the National Planning Framework or in the local development plan. In the former the focus is placed on Rosyth and is otherwise not location specific unlike the references to power generation and renewables. On the latter there were representations to the local development plan which questioned the suitability of the site as a port and its attractiveness to operators. The use of as a port is not specifically supported through the local development plan.

4.29 The document lodged by Greenhills is a new document not previously submitted as part of the Application process and appears to be Greenhill's views on the council's Cockenzie Masterplan only. We understand that it has not been subject to any public consultation process.

4.30 The idea of a port can properly be described as an inchoate and vague scheme. It falls far short of being a real possibility. Accordingly, it is submitted that this suggestion is not a material consideration, and/or should be given no weight in determining the Application.

Best Use and the benefits of the proposal

4.31 Given the absence of competing proposals, the correct question for the Reporter and the Scottish Ministers in terms of Policy EGT1 and 3.41 of NPF3 is does the Application "ensure that best use is made of the existing land and infrastructure" at the Cockenzie Site?

4.32 The approach of the reporters in the Report of Examination (attached at Appendix 3) of the LDP is of assistance. The reporters found that development proposals should not be held up by the uncertain future requirements of National Development 3, especially given the size of the Cockenzie Site (paragraph 4 of page 864 of the Report on Examination). Instead they favoured an interpretation of ensuring "best use" which focusses on efficiency and minimising impacts: at paragraph 7 on page 864 of the Report of Examination, the Reporters state they expect the "co-ordinated approach" of 3.41 of NPF3 "to make the most efficient use of resources, to reduce environmental impacts and to support high quality development."

4.33 In light of this the applicant considers that making “best use” of the Cockenzie site in terms of EGT1 and NPF3 requires promoting development of the types supported by these policies, engaging with stakeholders in developing proposals (noting the Masterplan already exists to provide a framework in the context of NPF3 to co-ordinate proposals for the Cockenzie Site), making the most of the existing site infrastructure and other assets, locating and designing proposals in the most efficient way which minimises sterilisation of the Cockenzie Site for other uses, and designing proposals to reduce environmental impacts and support high quality development. Following this approach the Application is clearly supported by Policy EGT1 and NPF3:

4.34 The proposal is expressly supported by EGT1 and NPF3: The Application is a renewable energy-related investment (expressly supported at the Cockenzie Site by EGT1 and NPF3) and National Development 4 (expressly identified in NPF3).

4.35 The application makes the most of existing infrastructure and other site assets. It would connect Inch Cape’s offshore wind farm which necessarily requires both a coastal location and exiting grid infrastructure and capacity, as are found at Cockenzie.

4.36 The location was selected to ensure that the proposal has as little effect as possible in sterilising future uses. In particular, the close proximity to the existing substation and suitable landfall has minimised the cable corridor required – this has had the effect of reducing the current Application Site to 10.2 hectares (compared to the previous site which had a longer cable corridor and was 18.4 hectares in total developable land). There is significant residual land available within the site which totals 88 hectares.

4.37 In broad terms, these benefits are:

- contribution to mitigating the effects of climate change
- contribution to, and security of, domestic energy supplies and to a sustainable energy mix within Scotland and the United Kingdom

4.38 In terms of economic benefits, the construction would directly support around 40 full time equivalent (FTE) jobs for a period of approximately 16 to 18 months.

4.39 Indirectly, the proposal may also create employment opportunities down the supply chain for companies providing services to the contractors during construction with further induced economic benefit to the local economy relating to expenditure from workers spending their income in local businesses such as shops, cafes, takeaways and on accommodation.

4.40 In addition, it is estimated that a total of 2,244 FTE jobs will be created in association with the construction of the proposal and the Inch Cape’s offshore wind farm. It is important to note that this is entirely dependent upon the development of the transmission works. These matters are expanded on in Chapter 12: Socio-Economics, Tourism, Land-Use and Recreation of the 2018 EIA Report.

4.41 The proposal can help make a significant stride to meeting post 2020 renewable energy targets and particularly with aspirations to decarbonise the electricity sector by 2030 (see paragraph 53 of Planning Statement). The renewable energy benefits associated with the Application are significant, facilitating the transmission of enough renewable electricity from Inch Cape’s offshore wind farm to supply the equivalent of 500,000 households. This is a significant material consideration in support of the planning application and is reflective

of the National Development status of the proposal. Support is also drawn from the Climate Change Plan.

4.42 The planning history of the site is also relevant to this matter. The site has a long history of development and use for energy generation and has been safeguarded for redevelopment in the development plan for some time.

Consideration of Alternative Sites

4.43 For alternative sites to be relevant, there must be impacts at the application site which would be avoided at an alternative site. The only 'push' factor away from the application site apparent from the council's proposed reasons for refusal is the potential for a preferred alternative use. However, there are no competing uses and so there is no 'push' factor which makes alternative sites relevant in determining this application.

4.44 It is noted there was some superficial discussion of landscape and visual impacts raised late in the process as a push factor, however, no evidence has been presented of how these impacts compare at different sites. The applicant's own options appraisal is not criticised, and neither is the supportive Masterplan (again, it is not self-evident that other locations within the Cockenzie Site are to be preferred).

4.45 The council recognises that as a National Development, the application takes priority over other uses and so should be sited somewhere within the Cockenzie site. However, there is a lack of clarity as to what would be a more suitable location.

4.46 As far as a comparative assessment is necessary or appropriate, it is considered that the current application would make best use of the land and infrastructure within the Cockenzie site when compared to the previous site. The current proposal avoids the sterilisation of a significant area of land for other potential land uses.

4.47 In some places the council's submission suggests the location of the previous site is preferable, but elsewhere the Masterplan - the council's own vision for Cockenzie is referenced. This directs development away from this previous site as it is "not intended as a location for major development, but rather as a landscape asset that retains and celebrates the battlefield site." There is no analysis of the potential beneficial economic uses of the previous site, and why these are outweighed by those of the application site. It is not clear whether the economic benefits of Inch Cape's offshore wind farm have been taken into account.

4.48 A detailed site selection process robustly supports the selection of the application site which the council has not challenged (other than in relation to a misplaced and incomplete appraisal of relative economic potential). The applicant's Figure 1 shows the current and previous site.

4.49 The parameters, including the land-take, of the application have been carefully identified to ensure that the detailed design can be accommodated while keeping the proposed scale as tightly constrained as is reasonably possible at this time. Furthermore, as this application is in principle there is scope for the footprint to be reduced further in the approval by the council (following wider engagement) of the detailed design. This matter was addressed further through the hearing process, suggested amended condition 1 and a revision to an accompanying site plan.

4.50 The 2017 feasibility study was carried out and the outcome written up within Chapter 4: Site Selection and Alternatives of the 2018 EIA Report. The 2017 feasibility study assessed six sites within the Cockenzie landholding which are illustrated within Figure 4.2 of Chapter 4: Site Selection and Alternatives of the 2018 EIA Report:

- Former Cockenzie Power Station
- Greenhills
- Gas Holder
- Coal Store North
- Coal Store
- Previous OnTW site

4.51 Of these six sites, the Greenhills and Coal Store North were ruled out during the high-level feasibility stage given concerns over impacts on public access, and presence of 275 kilovolts (kV) and 400 (kV) overhead power lines. The four remaining sites which were included in the feasibility study are shown on Figure 1.

4.52 During detailed feasibility it was demonstrated that there were still a number of constraints associated with the previous site, including:

- Constrained engineering ability – the total area of the red line boundary of the Previous Site was 22.9 hectares but this was substantially reduced resulting in a total area of developable land for the onshore substation of 2.7 hectares;
- the red line boundary of this site went as close as 14 metres to domestic housing and had little scope for screening or landscaping;
- the site contains a number of underground utilities which would require to be relocated;
- the export routes to this site would be the longest (approximately 1.5 km) and therefore most expensive. The applicant is under a duty to be co-ordinated, economic and efficient under the Electricity Act 1989, and so must deliver best value for money to the customer and justify its key decisions.
- There would be a number of routing challenges to avoid existing services, potential for disturbance of contaminated land and uncertainty over the extent and costs of soil contamination remedial measures.
- A cable corridor of up to 13.95 hectares of land with a width of approximately 60 metres would cut through and sterilise a significant portion of the Cockenzie Site from east to west potentially impacting on future development in these areas;
- potential disused mine workings within the site which would require remedial works;
- the site would need to be accessed via a bridge under the existing disused rail line.
- proximity to archaeology and cultural heritage features including Wagonway and Prestonpans Battlefield.

4.53 As such the 2017 feasibility study concluded that this option should not be considered further. It should also be noted that the previous site is now located within Zone 4: Battle of Prestonpans of the Masterplan which is “not intended as a location for major development, but rather as a landscape asset that retains and celebrates the battlefield site by facilitating access and maintaining and improving the setting of the Wagonway and other local features”.

4.54 During detailed feasibility it was demonstrated that there were also a number of constraints associated with the coal store site, including:

- there were large concerns about the extent and costs of soil contamination (including asbestos) remedial measures across what is a very large site, costs that again need to be given weight in terms of impact on consumer;
- onshore export cables would require a greater burial depth than what is considered standard in order to avoid existing 33 kV underground lines which pass through the site;
- the export routes to this site would not be as long as the Previous Site but would still result in the sterilisation of a substantial area of land which would cut across much of the Cockenzie Site making development in other areas difficult, routing challenges to avoid existing services, potential for disturbance of contaminated land and uncertainty over the extent and costs of soil contamination remedial measures and significant additional costs;
- only 125 metres from domestic housing;
- rise of earth potential may be a concern (via the rail track); and
- the site would have the same access challenges as the Previous Site whereby access would also be via a bridge under the existing disused rail line. Alternatively, a new access road would be required but this would require additional land to be purchased to the north of the site.

4.55 As such the 2017 feasibility study concluded that the coal store option should not be considered further. It should also be noted that this site now sits within Zone 3: Coal Store of the Masterplan which is “intended to represent a large employment-based zone, providing a major opportunity to provide local jobs”.

4.56 During detailed feasibility it was also demonstrated that there were a number of constraints associated with the gas holder site, including:

- the site was 7 Ha and there were concerns that this could constrain engineering ability;
- this site is located very close to domestic housing at a distance of 52 m. There would also be limited areas of land available for screening or landscaping at the east and west extremities of the site;
- the site has one abandoned shaft located fairly centrally. The extent of the remedial works previously undertaken on these shafts is unknown. If uncapped and requiring treatment, this will be expensive;
- the following utilities run through the site: Scottish Power HV underground cable, BT underground plant, Scottish Water trunk main and Scottish Water surface water;
- there is an existing HV cable that lies along the route of the now demolished coal conveyor. It would be necessary to divert it around the substation perimeter; and
- the extent of soil contamination and the cost of remedial measures is unclear.

4.57 The 2017 feasibility study concluded that the gas holder option should not be considered further. It should also be noted that shortly following the 2017 feasibility study, an application for a Gas Powered Electricity Generation Plant and associated works was submitted to the council (Ref: 17/00770/P) to be located on land at the gas holder site. This was however withdrawn in December 2017. It should also be noted that this site now sits within Zone 2: Energy Quarter of the Masterplan which is “proposed to address the requirement for the site to accommodate a potential range of energy uses”.

4.58 The 2017 detailed feasibility study demonstrated that the current application site had a number of factors in its favour, including:

- close proximity to landfall option;
- makes use of nearby existing infrastructure including the existing connection point resulting in very short cable routes which also minimises the disturbance from cable laying on local communities, and other receptors;
- site is located 174 metres at its closest point to domestic housing which is much further than the other sites considered;
- much smaller area of the Cockenzie Site sterilised (only 10.2 hectares in total which is approximately 11.5% of the Cockenzie Site);
- no constraints with regards to access from the road system;
- a brownfield site historically used for energy generation;
- favourable in relation to national and local planning considerations.
- no constraints associated with existing overhead or underground lines;
- potential to utilise existing ducts under the B1348 for onshore export cables from the grid onshore substation to the grid connection point; and
- less road disruption.

4.59 The application site was consequently selected as the preferred location. Following the site feasibility work the applicant met with key stakeholders to explore their view on the site relocation.

4.60 Feedback from planning application consultation events on 6 June 2017 at Prestonpans and 14 June 2017 at Cockenzie and Port Seton were positive and many were pleased with the move from the previous site to the Application Site of the former Cockenzie power station.

4.61 The applicant considers that the determination of the application should focus on the acceptability of the proposed use of the current application site in planning terms. However, it is notable that there has been an extensive degree of assessment carried out within the Cockenzie Site ahead of both the previous application in 2014 (see Chapter 4: Site Selection and Alternatives of the 2014 Environmental Statement (the “2014 ES”)) and this current application. There has been no criticism in any of the representations of the feasibility study written up in Chapter 4: Site Selection and Alternatives of the 2018 EIA Report. It is clear from Chapter 4: Site Selection and Alternatives of the 2018 EIA Report that the current site offers key advantages over the previous Site, coal store site and the gas holder site.

4.62 The application site has been located to the west of the site of the Former Cockenzie Power Station with opportunity during detailed design to compress the site further. This has the advantage that it allows the east end of the site to be made available for other purposes and it allows the existing power station west access road to be re-used as the onshore substation access.

4.63 Scottish Natural Heritage acknowledges that the site will result in a much shorter distance to be spanned by underground cabling from the onshore cable landing point than was the case with the site of the previous PPP. This will result in a reduced area of the Cockenzie site (i.e. the area covered by the masterplan discussed below) being subject to restrictions on development and was one of the many factors considered by the Applicant.

4.64 It is notable that there has been no criticism in any of the representations of the feasibility study or Chapter 4 of the EIA Report.

Cultural Heritage

4.65 The EIA Report assessed effects of Operation and Maintenance of the Onshore Substation on the setting of onshore cultural heritage assets within the Archaeological Study Area (“ASA”) (see Chapter 9 of the EIA Report). The conclusion reached was that there would be no significant indirect and direct impacts on cultural heritage assets.

4.66 On the methodology, previous Historic Environment Scotland responses received by Wessex Archaeology (the Applicant’s cultural heritage consultant) had indicated that setting effects should be regarded as direct, which is counter to their standard methodology. In anticipation of a similar response to this application Wessex Archaeology integrated previous HES feedback on this factor although they agree in principle that setting effects could more accurately be described as ‘indirect’.

4.67 The guidance document Managing the Change in the Historic Environment: Historic Battlefields (August 2016), states that ‘The Inventory of Historic Battlefields identifies battlefields of national importance’ and therefore, following the methodology presented in the EIA Wessex Archaeology would normally consider them as having a high significance.

4.68 The new application site is essentially beyond the core area of the battlefield and should not be considered for direct physical impacts. However, other stakeholders regard the setting of the Battlefield as a key part of the receptors significance. In order to accommodate good practice and all stakeholder engagement Wessex Archaeology has included an assessment of the setting of the Battle of Prestonpans 1745 Battlefield. They have judged the setting element to be of medium significance based on the current situation of the area. Key elements of the battlefields narrative are upstanding and can be appreciated from an (artificial) viewpoint (e.g. the Bing viewpoint) but that more recent urbanisation, industrial and other large-scale development has in their view impaired the setting for this particular receptor.

4.69 The existence of the Battlefield Guidance document is acknowledged but as there is no consideration of direct physical impacts it is not directly relevant to this assessment, particularly if the Historic Environment Scotland preferred approach is to not consider setting as part of a Battlefield.

Landscape and Visual

4.70 Neither the council, nor SNH, have objected in respect of effects on landscape character, designations or visual amenity. The single proposed reason for refusal relates to the council’s consideration that the application is contrary to policy EGT1 of the Local Development Plan.

4.71 Neither the council, nor SNH, have criticised the methodology or questioned the findings of the Landscape and Visual Impact Assessment (LVIA) submitted in the 2018 EIA Report accompanying the application for OnTW.

4.72 Scottish Natural Heritage considers that the proposal will present ‘serious challenges’ to any place-making aspirations for the area and questions whether the proposed development represents ‘best use’ of the land in the context of NPF3.

4.73 A number of the comments from the Council’s Landscape Project Officer relate to matters that would most appropriately be addressed in a detailed application. These include landscape mitigation / planting, finished floor level.

4.74 The proposal is appropriate to its location in terms of size, massing, form and scale. The area around the application site is still characterised by energy related infrastructure notably the substation building on the south side of Edinburgh Road. The proposed development, including the substation element, would not therefore be out of keeping with the broader land uses in the area or indeed the previous use of the site as a power generating station in its own right of substantial scale.

4.75 An opportunity exists for the requirements of DP1 and DP2 to be further addressed through the detailed design. The Landscape Project Officer’s comments that the proposal is contrary to Policy DP1 and DP2 are not accepted. In any event, compliance with the development plan needs to be considered in the round looking at all relevant policies, including those which are site specific, with material considerations, such as the NPF3 designation and significant contribution to renewable energy targets arising from the development, also taken into account in the overall determination.

4.76 SNH emphasises the need to secure the landscape mitigation as proposed in the application and accompanying documents and makes recommendations for the detailed design at full application stage. Cockenzie and Port Seton Community Council also provide comments on landscape mitigation. As noted above, the evolution of design is expected to include engagement with the local community, the council and other stakeholders.

4.77 It should also be noted that the photomontages are representations of the currently anticipated form of the proposed development and detailed design work is ongoing.

4.78 The appraisal set out in the Planning Statement (paragraphs 179 – 200) acknowledged that some significant landscape and visual effects would arise but that these did not equate to a conflict with the policies or the development plan as a whole. The question to be considered is whether these impacts are deemed unacceptable in the wider planning balance or are they acceptable in view of the national importance of the proposal. The identified effects were also considered against the current baseline of the site, which comprises no built development. As NPF3, the Local Development Plan, the Masterplan and the council’s submission all make clear, the undeveloped baseline as it is currently, is not how stakeholders envisage the area in the future. This is an important consideration in assessing the weight to be attached to identified landscape and visual impacts.

4.79 Viewpoints 2, 3, 4, 5, 10 and 11 all show existing views and the wider character of the area are at present widely influenced by the substation on the south side of the B1348 and associated overhead power lines (reflective of the site’s location within the Developed Coast as shown on LDP Inset Map 4). The substation building would be viewed in the context of this existing large structure which is also associated with electricity generation and transmission.

4.80 Given the National Development status of the proposal and the importance of Cockenzie for energy related uses in NPF3, these significant impacts are acceptable. A development of national significance is highly unlikely to be able to proceed without some significant effects arising and the main significant effects are those of a landscape and visual nature. These impacts are relatively localised to the immediate environs of the site, as acknowledged by the Council's Landscape Advisor in her response to the application, and it is crucial to acknowledge that the works would be located within an area where significant energy related infrastructure already exists

4.81 The proposal would therefore be viewed in the context of this existing large scale energy related infrastructure from many locations and, as several of the viewpoint photomontages demonstrate, the substation building would be smaller in size and lower in height than the existing substation building.

4.82 Policy DC6 states that development in the Developed Coast will be supported where it complies with other relevant LDP policies. In this regard, Policy EGT1 is considered to be determinative and there is no in principle conflict with DC6.

4.83 The finding of significant landscape and visual effects in the 2018 EIA Report must be considered with these existing views in mind. On balance, given the existing site context and the national scale renewable energy benefits these impacts are considered to be acceptable.

4.84 The application has proposed mitigation of potential landscape and visual effects by means of both soft landscape solutions adjacent to the existing open informal recreation area at Preston Links and around other site. Architectural solutions are also proposed by means of wing walls to screen some of the ancillary components of the proposed onshore substation, opposite the existing substation. This mitigation has been incorporated through the iterative LVIA process incorporating baseline study findings as well as responding to consultation with both the council and SNH.

4.85 The council states at paragraph 3.92 that: "With the indicative position of the proposed substation building being located on the north side of the B1348 it would not be seen in relation to the existing pylons or substation." This is not correct. As the Reporter will have established during the accompanied site visit held on Monday 2 July 2018, in almost all the nearby views, the onshore substation will be seen in the context of the existing Cockenzie substation which will remain in use immediately to the south of the site. The existing Cockenzie substation is visible in nine of the eleven representative viewpoints.

4.86 Accordingly, as proposed in the application, the main substation building has a similar, but smaller, form and mass as the existing Cockenzie substation. The relative size of the proposed onshore substation compared with the existing Cockenzie substation is apparent in the photomontages, (see 2018 EIA Report LVIA Figures 8.8b; 8.9b; 8.10b; 8.11b; 8.12b; 8.13b; 8.14b; 8.15b; and 8.16b).

4.87 The submitted LVIA illustrates the main building of the proposed onshore substation having wing walls extending to either side of the southern frontage facing the B1348 and opposite the existing substation. These could screen some of the external components associated with the onshore substation from the Edinburgh Road. Additionally, earth mounding up to 4 metres high is shown round the west, north and east facing sides of the main onshore substation building, with associated planting of tree and shrub species. These

organic landforms were designed in response to the landscape context of the existing man-made mounds on Preston Links to the west of the site, as well as comments from SNH at the consultation site visit held on 27 July 2017 and comments from the council in its Scoping Opinion. The proposed mitigation bunding is reflective of the existing landscape context to the west of the site, with which it would be in keeping.

4.88 The details will necessarily be refined through the application process (see Condition 1). The proposed redevelopment of the site and surrounding area have been considered in the context of NPF3 and the Masterplan. Additionally, account has been taken of the current baseline landscape and visual context in terms of existing built form within the urban area in which the site is located, as well as the adjacent manmade landscape at Preston Links.

4.89 The proposal would respond to the scale, mass and form of existing development directly opposite with which it will be seen in the majority of nearby views. Additionally, the mitigation is designed to reflect and respect the character of the adjacent manmade landscape to the west of the site, by incorporating soft landscape solutions. This could provide screening of the lower part of the onshore substation building and external components from the closest visual amenity receptors on the John Muir Way: at Preston Links; and more distant residential receptors.

4.90 Therefore, and in the context of paragraph 3.61 of the council's submission, considerable effort has been made to respond to the current complex planning policy context taking account of NPF3 and the Masterplan, as well as respecting both the adjacent open nature of Preston Links to the west of the site and the scale, mass and form of existing adjacent development. Accordingly, due regard has been made to Policies DP1, DP2 and DP 6 in the Local Development Plan.

4.91 SNH has not objected but has stated that the proposal would introduce “significant landscape and visual impacts” which did not arise in the previous permission. SNH suggests that it would present challenges to the place-making aspirations expressed by the local community and in the council's recent master-planning exercise. In this context, the Cockenzie Masterplan 2017 identifies the previous site in Zone 3 Coal Store, allocated for retention as open space with a water meadow incorporating SUDS and landscape water features. By contrast, the current proposal is located in Zone 1 Coastal Zone of the Masterplan, which is identified for energy and mixed use development.

4.92 The current “open coastal area” is a consequence of the recent demolition of the former Cockenzie Power Station. This comprised a large structure with distinctive tall chimneys and several ancillary buildings operating on the site between 1967 and 2013. Whilst it is clearly the case that the site is currently open in nature following the demolition of the former Cockenzie Power Station, the planning context as set out in NPF3; the council's LDP; and as shown in the Cockenzie Masterplan; is that the site and adjacent areas are intended to be developed.

Flooding

4.93 The Zone of Theoretical Visibility (ZTV) shown on the 2018 EIA Report (LVIA Figures 8.1 and 8.2) has been based on an assumed ground level of 3.5 metres Above Ordnance Datum (AOD); and a maximum structure height of 13.7m above this ground level, as shown on cross sections on LVIA Figure 8.6b. The photomontage visualisations which have been

prepared to illustrate the agreed representative viewpoints for the LVIA shown in Figures 8.7 to 8.17 have also been prepared based on these same levels. Accordingly, the LVIA has been carried out based on an increased ground level from the existing 1.2 metres AOD to 3.5 metres AOD. Consequently, full account has been taken of the proposed raised ground level, which has been designed to accommodate a 1:200 flood event, as described more fully in Section 13 below.

4.94 SEPA and the council have raised the question of whether or not the proposal should be considered as “critical national infrastructure”, i.e. infrastructure assets (physical or electronic) that are vital to the continued delivery and integrity of the essential services upon which the UK relies, the loss or compromise of which would lead to severe economic or social consequences or to loss of life.

4.95 The proposal will only serve Inch Cape’s offshore wind farm, and is designed and operated to cater for the intermittent nature of energy from wind farms. It is an intrinsic part of the nature of an offshore wind farm that there will be times when all power is ‘lost’ (i.e. if there is no wind). Therefore, the proposal is not “critical national infrastructure”. Instead, the proposal should be considered as “Essential Infrastructure” in accordance with SEPA’s Land Use Vulnerability Classification.

4.96 In accordance with paragraph 263 of SPP and SEPA’s Matrix of Flood Risk, the site would be considered to be at low to medium risk of flooding (i.e. the annual probability of flooding is between 0.1% and 0.5% or 1:1000 to 1:200 years). This would be generally suitable for development of the proposal. However, even if the proposal is defined as “critical national infrastructure”, it could be designed and constructed within the parameters assessed in the EIA Report to remain operational during a 1:1000 year event.

4.97 The proposal has been designed to accommodate the 1:200 year return period and the site levels will not require to be raised any further than those already specified in the 2018 EIA Report. The LVIA as presented in the 2018 EIA Report therefore presents an accurate depiction of the site levels and height of the onshore substation.

4.98 Appendix 7A: Flood Risk Assessment of the 2018 EIA Report considers all potential sources of flooding that might affect the site and considers the flood prevention bund which has been included in the 2018 EIA Report. Even if the flood prevention bund were to be discounted, the site would be protected by established land levels (i.e. would not rely on raised defences) to both the 1:200 and 1:1000 sea level events. By way of context, the estimated sea level adjacent to the site in a 1:1000 year event could be up to 4.6 metres Above Ordnance Datum (AOD) in the future, while the established land levels surrounding the site are 5.0 metres (AOD). Further assessment of flood risk will be undertaken as part of the detailed site design. The detailed design and revised flood risk assessment will be submitted to the council and SEPA for review and approval.

4.99 Any requirement for SUDS will depend on the final detailed design and layout. The application site will be able to accommodate SUDS to the extent required.

4.100 It is recognised by both SEPA and the council that further assessment of flood risk needs to be undertaken as part of the detailed site design. This will include, but not be limited to, further consideration of potential flood levels and flood resilience. It is confirmed that the detailed site design would consider both the 0.5% (200-yr) and 0.1% (1000-yr)

annual probability exceedance events, and, as the existing flood risk assessment does, consider all potential sources of flooding that might affect the site.

Nature Conservation Interests

4.101 The Council's Biodiversity Officer, SNH and RSPB all agree that a conclusion can be reached that there will be no adverse effect on the integrity of a European site for the purposes of Habitats Regulations Appraisal. The applicant welcomed the support for the conclusions of the assessments and had no comment to add.

4.102 Chapter 6: Ecology provided the findings of the desk study and field surveys the potential impacts resulting from construction, operation and decommissioning of the OnTW are considered to include, disturbance and contamination of habitats (particularly coast habitats associated with the Firth of Forth Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI) and Outer Firth of Forth and St. Andrews Bay Complex Proposed Special Protection Area (pSPA)) and disturbance of intertidal and near-shore waterbirds.

4.103 The assessment of impacts considers embedded mitigation designed to avoid or minimise these potential impacts. These include:

- A Construction Environmental Management Plan (CEMP) setting out procedures to ensure all activities with potential to affect the environment are appropriately managed;
- A pre-construction protected species survey will be undertaken to re-establish baseline conditions in respect to protected species;
- Best Practise Measures in relation to locally occurring terrestrial mammals will be undertaken; and
- Best Practise Measures in relation to breeding birds will be undertaken.

4.104 This embedded mitigation was referred to when agreeing the conditions with the council.

4.105 Consequently, during the construction phase the effects of these potential impacts are expected to be of no more than Minor / Moderate and non-significant effect. During the operational phase, impacts are expected to be limited, occasional and temporary, the effects of which are predicted to be no more than Minor / Moderate effect. During the decommissioning phases effects are expected to be equivalent to, and potentially lower than, those predicted for the construction phase.

4.106 The Habitats Regulation Appraisal submitted alongside the 2018 EIA Report considered the conservation objectives of the Outer Forth and St. Andrews Bay pSPA in relation to the predicted effects of the OnTW, both alone and in combination with other plans and projects, it can be concluded that there will be no adverse effect on the integrity of the Outer Firth of Forth and St. Andrews Bay Complex pSPA.

4.107 The Council's Biodiversity Officer has no biodiversity concerns to raise while SNH and RSPB support the conclusions of the ecology assessment. The Council's Biodiversity Officer, SNH and RSPB all agree that a conclusion can be reached that there will be no adverse effect on the integrity of a European site for the purposes of Habitats Regulations Appraisal.

Conditions and Landtake

4.108 The Environmental Impact Report ("Description of Development", CD 012) the footprint of the Onshore Substation (i.e. the electrical equipment to be enclosed within the security fence) is described as having maximum area of approximately 3.5 hectares. Following positive continued progress with the detailed design and engagement with specialist contractors in parallel with this planning permission in principle application, the applicant is now in a position to be able to commit to a reduced footprint for the Onshore Substation of no more than 2.5 hectares.

4.109 The effect of this committed reduction in the footprint of the Onshore Substation is to increase the area of the Former Cockenzie Power Station Site (the developable area of Zone 1 of the Masterplan) remaining to 45%.

4.110 In terms of landscaping and landscape and visual mitigation it is recognised that as an application for planning permission in principle the details are to be approved by the council, as set out in draft conditions 1 and 14. It is explained at paragraph 5.7 and Annex 3 of the applicant's Hearing Statement that the proposed landscape mitigation represents a reasonable maximum footprint on which to base the application, however, opportunities exist to refine the landscaping through use of screen or retaining walls and associated planted landforms and so further reduce its footprint. It is anticipated that the detailed design of the landscaping will be a collaborative process, therefore, the applicant does not consider it would be appropriate to alter the maximum footprint provided for landscaping at this stage.

4.111 The applicant is also committed to locating the development towards the western boundary of the application site as the design is refined and the footprint reduced.

4.112 There is no need for any additional land to 'future proof' the development. As is clear from draft Condition 1, the landscaping is required in respect of the substation itself and will be adjacent to it (the substation itself being limited to 2.5 hectares and to be located as far to the south-western boundary as the agreed landscaping allows). There is no provision or scope in draft Condition 1 for the landscaping to be designed to additionally accommodate unknown future development. Therefore the effect of Condition 1 is to reduce land take required for the substation and associated development. It is noted that the detail of the landscaping including location, layout and footprint is a matter for future approvals by the council (this application is based on reasonable maximum parameters), which must not be submitted without first consulting with the council and key stakeholders.

4.113 In terms of the council's proposed revision to condition 1d) the draft revisions following the hearing are not considered vague or imprecise. Attention is drawn to the link between the proposed landscaping and the mitigation in the Environmental Report. If the reporter is minded to accept the council's further revision then there is no objection to this albeit with a preference that the word "significant" is deleted as it is imprecise and unnecessary.

4.114 The council's response is in keeping with the response and conditions of the original application. The condition requirements are considered reasonable. Due to lead times and construction periods, the onshore construction must commence before the offshore

construction. Draft Condition 3 addresses the issue of the operational requirement for the works, linking the onshore transmission works to the offshore wind farm.

4.115 Environmental Impacts have been minimised to the point where there are no objections from relevant statutory consultees which can't be resolved by conditions: the council's submission raises a number of ancillary points in relation to the natural and historic environment, landscape and visual impacts and flooding but none of these form part of the council's proposed reason for refusal, and no objections have been received from the relevant statutory consultees (which can't be resolved by conditions).

4.116 The conditions provide further opportunity for good design: the proposed conditions provide that the details of the design and external appearance will be the subject of future applications for matters specified in condition.

Environmental Impact Assessment

4.117 With regards to paragraph 3.86 of the council's submission, referring to the application and the offshore project and the council's recommended condition, the 2018 EIA Report was prepared for the application and an overview document was submitted alongside this EIA Report. This provided an overall summary of effects for the EIA carried out for this proposal and for Inch Cape's consented offshore wind farm. There are no objections from Statutory Consultees or the council on the sufficiency of the 2018 EIA Report or such supporting documents. In addition, it was agreed with the council prior to the submission of the council's submission that condition 3, included within Annex 1 of the council's submission, was appropriate.

Overall Conclusions

4.118 For these reasons, the proposal is clearly consistent with the requirement to make "best use" of the land and infrastructure at the Cockenzie Site in terms of both Policy EGT1 and NPF3. The focus in the proposed reason for refusal on comparing economic benefits of the application to a speculative future use is misplaced. The proposal is supported by the Masterplan. Furthermore and more recent expressions of Scottish Government energy policy provide further evidence of the need for the proposal to help achieve the Scottish Government's ambitious 2030 and 2050 renewable energy targets.

4.119 The council does not identify any non-compliance with the statutory development plan, or other material considerations, which support refusal. Policy EGT1 is the sole policy identified in the council's submission as supporting refusal.

4.120 Even if the reporter or the Scottish Ministers consider there is conflict or tension with Policy EGT1 and 3.41 of NPF3, this would need to be weighed against other material considerations in favour of granting approval, including strong support from Scottish Government Energy Policy, the Climate Change Plan, Scottish Planning Policy (in particular the presumption in favour of development that contributes to sustainable development), the Masterplan and the application's status as of national importance in NPF3 for energy related uses.

4.121 On this last crucial point, the applicant returns to paragraph 3.106 of the council's submission which states:

“This proposal, as a part of a National Development, takes priority over other possible uses on the wider Cockenzie site, with the exception of any proposals for National Development 3, of which there are none”.

4.122 The reporter is therefore respectfully requested to recommend to the Scottish Ministers that the application is positively determined.

CHAPTER 5: COUNCIL'S CASE

5.1 The proposed development would not make best use of the land available at the former Cockenzie Power Station site. Rather it could prejudice the future development of the site and the economic potential of the area. The proposed development is therefore contrary to Policy EGT1 of the East Lothian Local Development Plan and therefore also does not comply with National Planning Framework 3.

Policy Assessment

5.2 This is a National Development which will benefit the country as a whole. On the other hand, it would be possible to have this proposal in another location within the EGT1 site that has until recently had planning consent and so been proved acceptable. This would leave those parts of the site which appear to be more suitable for other economically beneficial uses, to be available for those uses.

5.3 It has been made clear through the recently approved local development plan examination that the meaning of the words 'safeguard for future thermal generation', in this instance, is not intended to mean that no other use should come forward unless and until the requirements of the safeguarded use including its land-take is known. Therefore, even though it is not possible at this time to know whether a thermal generation use could come forward on this site alongside this proposed development in its proposed location on the EGT1 site, this is not critical to the acceptability or otherwise of the current proposal. Put another way, the Report of Examination concludes that the principle of National Development 3 and National Development 4 are both suitable in principle within the EGT1 site, and that it is possible to support either type of development in principle without knowing how the other type of development might be brought forward there.

5.4 As set out in National Planning Framework 3 the proposal is part of National Development 4, and a renewable energy project. This proposal, as a part of a National Development, takes priority over other possible uses on the wider Cockenzie site, with the exception of any proposals for National Development 3, of which there are currently none. Even if there were competing proposals, the Report of Examination on the proposed Local Development Plan suggests that there should be no preference for National Development 3 over National Development 4, and that one should not obstruct the other.

5.5 SESPlan 1 will be 5 years old on 27 June 2018. In these circumstances Scottish Planning Policy (SPP) is clear that the plan's policies will not be considered up-to-date, and paragraph 33 - 34 of SPP2014 should also be considered.

5.6 The assessment of the proposal against other policies of the development plan and the emerging LDP, taken together, would reflect the assessment of the relevant provisions of the SPP 'presumption' in paragraph 29. The principles with which the proposal most obviously complies are: supporting delivery of infrastructure, for example energy; supporting climate change mitigation. The principles which require greater consideration of compliance or non-compliance with are: supporting good design and the six qualities of successful places; protecting, enhancing and promoting access and landscape.

5.7 There are arguments on both sides of whether the proposal gives due weight to net economic benefit (and therefore give the best economic outcome). On one side, it is a

National Development which will benefit the country as a whole. On the other, it would be possible to have this proposal in another location within the EGT1 site that has until recently had planning consent and so been proved acceptable, while leaving those parts of the site which appear to be more suitable for other economically beneficial uses, to be available for those uses.

5.8 The decision maker should also determine whether the proposal is compatible with the provision of EGT1, to 'ensure that the best use is made of the existing land and infrastructure in this area'. The council has not yet had time since the Report of Examination to undertake the joint working as set out within Proposal EGT1, though the Cockenzie Masterplan document represents an important step towards this.

5.9 Additionally, the decision maker should also consider the views of consultees on any significant adverse impacts on the integrity of international, national or local designated sites and on the relevant natural and cultural heritage development plan policies. Subject to the views of other consultees, the decision maker must also consider whether or not the proposal complies with Policies DP1 and DP2 and Policy DC6. and whether there is an Appropriate Assessment showing that there would be any adverse effect on the integrity of any European Site contrary to Policy NH1 of the LDP. Policy OS1 protects open space, or requires replacement open space with similar value. Policy T4 protects Core Paths. As the loss of the open space and effect on the core path would be temporary, this can be considered acceptable, however, the decision maker may wish to use planning conditions to ensure this.

The Masterplan

5.10 The council commissioned a master-planning process (with funding contribution from Scottish Enterprise) for the land formerly in Scottish Power's ownership at the former Cockenzie Power Station, the 'Cockenzie masterplan document'. This was prepared following consultation with the communities.

5.11 The Cockenzie masterplan document has not been formally endorsed by the council or adopted as supplementary planning guidance. It has not been through the necessary technical and environmental assessments (including Strategic Environmental Assessment, Habitat Regulations Assessment) which would allow this. It can therefore be accorded limited weight at this time. However, it is the result of significant community and stakeholder consultation with local communities and stakeholders, including national public sector agencies, industry bodies, businesses and local schools'. Over 330 responses were made to the first stage of consultation.

5.12 The masterplan document identifies and utilises key site assets and features within and around the site. This includes the transformer and connection to the national grid, the coal store area, its coastal location and pier, accessibility to the road network and rail siding, the John Muir long distance route, the historic Waggonway and sites associated with the Battle of Prestonpans. The masterplan document shows a potential distribution of uses across the whole site, showing how these could be accommodated in a complementary way on the site and the general ambition and aspiration generated.

5.13 In response to the applicant's comments in paragraph 8.16 of its written statement the point made in relation to "preferred location" is dependent on the weight given to the Masterplan Document. It is clear that this prime area of the site in this coastal location

would be an asset with far greater economic potential than to have a passive use, which demonstrably could be accommodated elsewhere, taking up a significant proportion of it.

5.14 Clearly the Masterplan cannot be accorded the weight of either non-statutory or statutory supplementary guidance. Equally, it must be recognised by all parties that as an outcome of considerable community engagement it is an important step in identifying the best uses of the site, that is simply a matter of fact and record.

Competing Uses

5.15 There are no firm proposals for the site, other than that which is the subject of this planning application. However this is perhaps not unsurprising, given the recent change in ownership and the fact that the site has not yet been marketed. The council intends to market the site, though this is difficult in the current policy context. It should be noted, however, that the council has received a number of enquiries from interested parties and has engaged with the relevant Scottish and UK government departments in respect of the economic and development potential of the site, including with Scottish Enterprise.

5.16 Use of this immediately coastal location where not wholly necessary means such a location is not available for other uses, including National Development 3. This may not make the best use of the location's assets, whilst at the previously consented location, the objective of making the best use of the location's assets could be achieved. Although this use is a National Development and therefore should be facilitated, this does not necessarily mean that it should be approved at a location which is also the most suitable for other beneficial uses, when another location is available.

5.17 Document 5 of the Cockenzie Masterplan Document ("Community Involvement and Scenario Feedback") referred to the positive and negative impact, and viability, of a possible cruise terminal within the larger master-planned site.

5.18 This advised that the debate on the port/cruise facility cannot be settled without a clear view on the scale, impact, benefit and the required land take for the facility itself and associated infrastructure. The Cockenzie Masterplan Document does not include a cruise terminal as part of its vision for the whole site. It should however be noted that the Cockenzie Masterplan has not been formally endorsed by the council. It does not represent agreed council policy or settled outcome for the future of the site. Instead it serves as a basis for further reflection, discussion and engagement between key stakeholders.

5.19 At this stage the council accepts that a cruise terminal development of the site may have significant economic benefits for East Lothian and the wider area. However at this stage it cannot be concluded whether such a use would be feasible. Economic, engineering and environmental research and studies should be first undertaken to establish if such a development is feasible and to gauge the interest of potential operators. It is however difficult to see how a cruise terminal could be developed were the substation developed in the position proposed for it.

5.20 Approval of this application would therefore likely prejudice the development of a cruise terminal at the site, should it be established that such a use is feasible. Conversely, were the substation to be developed in a more suitable, alternative site within the land covered by the Cockenzie Masterplan document, then the application site could be

developed for a more economically beneficial use. This could potentially form part of a cruise terminal, were it to be established that this was a feasible option.

Best use and benefits of the proposal

5.21 Use of this immediately coastal location where not wholly necessary means such a location is not available for other uses, including National Development 3. This may not make the best use of the location's assets, whilst at the previously consented location, the objective of making the best use of the location's assets could be achieved.

5.22 The Council's Economic Development and Strategic Investment Service (EDSI) advises that economic development is a key priority for East Lothian and is at the forefront of East Lothian Community Planning Partnership's Single Outcome Agreement and East Lothian Council's Community Plan 2012-2017. The East Lothian Economic Development Strategy 2012 to 2022 is a reflection of the priority placed on economic development and acts as a guiding framework for future activities. In this context the council places weight on the advice of its Economic Development and Strategic Investment Service who state that the application is not welcome at this time as it is not necessarily the best use of the site when considered in the context of its strategic aims which include growing business and employment opportunities and promoting a sustainable local economy.

5.23 It is likely that the referenced jobs would be created irrespective of whether the substation were located in the now proposed position or in the position approved for it by planning permission in principle 14/00456/PPM. The proposed scheme of development could result in the loss of this 10.2 hectare prime coastal application site with no long term economic benefit to the local area of East Lothian or local residents in the form of job opportunities or making best use of the application sites considerable asset of its coastal location. Additionally the development of the proposed onshore transmission works on the application site may prejudice the future redevelopment potential of the adjacent coastal land at the former Cockenzie Power Station.

5.24 The applicant seems to suggest that if the application site was not available then the whole project, on and off-shore, would fall and the prospective jobs, the majority of which would be off shore though no distinction is made by the applicant, be lost. This is clearly not the case given the previous planning permission in principle.

5.25 The coastal location here is between two settlements, one of which (Prestonpans) has areas within the lowest quintile Scottish Index of Multiple Deprivation in Scotland. The qualities of the particular location include its potential for good quality recreational use and its potential for economic development creating local jobs. It may also have potential identified through the Cockenzie Masterplan document for other types of economic use which represent a more efficient and economically beneficial use of the site and reflects the extensive engagement with the community and stakeholders which inform that document.

Alternative Sites

5.26 The applicant's further written submission in paragraph 16.5 assumes all parts of the site are of the same quality and value rather than assessing the best use of the various parcels of land. In relation to the applicant's statements regarding the 2017 feasibility statement it should not be assumed that the change of location for this proposal was fully welcomed by the council. Whilst not including any specific details the council reference a

case “Trust House Forte Hotels” as well as the case of an electricity substation on the Norfolk Coast to illustrate that in exceptional circumstances where there are clear planning objections to a proposal consideration of alternatives is legitimate.

5.27 The applicant does not prove the point that the previous site would not prevent the best use of available infrastructure. What is clear is that the applicant takes a very particular view of making the best use of the land available, based on an evaluation of a hectare-age rather than a proper and considered survey which recognises the qualities, potential and opportunities presented by different areas of the site. The consideration of a strategic site of this nature cannot be simplistically assessed by measurements as in the applicant’s consideration of it. Clearly, this consideration relates also to how the decision maker may give weight to other material considerations, including visual and landscape impact.

5.28 Best use cannot be assessed on just area of land take, the current proposal is on the prime coastal part of the wider site. Weight must be given here to the decision to approve the previous application for planning permission in principle, notably after that application was amended to reflect a smaller and more discreet land take within the red line boundary following discussions with Historic Environment Scotland (HES). The revised developable area satisfied both the council, HES and the applicant.

Other Considerations

Environmental Statement

5.29 An Environmental Impact Assessment was carried out for both the offshore and on-shore components of the wind energy development being proposed by Inch Cape Offshore Limited. It was structured such that part of the Environmental Statement relating to the on-shore component could be assessed separately with the planning application under the Town and Country Planning (Scotland) Act 1997. The Environmental Statement relating to the on-shore component has been submitted with the planning application. It contains chapters on policy and legislation, process and methodology, site selection and alternatives, description of development, ecology, hydrology, geology and hydrogeology, landscape and visual, cultural heritage, noise and vibration, traffic and transport, socioeconomics, tourism, land use and recreation, and air quality.

5.30 No objections have been received from statutory consultees in respect of the Environmental Statement. Scottish Ministers should also consider the linkages between this application and the offshore project.

5.31 Where the main project requires an EIA, the approval and/or physical execution of the associated works prior to the undertaking of an EIA would constitute a breach of the EIA Directive. These works could only start once the EIA for the whole project (main and associated) was carried out.” In reporting to committee it was the council’s initial view that the onshore works are an integral part of the whole project and that there should be a condition that there be no commencement of development of the onshore infrastructure unless there has been a commencement of development of the existing approved Inch Cape Off Shore Wind Farm. Part of the reasoning for this was to ensure compliance with the relevant EIA legislation. However in its correspondence of 5 December 2018 the council did not consider this was necessary. That said the council re-iterates that it will be for Scottish Ministers to ensure their decision is fully compliant with Environmental Impact Assessment Regulations.

Visual Impact

5.32 Following the demolition of the Former Cockenzie Power Station in 2015 the application site is now an open coastal area between the settlements of Prestonpans and Cockenzie. Given the application sites coastal location it benefits from considerable public views in a variety of directions, northwards across the Firth of Forth to the Fife coast, eastwards along the coastline towards Gosford Sands to the north east of Longniddry with Berwick Law and the Bass Rock beyond, westwards along the coast to Musselburgh with the higher parts of Edinburgh including Arthur's Seat and Calton Hill visible with the Pentland Hills beyond.

5.33 In its indicative position the proposed substation would be visible from a number of different public viewpoints, including Preston Links, the B1348 public road, the coastal path which incorporates the John Muir Way, Cockenzie Harbour and the pyramidal Battle of Prestonpans viewpoint. While the existing Cockenzie Electricity Substation and the electricity pylons to the south of it are man-made features that are readily visible in the locality these structures are located inland to the south of the B1348.

5.34 The applicant has indicated that mitigation measures would be undertaken in the form of screening measures that could include landscape planting and the erection of walls of up to 7 metres and earth mounding 4 metres in height to reduce the visual impact of the substation. However, with the now open nature of the application site on the north side of the B1348, following the demolition of the Former Cockenzie Power Station, the proposed substation would be an incongruous, dominant and intrusive feature on this part of the now open East Lothian Coastline. While the proposed mitigation structures including a 4 metre high bund and landscaping may help to reduce the impact of the substation on the visual amenity of the area these features themselves would be uncharacteristic to this now open flat coastal site such that the development would have an unacceptable landscape and visual impact on the immediate locality and would not be well integrated into its surroundings. The development would also result in the loss of a number of public views across the application site in a variety of directions.

5.35 The council's landscape officer considered the development would be contrary to Policies DP1 and DP2 of the LDP. The council also reference the concerns expressed in the Scottish Natural Heritage consultation response.

5.36 East Lothian Council's Landscape Officer advises that that the scale of the proposed substation would become the dominant feature along this section of coastal landscape and would not be successfully integrated within the landscape pattern of this area. The development would be out of scale with local landscape features and would have a detrimental impact on the landscape character of this area and the adjacent landscape character areas. Due to the height and scale of the proposed substation building it would be intrusive, inharmonious and an expose form of development that would be harmful to the quality, character and amenity of the landscape of the area.

5.37 Where statutory consultees do not object, it is not appropriate to simply dismiss their views as expressed, whether they be positive or negative. That denies the materiality of their expressed position and it is for the decision maker to give weight to the issues raised in their comments and the strength with which they are expressed, and in that context they may be considered to be determinative.

5.38 In terms of the acceptability of the landscape impacts it is for the decision maker to give weight to the relevant matters after due consideration.

5.39 It is clear that wider views would include the pylons and existing substation to the south. Localised views across the site west, east and north would not be seen in relation to the existing infrastructure and the applicant's final sentence here acknowledges that not all views would include the existing infrastructure. Public views across the site would be lost, though it is acknowledged this was also the case prior to the demolition of the redundant power station allowing for the return of historic outlook northwards over the site.

5.40 LDP Policy DC6 covers development on the coast and most of the area of this proposal falls within an area of developed coast. Here, proposals will be supported where they comply with other plan policies. Policy DC6 also requires the siting and design of new development to respect the qualities of the particular coastal location.

Flooding

5.41 With regards to the matter raised by SEPA as to the category of the proposed scheme of development it will be for the Scottish Ministers as the determining authority to determine this, and if so, to establish the necessary raised ground level. The applicant in the accompanying Environmental Statement has considered this issue of flooding in the site selection chapter and advises that preliminary indications are that raising the construction elevation of the Onshore Substation to approximately 3.5m AOD will prevent flooding via rising ground water level.

5.42 Given that the application is for planning permission in principle no specific details are given of the proposed substation building however it has been stated that it would be approximately 14 metres in height. If the existing ground level of the site, which currently sits at a level of 1.2 m AOD, has to be raised to approximately 3.5m AOD, or even higher if subsequently recommended by SEPA, then this would have a considerable impact on the landscape and visual impact of the proposed scheme of development and the siting of 14 metre high building on this part of the open coastal site. In subsequent exchanges through the hearing process it was agreed that this matter could be addressed through condition.

Habitat Regulation Appraisal

5.43 East Lothian Council's Biodiversity Officer advises that the Habitats Regulations Assessment (HRA) was produced in consultation and agreement with SNH and Marine Scotland. The HRA concluded that the proposal would not affect the integrity of the adjacent European designated sites. As the proposal site corresponds with the site of the previous Cockenzie Power Station, as well as areas of infrastructure immediately to the south this area has limited biodiversity interest. Accordingly there are no biodiversity concerns raised over this application.

5.44 It is for Scottish Ministers as competent authority to carry out any Appropriate Assessment required by the Conservation of Natural Habitats Conservation (Natural Habitats, &c.) Regulations 1994 or otherwise.

Cultural Heritage

5.45 The application site lies partly within the area of the Battle of Prestonpans as included in the Inventory of Historic Battlefields. The current inventory entry notes the semi-industrial character of the battlefield landscape predominates, that the power station had impacted the battlefield area, including with the pylons.

Proposed Planning Conditions

5.46 Conditions were agreed with the council prior to the council's submission. The council acknowledges the applicant's contention in respect of potential reduced land take of the built form of the station and indeed has discussed this point with the applicant in seeking to understand what the reduced land take would be. However, the applicant has been unwilling to clarify the likely extent of this. In the absence of clarity through a plan showing such a reduced area the council cannot consider a condition of a grant of planning permission in principle which would give control over this. A grant of planning permission in principle without such a condition would leave an in principle use available across the whole of the application site. A plan is required as it would otherwise be impossible to satisfy the precision test of planning conditions.

5.47 However through the hearing process the council whilst maintaining its objection commented on revisions to the proposed conditions namely condition 1b and 1d in respect of the applicant's proposed revision to reduce the footprint of the proposed building, to specify a maximum height and further reserve landscape and visual mitigation. This revision responds to the previous comment that any change to the footprint would have to be specified on a submitted plan.

5.48 In responding to the applicant's revisions dated 5 October the council is generally content with the revisions although it queried the reduced footprint in the context of an application site area which would remain unchanged. This effectively leaves an area of undeveloped land between the footprint of the building and the proposed landscaping along the site boundary. In addition a change to condition b) was proposed to further specify that the height should be calculated on the basis of a finished ground level no higher than that on Edinburgh Road. In terms of 1d) a wording to include (which shall include significant architectural mitigation) is preferred.

Conclusion

5.49 For the reasons given above, and recognising the priority to be given to this as a National Development, the proposal does not allow for the best use to be made of the existing land and infrastructure in this area and should therefore be refused. This is especially so given that the same type of development was approved elsewhere within the larger Cockenzie site. Approval of this could prejudice the future development of the site and the economic potential of the area.

5.50 If this were the only place where this proposal could be located within the EGT1 site, its status as a National Development may override considerations of other beneficial uses of the site. However, this is not the case here. The proposal could be located in a different, previously approved location. Locating in the previously approved site would allow other beneficial use to be made of what may be seen as a more attractive part of the EGT1 area for other uses. This, in total, would constitute the best use of the EGT1 area.

CHAPTER 6: OTHER PARTIES CASES

6.1 Consultation responses and representations received in the initial stages of the planning application process are as summarised in Chapter 3. The following section summarises the further written submissions and hearing statements of those who participated in subsequent exchanges and through the hearing process.

Cockenzie And Port Seton Community Council

6.2 The community council support the fully consulted Masterplan published recently. This allocates part of the site for energy production but not on the area relating to this application. We support the Masterplan site as the preferred option.

6.3 At the Community Council meeting held on 4th September attended by representatives of Inchcape they produced new plans greatly reducing the footprint of the site. If this proposal is officially submitted then the community council would reconsider their opinion.

6.4 If the proposed area is approved then the stated footprint should be kept to a minimum.

6.5 At a recent meeting it was stated that the screening should be improved and trees planted to reduce the visual impact. Inchcape's representative agreed with this and stated that they intend this also. It has been mentioned that the buildings should be designed to make an architectural statement and not just a "big shed". An artwork should be commissioned along the lines of the "Kelpies" to create a tourist destination and help local employment especially as this proposal will not create any local jobs. A further design feature has been mentioned, that of making the buildings appear part of the Green Hills by having turf roof coverings for example. Cockenzie Community Council objected to the late submission of Dr Baird's comments on use of the site as part of a port facility and further comments were made by Greenhills (see below) in this respect.

Prestonpans Community Council

6.6 The community council's response to the Inch Cape Planning application is driven by positive aspirations for the community, and for the wider county of East Lothian. The power station at Preston Links was a major employer for a generation of local people and we want to see ambitious proposals for bringing new jobs and investment into the area. Further than that, we hope that this call-in will not cut across local efforts to achieve a broadly-based partnership to shape the development that includes the local community. It should also be noted that Prestonpans Community Council actively supported two previous planning applications to build this sub-station on inshore land to the east of Prestonpans and south of the power station coal store.

6.7 Prior to the planning permission being granted by East Lothian Council in September 2014, representatives from the applicant's attended a meeting of Prestonpans Community Council seeking our support, and after that initial application expired, representatives from Inch Cape attended our community council meeting in December 2016 where they outlined their plans to resubmit an application for the same, inland site. On both occasions the Inch Cape proposals received the full backing of Prestonpans Community Council.

6.8 However, when Inch Cape submitted their planning application to East Lothian Council earlier this year, to build this sub-station on the foreshore on the site of the former power station, Prestonpans Community Council, along with many local residents, sent in written objections to East Lothian Council's Planning Department.

6.9 It is the view of Prestonpans Community Council that locating the Inch Cape sub-station on the former power station site DOES NOT make best use of existing land and infrastructure, given the availability of land on the Cockenzie site nor does the proposed sub-station provide any economic, community or employment benefits. This latter point has been acknowledged by Inch Cape Offshore Ltd. The lack of employment in the initial proposals is a matter of deep concern for the local community, and there are fears that this could set a pattern for the development of the rest of the site.

6.10 Furthermore, Inch Cape's desire to site the sub-station on the foreshore does not meet the aims and objectives of the Cockenzie Masterplan which was commissioned by East Lothian Council and published in November 2017. The main priority of that exercise was to create jobs, raise the aspiration of the area and create a destination.

6.11 The Masterplan states that there has been strong population growth over the past decade with a projected population growth in the Cockenzie, Port Seton & Prestonpans areas of 17% between 2017 and 2035. What there has not been is strong job growth to go along with the population growth. That figure from last year is probably an underestimate of potential population growth as it has recently been announced that the 'new town' of Blindwells will consist of 10,000 new residential homes.

6.12 There is a critical need for the former power station site (which at its peak employed over 500 people) to be the catalyst for economic development creating local employment opportunities. This is recognised by East Lothian Council through its Economic Development Strategy Plan 2012 – 2022 which highlights the need for much higher levels of local employment. The Scottish Government has also recognised the need for local employment initiatives in East Lothian and have stated in NPF3 that "They 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, the Scottish Government wish to see priority given to those which make best use of this location's assets and which will bring the greatest economic benefits".

6.13 A compromise solution would be the former coal store situated to the south of Edinburgh Road. The coal store location for the Inch Cape sub-station would meet the criteria outlined by the Scottish Government, sit comfortably with the Cockenzie Masterplan document and be welcomed by the local communities in Cockenzie, Port Seton and Prestonpans. Finally, there is a further important point Prestonpans Community Council would like the Inquiry to consider. We want to see an active and vibrant waterfront on the Preston Links, and, whilst the proposals by Inch Cape would not sterilise the whole waterfront in terms of activity, they would block off a considerable part of it.

6.14 Tourism is Scotland's and the World's biggest business. We would hope that developing the tourism potential of the area will become a key part of the masterplan. The world famous John Muir Way runs along the site and the Battlefield Trust have ambitious plans to promote the Battle of Prestonpans. With an overheating tourism market in

Edinburgh, we believe that it would be foolish in the extreme to overlook the potential of tourism to help make the wider waterfront area more active delivering jobs for local people at the same time. As recently as 2015, therefore, even the Scottish Government's economic development agency Scottish Enterprise was planning to build a new port on the site, with support from the site owner Scottish Power, and the SNP Council Group on East Lothian Council. This serves to confirm the view of Dr. Baird that the existing infrastructure at Cockenzie could be developed further as a port. Our view remains that this makes the best use of the site's assets and which will bring the greatest economic benefits.

6.15 Following publication of the Masterplan last year, East Lothian Council established a forum with local communities to build on, develop and take forward what was in that report. If Inch Cape are allowed to build their substation on the most valuable asset on the foreshore, it will undermine the considerable efforts that continues to be put in to develop the site for jobs and economic development and will be a kick in the teeth to the local communities desperate to offer a positive future to local residents, particularly our young people

6.16 In the 'Year of Young People' that would be a sad legacy to be remembered by. All parties on the Cockenzie Forum, East Lothian Council, Cockenzie & Port Seton, Prestonpans Community Council's and local community organisations are strongly opposed to this planning application by Inch Cape and hopefully it will be rejected by the Scottish Government's Planning Minister. The proposed changes restricting the height of the building and its location do not alter our view that the proposal does not make best use of the site's assets or provide meaningful employment. The additional cabling required to utilise an alternative site is insignificant when compared to the many miles of cabling on the sea bed.

Dr Baird

6.17 The site is adjacent to deep-water close to the shore and there is an existing marine terminal (i.e. port facility) at the site consisting of a pier and mooring jetty suitable for handling seagoing vessels. This means the existing site includes a port facility. Moreover, the site also contains what is referred to as a 'coal yard'. This is in fact a very substantial freight terminal, which is bunded to a significant height in order to protect local communities from noise, dust etc. In addition to the port facility and the freight terminal, these infrastructures are also directly linked to both the national rail network and to the trunk road system. This therefore provides for the existing infrastructure to potentially offer a tri-modal (international) freight terminal at Cockenzie. Though not mentioned in the application process by any party, these existing port and intermodal freight facilities at Cockenzie closely relate to NPF3 and specifically in the context of 'National Development 12 (ND12) – Freight Handling Capacity on the Forth.'

6.18 In terms of the entire River and Firth of Forth and south-east Scotland, Cockenzie therefore exhibits quite unique locational features and characteristics such as the presence of an existing port facility connected to an existing large bunded freight terminal, plus existing intermodal rail/road connections, as well as close proximity to deep water, a natural sheltered location, low average or maximum wave height allowing for pier construction into the Forth (as exists), a short unhindered channel approach from the open sea, and now (brownfield) additional land availability given the end of electricity generation on the site. Cockenzie therefore represents the only realistic integrated cruise/ferry seaport development opportunity on the Firth of Forth capable of serving much of Scotland's

international shipping and trade and tourism needs. The location further benefits from the fact it would be the closest deep-water port between Scotland and the Continent which in shipping economics terms is a key attribute.

6.19 Clearly in the context of the application (for Onshore Transmission Works) a competing use does therefore exist at Cockenzie, and primarily the use of the site as what it still remains today essentially, that is a port and freight facility. The Masterplan 'Zone 1' location is thus highly important in the context of a port and in relation to NP3 in that regard. As a port this area (i.e. Zone 1) would be required for freight laydown, parking, and reception buildings (e.g. for cruise/ferry passengers, vehicles, supplies etc). The area to the west of Zone 1 is also the most likely area from which additional berthing piers would extend out into the close-by deeper waters of the Forth (8.5m chart datum depth is just 300m from the shore here, with 10m depths a bit further out). The proposed application as envisaged would thus serve to block any port development at the site.

6.20 In terms of economic benefit a cruise/ferry seaport development at the Cockenzie site will be expected to help create and sustain over the long-term several thousands of direct, indirect and induced jobs, these being a function of trade throughput and travel/tourism demand and monetary values. Seaports are also regarded as 'engines' of economic growth. And as demand and throughput rises with trade/travel growth, so the employment impacts would be expected to increase also. Such employment impacts will extend from local, to regional and national levels. Thus, a port development would be expected to generate considerably more jobs than even the previous use of the site's 500 jobs and indeed should be expected to become the single biggest generator of employment in East Lothian. Conversely the current application only offers a handful of jobs long-term so is demonstrably less than what might otherwise be achieved with this site. The current proposals would therefore seriously prejudice the economic potential of the area.

6.21 Unlike a port development, there are other potential locations the applicant might pursue instead of at Cockenzie and the application works are not as site dependent as clearly a port is.

6.22 Time should be given for ELC to effectively market the Cockenzie port site to potential Scottish and international port users and port investors some of whom have already intimated an interest. A port development represents by far the more optimal economic opportunity for the community, the county, the south-east of Scotland region and for Scotland as a whole given likely international trade and tourism impacts will extend far beyond the port itself.

6.23 Given the ongoing development of 10,000 new houses nearby the site and possibly another 10,000 houses in the pipeline, there is considered to be a strong need to develop a major source of employment locally given the anticipated population increase. Direct local employment created by a cruise/ferry port would be expected to well exceed 1,000 jobs whilst indirect and induced employment impacts would add considerably to this. The foreshore of the site is barely 400 metres in length, which for a port is relatively small. However, modern pier-based ports are highly productive, enabling rapid ship turnaround, albeit extensive back-up land areas are critical in this regard.

6.24 This entire shoreline at the site needs to be safeguarded if a port development is to proceed as additional piers would have to extend out from the shoreline into deeper water much like the existing pier, plus other structures such as passenger terminal buildings and

vehicle marshalling areas and possibly hotel facilities would also require use of the shore area (Zone 1). The back-up land envisaged for such a port would be considerable and therefore the existing rail-linked intermodal freight terminal would form a critical element in any overall integrated port complex.

Greenhills

6.25 This party made submissions at a late stage in direct response to the submissions of Dr Baird. They objected to the late submission of this information and the lack of substantive evidence whilst endorsing the applicant's response on these matters. An additional and previously unseen document was lodged setting out a vision for the communities in delivering the masterplan in conjunction with Cockenzie and Port Seton Community Council. It references encouraging the council to formally adopt the masterplan so that the site can be marketed in the confidence it has the backing of the communities and stakeholders. It suggests that the former power station site could be developed as a marina and that Inch Cape could be located behind the existing transformer building.

6.26 In addition they respond to the promotion of a port facility as apparently supported by Prestonpans Community Council but caution that this idea has not been subject to consultation and is at odds with the Masterplan. The masterplan involved extensive research and consultation.

6.27 Building a container port will destroy the once in a lifetime opportunity to make our area a truly inspirational place to live, work and play. If implemented the masterplan has the potential to create up to 3,500 real jobs thereby meeting the key drivers for the council—jobs and economic growth. Many cities and communities are campaigning against the damage cruise ships and automated ports is having on their economy and environment.

6.28 The communities around Cockenzie Power Station have suffered long enough from pollution, noise and the gradual decrease in the number of jobs the power station sustained. It is now time for us to have an area we can be proud of, which enhances the natural beauty of the area, creates up to 3,200 jobs and enhanced opportunities for young people. All communities and stakeholders were consulted as part of the master planning exercise. The majority didn't want and don't want a port.

CHAPTER 7 REPORTER'S REASONING AND CONCLUSIONS

Introduction

7.1 As explained previously the application was called in at an early stage. My assessment below draws on all the earlier representations and consultation responses. It also includes additional information obtained through the subsequent process of written exchanges and a hearing. The main referenced submissions and hearing statements are as attached through Appendix 5.

7.2 The main parties in the further process have been the applicant, the council, Prestonpans Community Council and Cockenzie and Port Seaton Community Council. At the hearing reference was made to use of the site as a Port Facility. Subsequent additional written submissions were accepted from Dr Alf Baird and from John Campbell QC on behalf of a group named Greenhills. These exchanges are stored as responses to Procedure Notice 3.

7.3 In addition, there were further written exchanges following the hearing on the proposed conditions that should be attached in the event that planning permission is granted. As part of this exchange a [revised layout plan](#) was submitted to be read in conjunction with the applicant's suggested condition one.

7.4 For ease of reference the applicant's [Figure 1](#) is helpful in showing the Application Site (Red - Current Development Area), the Previous Site (Black - Original Development Area), the coal store site (yellow), the gas holder site (blue), and the Cockenzie Site (Purple - Policy EGT1 Boundary).

Assessment

7.5 My conclusions and recommendations are set in the legislative and policy context as summarised in Chapter 2. This requires any decision to be in accordance with the development plan, unless material considerations indicate otherwise. In this case, given the application's status as National Development due regard is also required to any relevant statement of need regarding such development within the National Planning Framework. Other detail within that document is a material consideration. In addition the application falls under the requirements of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 ('the EIA Regulations'). In that context I first consider the main issues as established through the development plan and the National Planning Framework with a focus on Local Development Plan Proposal EGT1. I then assess the other relevant provisions of the development plan and other material considerations before returning to my overall conclusions.

National Planning and Development Plan Context.

7.6 **National Planning Framework 3 ([CD 106](#))** : Reference is made in paragraph 3.19 to Cockenzie and permission for a combined cycle gas turbine station. However, I understand from the applicant and council that the referenced proposal is no longer being progressed. Paragraph 3.34 references the site as a key location in the context of future energy infrastructure provision combined with new business and industrial development. That statement indicates to me a relatively wide interpretation of the possible uses for this

significant and strategic site. A co-ordinated approach to development at Cockenzie is advocated making the most efficient use of resources, reducing environmental impacts and supporting high quality development.

7.7 At paragraph 3.41 there is specific reference to Cockenzie for grid connection and convertor stations linked to offshore wind development. However, the text here also refers to a wider area stretching along the Forth Coast to Torness. There is an associated reference to developers working together to minimise the number and impacts of such developments by combining infrastructure where possible. I find nothing to indicate this has or is occurring. However, there is also nothing in the submitted evidence to indicate that there are any other current proposals for grid connection being advanced to an extent that would enable such joint working.

7.8 In paragraph 3.41 there is a clear statement that “we have safeguarded Cockenzie as a site for thermal generation”. I consider the use of the word “safeguarded” is of particular relevance and would normally imply to me that the site is retained for that use alone. This assumption is re-enforced by the national development status, in the section 3 statement of need, and the corresponding locational description that specifically references Cockenzie as a location for thermal generation. However, the National Planning Framework does not define such safeguarding in terms of a defined site area. In addition, there are clear references to the potential for other uses. Specifically the statement in paragraph 3.41 that Cockenzie “may present opportunities for renewable energy related investment”. This status is reflected in the more general reference in the section 4 statement of need for high voltage electricity transmission. This statement of need affords this current application national development status. However this is not expressed as a safeguarding in terms of a specific location. The locational reference as contained within the statement of need and description is to “Throughout Scotland”.

7.9 In the above context, I consider that whilst thermal generation is envisaged as the primary and safeguarded function of the site there is clear recognition that the current application could also gain support and would certainly not be ruled out from consideration. This principle was agreed between the council and the applicant through the hearing process. The applicant places emphasis on the fact that the current proposal takes up only a small part of a much larger site area. In that context, I agree that the current application and the National Planning Framework safeguarding need not be mutually exclusive. However, I have no detailed evidence on what the locational requirement for National Development 3 would be and the current application utilises the land previously associated with the power station. I address these matters further in the section on “competing uses” below.

7.10 Paragraph 3.41 goes some way to providing guidance on how any conflict between uses might be addressed through co-ordinated action to make best use of existing land and infrastructure. The council indicate that it intended to progress Supplementary Guidance as part of that co-ordinated action. Despite progress with a master-plan such action has yet to complete. I must consider whether the current masterplan and the details provided with this application are sufficient in the context of the approach advocated by the National Planning Framework. The paragraph goes onto indicate that if there is insufficient land for competing uses then priority should be given to those that make the best use of the location’s assets and which will bring the greatest economic benefits. On my reading of that statement, in isolation, there is some basis to the applicant’s assertion that the priority to be given to the

best use of the locations assets and economic benefit would only apply in the event there was insufficient land for competing proposals.

7.11 **SESPlan (CD107)**: It is likely that by the time this report is determined by Ministers SESplan2 will be approved. However, for the purposes of my current assessment and in the context of the Act the 2013 plan remains extant and part of the development plan.

7.12 The approved strategic plan includes the wording as set out in Chapter 1 of this Report. I consider that whilst the plan lacks specific reference to Cockenzie for this type of proposal it does provide general support through paragraphs 124-125 and through Policy 10 part b) on sustainable energy technologies. Caveats to support for renewable energy related development apply in relation to location, landscape, environmental quality and community impacts. I cover these location specific impacts below. Policy 10 Part a) indicates that the plan, which is now more than 5 years old, has been overtaken by events in relation to the demolition of Cockenzie Power Station. Nonetheless, Policy 10 retains emphasis on the site for electricity generation. Clearly the development plan should be read as a whole and in this case the local development plan is the up to date statement of policy as prepared in the context of the current National Planning Framework. In addition I am conscious that, in terms of the statements of national development contained in the National Planning Framework, Section 25 of the Town and Country Planning (Scotland) Act states that in the event of any incompatibility between the National Planning Framework and the development plan whichever of them is the later in date is to prevail.

7.13 **Local Development Plan 2018** : Policies EGT1 and EGT3 as stated in full through Chapter One reflect the wording and intent of the National Planning Framework and parties at the hearing accepted this. These policies reflect the focus on national development for thermal power generation and carbon capture but also the provision for renewable energy related investment. The local development plan reflects the terms used in the National Planning framework including reference to safeguarding, competing proposals and best use.

7.14 Clarification of this terminology and its interpretation was the focus for much of the discussion at the hearing and I cover these main issues below under the headings:

- Competing Uses
- Best use including the benefits of the proposal
- Consideration of Alternatives

Proposal EGT3 also refers specifically to the need for co-ordinated action in relation to the on shore infrastructure required to support off-shore energy generation and that issue has a bearing on my subsequent consideration of the Cockenzie Masterplan document. Other relevant policies of the local development plan as set out in Chapter 2 are of relevance and I address these under “other matters” below.

Competing Uses

7.15 In terms of competing uses the obvious example would be any proposal for thermal generation given that the site is safeguarded for this purpose through the National Planning Framework. However there are no current proposals for such use nor any current expressions of interest. Scottish Power sold their interest in the site when it was purchased in 2018 by East Lothian Council. As expressed above there is also no current indication of

any competition for the site from other providers of onshore renewable energy infrastructure.

7.16 I understand from the applicant's submissions that there was a pre application notification by Scottish Enterprise for an energy park on the site. However, an application has not been submitted. There is nothing to conflict with the applicant's statement that Scottish Enterprise have subsequently withdrawn their interest in the site.

7.17 I have considered whether the use of the word "safeguarding" in relation to National Development 3 suggests this site should be retained only for such use. However the application site does not occupy all of the development area and neither the council nor the applicant consider that National Development 3 when read alongside the other references to Cockenzie precludes other forms of development. To take such a view would effectively mothball the whole site unless and until proposals fitting the definition of National Development 3 were to be progressed. In this context I agree with the view of the council, the applicant and the reporters through the recent development plan examinations (on the local development plan and the strategic development plan) that other uses and specifically those associated with National Development 4 could be positively considered.

7.18 That said I consider that the priority to be given to National Development 3 does give some additional weight to the council's view that the current application could have been accommodated elsewhere on the larger site area. This would have avoided the current national development proposal occupying the specific coastal area directly associated with the previous power station use. However, the council does not suggest that the current proposal would prevent future accommodation of National Development 3 on the remaining site area nor prejudice the applied safeguarding. The council does not go so far as to suggest that National Development 3 is either a competing use or the best use of this site.

7.19 During the course of the hearing the potential for the site to accommodate a port development was also raised. This matter was subsequently further addressed through written submissions. It is apparent that whilst this matter appears to have been explored in the past the referenced studies date back to the early nineties. As such I consider these are now somewhat dated and of limited current relevance.

7.20 Dr Baird's submission of 20 October, as summarised in Chapter 6 above, illustrates some potential locational advantages of Cockenzie to accommodate cruise/ferry port development. I also note that National Development 12 of the National Planning Framework supports additional freight capacity on the Forth. However, whilst it references Rosyth and the potential at other ports it does not specifically identify Cockenzie. There is reference to a number of port investors who have expressed interest in the site but neither the council nor any other party were able to provide evidence of this. Indeed, I note the reference from Forth Ports in representations to the local development plan ([LDP examination report](#) reference Issue 22a) that it considered Cockenzie to have limited potential for such use. Neither the recent masterplan process, the recently adopted local development plan or the emerging strategic plan lend support to this use in this specific location other than in more general terms.

7.21 The council's submissions also allude to potential alternative uses and expressions of interest from other users. However no concrete evidence was produced in respect of any competing users. I do not doubt the council's assertion that other uses could be accommodated on the site and could come forward in the future. There could be

opportunities for more mixed use and to encourage investment with more direct employment opportunities. In addition, the site may have potential as a port facility even although the feasibility of and market interest in such use remains unproven.

7.22 However all of these potential alternatives remain speculative at this stage. In contrast the current proposal is well advanced and benefits from the support afforded to renewable energy infrastructure through the National Planning Framework. Indeed, the council accepts this premise in paragraph 3.106 of its submission which states: “This proposal, as a part of a National Development, takes priority over other possible uses on the wider Cockenzie site, with the exception of any proposals for National Development 3, of which there are none”

7.23 My conclusion is that there is currently no competing use for this site. Consequently, I consider the proposal draws support from Local Development Plan Proposal EGT1 and the National Planning Framework paragraph 3.41. It is a National Development and there is nothing to suggest that there is insufficient land for competing proposals.

Best use including the benefits of the proposal

7.24 The reference to “best use” is not defined and could mean very different things depending on the point of view being promoted. For the community it might be employment but also visual amenity and an improvement in marketability and place. These objectives are reflected in the masterplan. The council has expressed clear sustainable economic development objectives at a local level. At a more strategic scale sustainable energy infrastructure is a national priority. For Scottish Natural Heritage best use is expressed in terms of landscape interests and quality of place.

7.25 The site has locational assets in relation to this proposal given the ease of grid connection to the offshore energy resource and support for such infrastructure in this general location. Nonetheless, removal of the former power station to achieve a cleared site has enabled an appreciation of its potential as an attractive and marketable water-front location for a range of potential uses. The former considerations provide strong support for the proposal. However, in terms of the latter I have some sympathy for the view of the council, the local community council and Scottish Natural Heritage. I agree that the setting of the site and its visibility act to counter the justification for a significant “box” development. I also appreciate the local focus on development which could create more direct employment opportunities.

7.26 The benefits of the proposal, as summarised in Chapter 4 through the applicant’s submissions, are significant in terms of overall investment, support for climate change and the governments renewable energy targets as well as for employment opportunities in the construction phase. In particular I accept that the significant investment and employment opportunities associated with the Inch Cape Offshore Wind Farm are dependent on onshore transmission works. Clearly sustainable economic development is an objective of the strategic and local development plan as well as national planning policy. National Development is a clear priority and Scottish Planning Policy in paragraph 29 establishes net economic benefit as a policy principle. I consider that the net economic benefit is legitimately placed in the context of the project as a whole and the important role of the proposed infrastructure as part of a significant wind energy proposal.

7.27 In representations and at the hearing the local community voiced clear concern about the limited employment benefits of the proposal. I accept that the significant wider benefits of the proposal as described above do not negate comparison to the local employment provided by the previous power station use or to some of the other business and leisure opportunities discussed in the masterplan. I also understand the council's argument that the benefits of the proposal could equally be gained in the event that the transmission facilities were to be sited elsewhere including on the site which gained planning permission previously.

7.28 This is clearly an important consideration for the council who now own the site. In that context the issue of a potential reduction in the necessary land-take to facilitate this current proposal had already been raised in negotiations between the council and the applicant and in discussions with the local community councils. This matter was discussed further through the hearing process and in written exchanges. These exchanges led to agreement between parties that it could be possible to contain the development within a reduced footprint restricted to the western portion of the application site. It was also agreed that this change could be appropriately secured through condition and a referenced plan in the event that planning permission was granted. This change would reduce the maximum footprint of the works from 3.5 to 2.5 hectares. Restricting development to a defined area would retain scope to revisit the eastern extent of the site and associated landscaping at the reserved matters stage. This is illustrated through the [revised layout plan](#).

7.29 Given the permission in principle status of the application, the nature of the proposed change and its reduced scale I consider this change could be appropriately secured through condition. As discussed at the hearing and in further written submissions no potential implications for the environmental impact assessment process or in terms of prejudice to other parties or interests have been raised. I consider this change, albeit only reducing the building footprint by one hectare, could enable greater scope to accommodate other uses on the site. In addition, as referenced below, a smaller building footprint would reduce the visual effects of the proposal. For these reasons, in the event that planning permission is granted, I consider such mitigation would be important in securing the best use of the site. This is supported in the context of the wider economic development objectives of the development plan and Scottish Planning Policy.

7.30 I agree in principle with the applicant's literal interpretation of the wording in the local development plan that the requirement for best use only comes into play where there are competing uses. However, I consider that optimising the potential to realise economic development objectives and the best use of the remaining site area remains an important development plan consideration. Minimising the footprint and land-take of this electricity infrastructure as much as possible would retain more of the waterfront area to accommodate other forms of economic development and employment.

7.31 The council and others have also considered the availability of alternative locations in the context of "best use" and I turn to that matter next.

Consideration of Alternatives

7.32 I consider that my planning assessment should focus on the acceptability or otherwise of the application before me when considered in the context of the development plan and other material considerations. The fact that there may be other, even if preferable, locations or alternative sites available would not prevent a positive outcome to this

application. That said I accept that the availability of other potentially suitable sites could weigh in the planning balance. This is particularly relevant in the context of the provision for the consideration of alternatives as established through the Environmental Impact Assessment process. This process requires a reasoned conclusion of all the significant environmental effects. In my view that consideration is likely to be limited to circumstances where there were significant and potentially unacceptable environmental impacts that could only be addressed through an alternative siting of the proposal.

7.33 In this case an alternative site has previously been assessed through the planning process and gained planning approval. However that permission has now lapsed. There may also be other locations within the wider Cockenzie masterplan area and indeed in the wider coastal area as referenced in the National Planning Framework. On face value other sites might appear preferable. On my site visit I could see clear merit in a less visible location which would not intrude on the area between Edinburgh Road and the sea. Location behind or alongside the existing substation might be preferable in landscape terms. However there are clearly other impacts and constraints to consider including proximity to residential areas and impact on the battlefield. Indeed the masterplan process carried out in consultation with communities and stakeholders (and as considered in more detail below) did not support location of renewable energy infrastructure on the previous application site.

7.34 The applicant carried out a feasibility study on six alternative sites in 2017 and I note the conclusions of that assessment as summarised in the applicant's case (Chapter 4 of this report). Two of the sites were ruled out at an early stage given constraints of access and overhead power-lines. The remaining options are as shown in the applicant's [Figure 1](#). Given that the previous application site gained planning permission relatively recently it is perhaps the most obvious choice. However the applicant's assessment indicates that it is not without constraints. The site is in proximity to housing, is associated with the Battle of Prestonpans and is at a greater distance from the shore (1.5 kilometres) with potentially significant cost implications as well as sterilisation along a routing corridor at a width of 25-30 metres. Nonetheless there is no indication at this stage that circumstances have changed to an extent that would rule this site out in terms of a new planning application. I have noted above that this site was not identified for such use through the more recent master-planning process where its local value in the context of the battlefield led to a conclusion that the area was "not intended as a location for major development".

7.35 Of the remaining sites, all of which I visited, there is an absence of any detailed assessment or feasibility to counter the applicant's submissions. The coal store site is assessed as having numerous constraints and the masterplan identifies this area with a focus on local jobs. The gas holder site would be the preferred masterplan option and is indicated as the Energy Quarter of the masterplan. In addition it is relatively closer to the coast than the coal store or the original application site. In my view development here would integrate well with the existing transmission works. Nevertheless it is described as being a relatively small site of 7 hectares with a number of ground constraints. In the absence of full details on these alternative sites a conclusion on whether there is a clear alternative may not be soundly based.

7.36 I accept that there is nothing conclusive to demonstrate that an alternative could not have been feasible nor that circumstances have changed such that the previous application site would now prove unfeasible. However the council accept that the availability of alternatives is not a usual planning consideration except in the limited circumstances where

there are substantive environmental or other concerns. My assessment below is that the only significant environmental effect on the current application site, after mitigation, is in terms of landscape character and visual amenity. However a significant effect does not necessarily equate to a reason for refusal or an inappropriate location. This requires an assessment of the acceptability or otherwise of that effect. I return to this in my overall conclusions.

7.37 It is a matter of fact that the applicant has expressed and evidenced a clear operational preference for the current application site due to its proximity to connecting infrastructure, distance from residential property and relative lack of constraints. In any event the focus of my assessment is placed on this current application rather than on other suggested locations. In that context taking into account the national development status of the proposal, the absence of competing uses, the benefits of the proposal and the proposed mitigation I find that the proposal represents the best use of the site within the current planning context. Consequently I find the proposal benefits from the support of Proposal EGT1 and the National Planning Framework in this respect.

Other Matters

Landscape Character and Visual Impact

7.38 A Landscape and Visual Impact Assessment (LVIA) was prepared by the applicants and included as Appendix 8c to the Environment Report ([CD65](#)). Given some discrepancy with the format of the images these were reproduced to reflect Scottish Natural Heritage Guidance. These revisions were submitted after the application was called in and were advertised in accordance with the Regulations as additional information. The correctly printed version also informed my accompanied site visit. A further visualisation was also produced at this stage for Viewpoint 6: Top of Mound adjacent to Atholl View Prestonpans looking north was also produced at this stage. This responds to a request from East Lothian Council for a slightly revised direction of view.

7.39 The LVIA looked at effects including in the event that the earth bund located to the south of the application site and the north of Athol view were removed. This bund was designed to screen views of the former power station. It is accepted that on removal the impact as illustrated from Viewpoint 6 would be significant although the proposed mitigation would provide some screening of the building. The level of impact from residential properties would vary depending on the angle of view and intervening features but would undoubtedly increase the effect on a small number of residents at this eastern edge of Prestonpans.

7.40 My site visit confirmed a cleared site associated with the former power station devoid of landscape features. The sea wall is to the north and there are some shrubs and grass along the verge of the B1348 Edinburgh Road. Given the cleared nature of the site I consider the proposal would introduce a significant and locally prominent industrial scale building into an area where the only larger scale development (the existing substation) is contained on the south side of the Edinburgh Road.

7.41 There would be a consequent loss of the site's open coastal setting which links through from Cockenzie Harbour to Preston Links. That said the cleared power station site was never intended to be retained as open space. Any development in this location is likely to have a significant landscape and visual effect. The sort of energy related development

envisaged by the National Planning Framework was unlikely ever to be small scale or diminutive in appearance.

7.42 This coastal setting enables views towards Cockenzie Harbour, across the Firth Of Forth and along to Musselburgh with distant views of Edinburgh and the Pentland Hills. The landscape immediately to the west includes the grassy mounds and pathways, including part of the John Muir Way, known as Preston Links. Theoretical visibility is assessed as limited, due to surrounding topography, to around 2.5 kilometres. Consequently, I consider that visual effects are localised in nature.

7.43 The Local Development Plan includes a Special Landscape Area (SLA). The application site is not within this designation but the adjacent recreational area of Preston Links is included in the Prestonpans Coast SLA.

7.44 In terms of landscape character significant effects are demonstrated at Viewpoint 1 from Edinburgh Road ([CD52](#)), Viewpoint 4 from the John Muir Way ([CD55](#)), Viewpoint 6 on the top of the mound adjacent to Athol View ([CD57](#)), from Preston Links at Viewpoint 10 ([CD62](#)) and at Viewpoint 12 on the John Muir Way ([CD64](#)). With established landscaping the impact at year 15 is assessed by the applicant as significant only from Viewpoints 4 and 12 (John Muir Way), Viewpoint 6 Athol View and from Preston Links.

7.45 In terms of residential impact there would be a significant effect relative to properties on the western edge of Cockenzie. There would be significant visual effects relative to users of the B1348 Edinburgh Road. Whilst I agree that the proposed development would be significantly visible from the identified viewpoints on the John Muir Way this is only a small section of the overall route. I consider that walkers would be focussed on the view out to sea and along the coast rather than on views which are in any event interrupted by urban development including the existing sub-station. This conclusion also applies to the other core paths in the vicinity. This assessment was confirmed on my site visit.

7.46 I have carefully considered visual impact in the context of the Battle of Prestonpans viewpoint as illustrated at a slightly more elevated level from Viewpoint 7 ([CD60](#)). I am satisfied that views from this visitor attraction would not be significantly dominated or influenced by the proposed development given the distance and intervening landscape and other features. I note that the LVIA confirms the impact as negligible. I address more general tourism impacts through Appendix 3 where I conclude that there would not be a significant adverse effect.

7.47 In terms of visual amenity significant effects are indicated at similar viewpoints to those considered in terms of landscape character namely for drivers on Edinburgh Road as illustrated from Viewpoint 1 and 5, tourists and recreational users at viewpoints on the John Muir Way, on walkers along the Mound at Athol View (viewpoint 6) and at Preston Links (viewpoint 10). These effects would be mitigated to some extent by year 15 once the proposed landscaping was established. The context set by the existing and larger substation building and associated wire-scape is a consideration in terms of the reduced sensitivity of the site. However, whilst this is relevant in terms of visual setting the coastal area remains free of such development.

7.48 I consider that the massing and design of the building mirrors that of the existing sub-station, albeit a smaller version. The proposal offers a functional rather than aesthetic design solution. In my opinion this will accentuate the visual impact of the building on a site

which, despite its previous use and proximity to a similar building, is relatively sensitive given its local prominence and water-front location. It also has strong linkages through from Preston Links to the attractive harbour at Cockenzie not least in the context of the John Muir Way. The site would in my opinion also have status as the anchor for future economic development in this potentially prestigious water-front location.

7.49 The landscape concerns expressed by the council's landscape officer are echoed in the comments of the Forth Operations Officer for Scottish Natural Heritage. Correspondence dated 23 August 2018 confirms that the expressed views are not submitted as objection given that the impacts are not of a scale and nature to raise issues of national importance. Nevertheless there is a clearly expressed view that the proposal is not considered by Scottish Natural Heritage to represent the "best use" in landscape terms of this sensitive coastal site.

7.50 In this respect the comments from Scottish Natural Heritage support my conclusions above in so far as further mitigation in terms of layout and design should be secured through the detailed planning stage. This responds to the comment that the proposal raises serious challenges to any place-making aspirations held by local communities as expressed through the master-planning process. Scottish Natural Heritage consider "best use" would include consideration of place-based planning objectives, improvement to green infrastructure assets, minimisation of landscape impact and promoting a design led approach. It is advised that further thought could be given to the cladding and design of the building.

7.51 I note that Scottish Natural Heritage support the council's view that other areas of the wider site are considered more suitable for such use and that they draw particular attention to the visual effects from viewpoints 1,2,3,4,11,12.

7.52 In conclusion I accept that there are significant landscape and visual effects albeit localised. Proposed groundworks and landscaping can go some way to mitigate these effects. I also consider there is scope to fully explore alternative design and material formats and that such mitigation is crucial in securing a development that does not prejudice the current or future best use of the larger site area. This would also be important in terms of its future role as an investment and employment opportunity as referenced above. A reduced footprint of the building to avoid unnecessarily constraining the future development potential of the site would also have the effect of securing a smaller building with an associated reduction in its landscape and visual impact.

7.53 In terms of design the council's landscape architect suggests a lighter palette of material with potential for reflective surfaces and an alternative roof design. I consider that these are detailed matters of mitigation that could and should fall, as controlled by an appropriately worded condition, to the detailed design stage.

7.54 Subject to such mitigation, that could be applied relative to the detail of future design at the reserved matters stage, I consider that compliance with Local Development Plan Policies DP1 on Landscape Character, DP2 on Design and DC6 in so far as it requires the siting and design of new development to respect the qualities of the particular coastal location could be secured. I note that the now approved local development plan no longer includes specific policy provision for the incorporation of artwork however a condition on this was previously agreed by parties and is a matter raised by the local community council. I consider that such provision, to be secured by condition, remains relevant and justified in

the context of the wider objectives of the plan to achieve high quality design and a sense of place.

Flood Protection

7.55 A Flood Risk Assessment is submitted as [Appendix 7A](#) to the Environment Report. This indicates the site is potentially at risk from tidal, surface water and groundwater flooding. The proposal would include mitigation to raise levels above the groundwater level as well as improvement of tidal defences around the seaward edge of the site. The assessment concludes that the proposal and location is suitable and in accordance with national and local planning policies as well as best practice guidance.

7.56 Some concerns were raised by the council in light of the consultation response of the Scottish Environment Protection Agency about the definition of the development and the associated risk probabilities that should be applied. In addition concern was expressed that the finished floor levels in responding to any risk could lead to an increase in the height of the proposed building relative to street level along Edinburgh Road.

7.57 Following discussion at the hearing and on the wording of a proposed condition to address flood risk the council, appellant and SEPA are now all in agreement that a suspensive condition could ensure that the details of any subsequent application address flood risk and identify mitigation measures relative to the 1:1000 year flood event. In addition a maximum height of the building relative to Edinburgh Road could also be secured through condition regardless of the ultimate finished floor level that is agreed. By e mail of 19 October 2018 SEPA confirmed that it was content with the suggested revised conditions to this effect and the council has also confirmed that this would address its concerns.

7.58 Taking all of this into account I am satisfied that flood risk, whilst a potentially significant effect, could be appropriately addressed through the appropriate mitigation to be secured through conditions. In this context compliance with local development plan policy NH11 and the associated advice in Box 8 on flood risk would be achieved.

Historic Environment

7.59 The applicant's assessment of effects in this respect is set out in Chapter 9 of the Environment Report ([CD16](#)). Historic Environment Scotland's response is focussed on matters relating to the Battle of Prestonpans (1745) and the associated site which is listed as an Inventory Battlefield. The Environment Report references the battlefield as a receptor of medium significance located 0.8 kilometres from the application site. I understand that Historic Environment Scotland consider this should instead be a receptor of high significance. Following its guidance I agree that this should be the case.

7.60 However this discrepancy does not in my view detract from the overall assessment that the proposal would not obscure or prevent an appreciation of features or landscape which add to the interpretation or appreciation of the battlefield. Neither the council or HES has objected to the proposal in the context of its impact on the Prestonpans Battlefield. I understand from Historic Environment Scotland's Managing Change Guidance Note on Battlefields that the focus is placed on the consideration of impacts on the key landscape characteristics and special qualities of the battlefield site rather than on the impact on its more general landscape setting. My assessment, setting aside the more general landscape setting and based on the intervening distance and key features, leads me to agree with the

applicant, the council and Historic Environment Scotland that there would be no significant adverse effect on the battlefield. Consequently I have not identified any conflict with Policy CH5: Battlefields.

7.61 Other than the battlefield nearby Cockenzie Harbour (0.4 kilometres distant) is Category B Listed and forms part of the Cockenzie Conservation Area. I am satisfied that the site does not form part of the historic setting of the harbour and that the focus of that setting is contained within the immediate harbour area and the sea frontage. I find no evidence to indicate to the contrary.

7.62 Clearly the application site has long been associated with the power station. In its absence the wider setting of the harbour area has been markedly changed. This has, in my view, provided a greater opportunity to consider this wider setting. I noted on my site visit that some recent housing development had occurred around the harbour and I consider that the nature of any replacement for the power station may have a bearing on the potential value that may be placed by investors on a location in proximity to the sea front and the harbour area. This would also have a bearing on the appreciation of this cultural asset by visitors and tourists.

7.63 Taken together I find these considerations add to the justification to secure the proposed building is sited and designed in a manner which will minimise its impact on the wider amenity and development potential of the area.

7.64 The impact of the proposal on a number of other cultural heritage assets in the area was assessed but the effects were assessed as negligible and I find nothing to dispute this conclusion. For the reasons set out above I find no conflict with Policy CH5: Battlefields. In addition, subject to appropriate mitigation and given that the proposal does not affect any listed building and is not within the conservation area I find no conflict with the statutory protection afforded to listed buildings and conservation areas. Consequently compliance with Policy CH1 on listed buildings and CH2 on development affecting conservation areas would also be secured.

Transport and access

7.65 I understand that the main impacts on the road network will be in the construction and decommissioning of the site. The applicant has addressed traffic impacts in Chapter 11 of the Environment Report ([CD18](#)) and this is referenced in more detail through my Appendix 3 on Environmental Assessment. In summary I find nothing to contradict the view that there would be no significant impact on the road network or in terms of safety or access either individually or when considered in combination with other planned development in the area subject to the appropriate mitigation.

7.66 I consider that this mitigation can be secured through a condition requiring a traffic management plan to address the details of access and traffic management in accordance with that suggested by the council's transport planning section (see chapter 3). With this provision I consider that compliance with local development plan Policy T2 on General Transport Impact would be secured.

7.67 Policy T4 is also relevant in the context of protecting the existing core path and active travel network to ensure that development does not detract from the safety, convenience and enjoyment of their use. In this context I understand that the construction

phase would include the temporary re-routing of a section of the coastal path which includes part of the John Muir Way. There is nothing to suggest that this could not be appropriately secured. Subject to details which could be approved at the reserved matters stage I find no policy conflict in this respect. This conclusion would also apply in terms of the temporary impact on this recreational land use. Consequently I consider that compliance with Local Development Plan Policy OS1 on Protection of Open Space would be secured. Matters relative to impacts on recreation and tourism are addressed further in Appendix 3 on Environmental Assessment.

Natural Environment and Ecology.

7.68 In reaching a conclusion on these matters I have drawn on the information contained in Chapter 6 of the Environment Report ([CD13](#)), the applicant's appraisal under the Habitat Regulations ([CD77](#)) and on the consultation responses of Scottish Natural Heritage, Royal Society for the Protection of Birds and the council's biodiversity officer (as summarised in chapter 3).

7.69 Potential significant effects focus on disturbance and contamination of habitats (particularly coast habitats associated with the Firth of Forth Special Protection Area (SPA), Ramsar Site and Site of Special Scientific Interest (SSSI) and Outer Firth of Forth and St. Andrews Bay Complex Proposed Special Protection Area (pSPA)) and disturbance of intertidal and near-shore waterbirds. Mitigation is proposed in the form of a Construction Environmental Management Plan (CEMP), pre-construction surveys to re-establish base-line conditions in respect to protected species and the use of best practice measures in relation to terrestrial mammals and breeding birds.

7.70 I am satisfied that with this mitigation, as defined in the Environment Report, significant environmental effects would be avoided. In this context I find no conflict with the relevant policies of the local development plan specifically Policies NH1 and NH2 as set out in full in Chapter 2. These matters in so far as they relate to Natura designated sites are also addressed below and through Appendix 4 in the context of the requirement for the appropriate authority (in this case the Scottish Ministers) to carry out such assessment.

Habitats Regulation Appraisal

7.71 The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) (the "Habitats Regulations") require that, where a project is likely to have a significant effect on a Natura site, the competent authority must carry out an "appropriate assessment" of the implications for the site in view of that site's conservation objectives. This is known as Habitats Regulations Appraisal (HRA). Whilst the likelihood of a significant effect is the trigger for an assessment the requirement, with limited stated exceptions, is that the project "will not adversely affect the integrity of the site". In this case the competent authority would be Scottish Ministers. My conclusion at this stage drawing on my assessment as attached as Appendix 4 is that the proposal would meet this requirement and would not adversely affect the integrity of the referenced sites. Consequently there would be no conflict with Policy DC6 : Development in the Coastal Area in so far as it relates to Habitats Regulation Appraisal.

Environmental Impact Assessment .

7.72 The environmental impact assessment covers a range of other matters as identified in the scoping opinion issued by East Lothian Council. I have addressed these matters in the context set out in the 2017 Regulations as referenced in the introductory sections of this report. Most of the potentially significant effects are addressed in my assessment above. Other relevant matters are as set out in my assessment through Appendix 3. It will ultimately fall to Ministers as the decision makers in this case to insure that the requirements of the regulations are fully addressed. However at this stage my assessment of all the relevant environmental information has informed my reasoned conclusions and recommendations including the proposed mitigation through conditions and any related monitoring provisions.

SESPlan2

7.73 It is evident that SESplan2 whilst not yet approved as part of the development plan is a material consideration and better reflects the provisions of National Planning Framework 3 than the extant plan. However, the proposed text, incorporating the reporter's recommended modifications, is yet to be approved by Ministers. [The Report of the Examination](#) 20 July 2018 clarifies that the site could be considered not only in the context of carbon capture and thermal generation but also in providing an opportunity for renewable energy related investment. It goes onto caveat that with the statement that stakeholders should consider a wide range of development that makes best use of the sites locational assets and that could deliver significant economic benefits. My reading of this suggests the recommended modification would support the proposal whilst recognising the potential to also consider other uses. This seems logical given that the site is clearly large enough, when considered as a whole, to accommodate, other uses.

Scottish Planning Policy

7.74 I find support for the proposal in the context of the commitment to renewable energy and the expansion of generation capacity. However this is balanced with the need to consider the impacts of the proposal including on environmental assets and in the context of the principles of sustainable development as set out in paragraph 29. Paragraph 29 provides some clear support for the proposal in terms of supporting climate change mitigation but it also includes reference to responding to economic issues in local economic strategies, to net economic benefit and to protecting the environment and cultural heritage. I have accepted above the net economic benefit of the project as a whole and even alone the works would represent a significant investment. I address the issue of the council's local economic strategy below and have considered the impacts on the environment and cultural heritage. I return to the question as to whether the proposal represents sustainable development in weighing the overall balance in my final conclusions.

Energy Policy Considerations

7.75 Various international and national policy statements are referenced by the applicant. I agree with the applicant's assessment that, whilst this proposal does not in itself generate renewable energy, on shore facilities are required to facilitate the transmission of electricity from the associated offshore wind farm to the national grid. Consequently the proposed infrastructure would be an important component in helping to meet stated renewable energy targets. That said this support could not in my view be translated to an undisputed requirement for this infrastructure to be located in this specific location.

Former Cockenzie Power Station and Surrounding Area Masterplan (November 2017)

7.76 This sets out a vision for the future of the site over the next 25 years. East Lothian Council published the final Masterplan in November 2017 noting on page 9 that 'it has the potential to be the main evidence source for the Supplementary Guidance (SG), subject to the agreement of East Lothian Council to initiate the appropriate procedures towards adoption of the Masterplan as SG'. The same page continues and states that 'The principles outlined in this Masterplan can be used to inform future decisions by the council and other stakeholders undertaking development on the site of the former Cockenzie Power Station and surrounding area'.

7.77 The overall concept has a strong emphasis on employment and creating a high quality setting for investment. It also references efficient development to reduce sprawl as well as ambitious design (Page 48- Overall Concept).

7.78 The site is located predominantly within an area referred to as 'Zone 1 – Coastal', which is land to the north of the B1348. The Masterplan, on page 54, notes that 'The development portion is proposed as an energy and mixed-use area, and uses could include potential opportunities arising for offshore energy to be brought into the site, and potentially ancillary energy-related activities'. Other noted possible uses include employment based retail, recreation and restaurant, bar and café use, with provision for a hotel and commercial health and fitness. On page 55 there is reference to the power station site having potential as a multi-function space to accommodate festivals and events. This section also clarifies that the power station site is considered critical for the masterplan.

7.79 'Zone 2 – Energy Quarter', is located to the south of the B1348 and includes a portion of the site. The Vision for this area 'is proposed to address the requirement for the site to accommodate a potential range of energy uses. This could range from energy production to handling power from an off-shore location, to more passive energy types and other uses associated with energy production.....'

7.80 On my reading The Masterplan offers some support to the current proposal being located in Zone 1 and certainly does not presume against this. However emphasis is placed on Zone 2 as a specific area for energy uses and has a clear relationship with the existing transformer building. At the hearing the community council's indicated support for location within an area referred to as Zone 3: The Coal Store. This is associated with former rail and coal related infrastructure. However in the masterplan the emphasis is placed on employment such as offices, education, light industrial and recreational uses rather than on energy related development.

7.81 It is notable as stated above that the masterplan does not lend specific support to renewables infrastructure on the site which was previously granted planning permission for this use. Indeed this area is associated with Zone 4: Battle of Prestonpans. It is not identified for major development but rather as a landscape asset that retains and celebrates the battlefield site. It would facilitate access and maintain and improve the setting of the Waggonway and other local features.

7.82 It is also important to note that the masterplan area includes a land area of up to 98 hectares of which the current application would occupy less than 10%. That said I appreciate the larger land area appears to contain areas of varying development potential. I understand the council's position, as stressed at the hearing, that the development

potential of the larger site area varies with some parts more suited to a variety of uses than others. I recognise the value of the coastal area as an asset given its potential marketability for a variety of uses including those which may generate more direct local employment.

7.83 The Executive Summary of the Masterplan states:-

“The masterplan has developed a clear vision for the future of the site over the next 25 years with local communities and stakeholders in a manner which facilitates and reflects a shared understanding of the future opportunities and options. It is expected that the Masterplan will be the main evidence source in developing the Supplementary Guidance to the East Lothian Local Development Plan, and therefore provides an evidence-base for policy formulation in relation to future uses of the site and potentially the assessment of planning applications in relation to the provisions of National Planning Framework 3 (NPF3), or an updated NPF during the lifetime of the East Lothian Local Development Plan”.

7.84 It remains unclear to me why the council has failed to endorse the masterplan as a statement of council policy. It may be that this simply reflects the changing status of the site and its ownership. In any event the council accepts that the masterplan was prepared following extensive engagement with community and stakeholders. It was clear at the hearing that community council representatives consider the masterplan should be afforded weight.

7.85 I consider that had it been endorsed and approved by the council it would have been a clear indication of the sort of co-ordinated approach envisaged in the National Planning Framework. Even in the absence of such endorsement or formal status I consider it represents the only indication I have, other than from the more strategic text of the National Planning Framework and the development plan, in pointing towards a co-ordinated approach to development of the site. In that context my assessment of the masterplan is that it gives some degree of support to this proposed use within the coastal area albeit not directly in terms of the site of the former power-station. In addition it goes some way to support the co-ordinated approach required by Proposal EGT1 and Proposal EGT2 of the local development plan as well as by the National Planning Framework. This purpose was clearly reflected in the executive summary as referenced above.

East Lothian Economic Development Strategy 2012-2022.

7.86 I accept this places emphasis on local employment generation and a sustainable local economy. I can understand concern that this proposal may not be optimal in terms of a desired outcome given its relatively limited operational contribution to local jobs. Nonetheless this application represents the only currently defined proposal for the masterplan area and would be a significant first investment. I consider this may serve to stimulate business growth on the wider site area. Whilst I appreciate concerns about the lack of direct local employment benefits there are significant wider benefits and in that context I find no clear conflict with the overall economic development objectives for the area.

Recommended Conditions

7.87 A set of suggested conditions formed part of the council's submissions as approved by its committee on 26 June 2018. Whilst these were not generally disputed by the applicant there was remaining ambiguity about the details to be reserved (condition 1) and on the approach to addressing flood risk and the maximum height of the building.

Condition 1

7.88 This proposed condition is important in that it details those issues that are reserved for further consideration. This recognises the status of the current application as a planning permission in principle. Certain parameters had been assumed regarding the size of the building, its height, design and landscaping. This was necessary to enable environmental assessment to include a worst case scenario and to include some detail of the proposed mitigation.

7.89 However as referenced above, the applicant in submissions and through previous discussions with the council and the community councils, has indicated scope for reserved matters to address further specified mitigation. This was expressed not only in terms of design and landscaping but also in terms of a reduced maximum footprint of the building and a limit to its easterly extent.

7.90 I accept that this does not reduce the application site boundaries over which the principle of development would normally be established. Nor does it include details of a revised boundary nor detailed architectural or landscape mitigation. Nevertheless I consider that a condition linked to an appropriate plan can appropriately restrict the developable area and establish parameters for matters of design and landscaping to be further addressed in consultation with the relevant stakeholders and subject to the approval of the council at the reserved matters stage. This would retain the opportunity, through corresponding revised landscaping details, to establish a tighter eastern site boundary. Thereafter the development would be completed in accordance with these approved details.

7.91 Consequent to this, wording was agreed by the council and applicant as revised parts d), f) and g) to condition one. Part d) reserves the colour of the building, the proposed landscape and visual mitigation and the design/external appearance whilst f) defines a maximum onshore substation area of 2.5 hectares as shown on the drawing titled [Maximum Onshore Substation Area](#). The associated drawing which can be printed at scale was submitted by the applicant and is included on the case file. The drawing is clearly necessary to secure the precision of the condition and in the event that planning permission in principle is granted. It is also referenced in the accompanying schedule of drawings. Part g) further clarifies that no development shall take place other than as shown on that drawing. The last paragraph of the condition would then establish a requirement for pre submission consultation with the Planning Authority, Scottish Natural Heritage, Cockenzie and Port Seton Community Council and Prestonpans Community Council.

7.92 Drawing on my conclusions above I consider that such an approach is sufficiently precise and is justified in accordance with the advice set out in Circular 4/1998 on planning conditions. Accordingly I have recommended this condition in the event that planning permission in principle is granted.

Flood Risk- Conditions 16 and 12

7.93 My conclusions above address the issue of flood risk. Condition 1b) recognises the potential impact of finished ground levels to respond to flood risk on the consequent height of the building. This is addressed by restricting the height to that assessed through the Environment report to a height of 12.3 metres above the finished ground level to be no higher than the adjacent average road level of Edinburgh Road. In addition a condition 12

is included on flood risk assessment as agreed with SEPA to include specific reference to protection from the 1:1000 year flood event.

Other Conditions

7.94 The remaining conditions cover the following in accordance with my conclusions above, the responses of the consultees and the required mitigation as set out in the Environment Report. In brief these cover the following:

- Works in accordance with the Environmental Impact Assessment Report
- Use only in association with the Inch Cape Wind Farm
- A construction environmental management plan (CEMP)
- A noise impact assessment for the operational phase of the development
- A traffic management plan and any remedial road works
- Provision for art work
- A decommissioning and restoration scheme
- Site investigation and any associated remediation
- Restriction of the hours of operation
- A detailed landscaping scheme

7.95 I consider that these conditions which, subject to some minor variations in the interests of clarity were agreed between the council and the applicant, are required to secure the acceptability of the proposal. Other minor variations include reference to SuDs details and details regarding the proposed outfall (condition 10 to respond to SEPA's consultation response) and to provision for longer term maintenance of the proposed landscaping (condition 14 to respond to comments by Scottish Natural Heritage). I note that the requirement for pre- construction surveys to re-establish base-line conditions in respect to protected species is referenced in the Environment Report. Although this may be adequately covered by condition 2, for the avoidance of doubt, I consider it should also be referenced in relation to the construction management plan. In that respect I have included an additional requirement to address this matter. I note the view of the council that condition 1d) should reference "significant architectural mitigation" but I consider that the addition of significant is not any more precise. The condition as worded is in my view sufficient to clarify that the design of the building is a reserved matter. My recommended conditions in the event that planning permission in principle is granted are set out in full through Appendix 1 to this report.

Reporter's Overall Conclusions

7.96 In coming to an overall conclusion I have carefully considered the issue of timing and the availability of an alternative site. I understand the aspirations of the local community and the council and the value they have placed on the application site given its local prominence and its redevelopment and employment potential.

7.97 An approved masterplan or supplementary guidance endorsed by the council might have had a clear role in guiding the proposal to an alternative location. However, the masterplan document whilst not approved as a statement of council policy is the product of a consultative process and goes some way towards the co-ordinated approach envisaged through the National Planning Framework. This document whilst not expressly supporting the application does not presume against renewable energy infrastructure on this site.

7.98 SESplan 2013 offers some support in terms of renewable energy although I accept some tension with the Policy 10 commitment to Cockenzie power station having a continued role in electricity generation. However events have overtaken this and I have considered the development plan as a whole and the instruction through Section 25 of the Town and Country Planning (Scotland) Act 1997 regarding the more up to date National Planning Framework. My conclusions above address the safeguarding of Cockenzie in relation to National Development 3. However, I have agreed with the council and the applicant that this would not preclude consideration of National Development 4 which is also supported albeit less directly in relation to this particular site. In this context I find that the relevant provisions of SESplan 2013 would not result in conflict overall with the development plan.

7.99 There are no currently competing uses so the proposal has the support of the local development plan Proposal EGT1 and the National Planning Framework (specifically paragraph 3.41) in this respect. Through the hearing process and subsequent exchanges it was agreed that as this application is a planning permission in principle there was an opportunity to secure enhanced landscape and design mitigation as well as a reduced footprint for the proposed works.

7.100 I consider that such an approach is necessary not only to mitigate the identified visual impact but also to optimise the potential for economic development on the remainder of the site. In effect the proposed changes, as agreed between parties, could be secured through condition and would reduce the land-take of the development from 3.5 hectares to 2.5 hectares with a corresponding opportunity to occupy a smaller portion of the overall site. Further detailed consideration of the associated landscaping and the architectural mitigation, to be applied at the detailed design stage, would also be required. I consider that any significant prejudice to the future development potential of the remainder of the coastal area of the site would be minimised. In this context I consider that the best use of the site in the current planning context could be secured.

7.101 With these caveats and bearing in mind the benefits of the proposal I consider the proposal would comply with the relevant provisions of the National Planning Framework and with local development plan Policies EGT1 and EGT3. I also find that the identified significant landscape impact would be acceptable when read in that context and that there is opportunity for an appropriate design solution to be secured. Consequently I find no conflict with Policies DP1 and DP2. Given my conclusion that the requirements of the Habitats Regulations can be met I also consider the proposal would be consistent with Policy DC6 and the associated policies NH1 and NH2 relative to sites designated for their nature conservation interest. My reasoning above also demonstrates compliance with the other relevant policies of the development plan namely Policy T2 on Transport, T4 on active travel routes and CH5 on battlefields.

7.102 In addition, I consider that despite lacking direct employment opportunities in the operational phase the net economic impact, taking into account the project as a whole, is significant and of national importance. Given my findings on the acceptability of the relatively contained environmental effects of the proposal when balanced against its benefits my conclusion is that the proposal contributes to the sustainable development objectives of Scottish Planning Policy. The emerging SESplan2, whilst yet to be approved by Ministers, presents no potential conflict either in its current form or when taking into account the Reporter's proposed modifications.

7.103 An alternative site may be feasible but that is not proven. I have no detailed basis for comparative environmental or other assessment of the various sites referenced in submissions other than that provided by the applicant. The site which had previous planning permission is not without constraints and there were community concerns as reflected in the subsequent lack of support through the masterplan. My assessment is that the current application is acceptable taking into account the development plan and other material considerations including the assessed environmental effects. Consequently limited weight can be attached to alternative sites and options and this application, on a site which is the applicant's clear operational preference, is assessed on its merits. In the absence of any competing use of the application site, I have no firm basis to conclude that this current proposal is not the best use of this site.

7.104 With time, further assessment and marketing, other competing uses may have been clarified and a masterplan framework may have been endorsed by the council. However, in the meantime this is a National Development proposal. It is in a strategic location where the National Planning Framework and development plan recognises potential for such use and where delay is likely to have implications in delivering the significant energy benefits associated with the Inch Cape Off Shore Wind Farm.

7.105 Drawing on all of the above I find that:

- The proposal would comply with Proposal EGT1 of the Local Development Plan as it is for a National Development, Cockenzie has recognised potential for this use, there are no current competing proposals and this proposal represents the current best use of the site (see reasoning paragraphs 7.15-7.37).
- For the same reasons consistency with the relevant terms of the National Planning Framework would be achieved.
- A co-ordinated approach in accordance with Proposals EGT 1, EGT3 and the National Planning Framework (paragraph 3.41) is demonstrated as far as possible at this stage. The proposal is in general accordance with the Cockenzie masterplan (see reasoning paragraph 7.85).
- For the reasons set out in paragraphs 7.11, 7.12 and 7.98 the terms of the Strategic Development Plan (SESplan), specifically Policy 10, would not result in overall conflict with the development plan.
- There is an identified significant landscape impact but with mitigation and in the context of the support established through Local Development Plan Proposal EGT1 consistency with Policy DC6 on Development in the Coastal Area, DP1 on Landscape Character and DP2 on Design would be achieved (see reasoning paragraphs 7.38-7.54).
- Subject to the appropriate mitigation the proposal would also comply with the other relevant local development plan policies namely Policies NH1 and NH2 on protection of designated sites, Policy T2 on transport, T4 on active travel routes, Policy OS1 on open space, Policy CH5 on battlefields and Policy NH11 on flood risk (see reasoning paragraphs 7.55-7.71).
- The proposal contributes to the sustainable development objectives of Scottish Planning Policy given its significant benefits in enabling onshore transmission from the North Cape Off-Shore Wind Farm (see reasoning paragraphs 7.74 and 7.102).
- Aside from landscape and visual impact I have identified no other significant environmental effects (see reasoning paragraph 7.72 and Appendix 3).

- My current assessment, at this stage in the planning process, is that there would be no adverse effect on the integrity of any site protected under the Habitats Regulations(see reasoning paragraph 7.71 and Appendix 4).

7.106 For these reasons I consider the proposal is in accordance with the development plan and the National Planning Framework. It gains support from Scottish Planning Policy and national renewable energy targets and priorities. I find no other material considerations sufficient to over-ride this considerable support. Consequently, I recommend that planning permission in principle is approved subject to the recommended conditions as set out in Appendix 1.

Allison Coard
Principal Reporter

Appendix 1: Recommended Conditions

1. The submission for approval of matters specified in conditions of this grant of planning permission in principle in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended) shall include details of the layout, siting, design and external appearance of the Onshore Substation, electricity cables and associated infrastructure, the means of access to them, the means of any enclosure of the boundaries of the site and landscaping (including landscape and visual mitigation) of the site in accordance with the matters listed below. No work shall begin until the written approval of the authority has been given, and the development shall be carried out in accordance with that approval.

- a) Details of the finished ground levels and finished floor levels of the buildings
- b) The total height of any building shall not exceed 12.3 metres from the finished ground levels, as approved. The finished ground level shall be no higher than the adjacent average road level of Edinburgh Road;
- c) The proposed route of the temporary rerouted Coastal Path incorporating the John Muir Way within the northern section of the application site boundary;
- d) Details of the proposed colour treatment of the Onshore Substation and any other landscape and visual mitigation (which shall include architectural mitigation) to be incorporated into its design and external appearance;
- e) Details of all external lighting proposed;
- f) Details of the area of the Onshore Substation, which is not to exceed 2.5ha in total as shown on the drawing titled "Maximum Onshore Substation Area" docketed to this planning permission in principle; and
- g) The layout shall ensure that the Onshore Substation is located outside the area identified as "No Onshore Substation Development" on the drawing titled "Maximum Onshore Substation Area" docketed to this planning permission in principle, and the Onshore Substation shall be located within the area identified as "Onshore Substation Site" on the said drawing as close to the south-western boundary of the Application Site as can be accommodated by the approved landscaping (including landscape and visual mitigation).
- h) Details of landscape and visual mitigation (including architectural mitigation) shall not be submitted for approval under this condition 1 without consultation first having been carried out with the Planning Authority, Scottish Natural Heritage, Cockenzie and Port Seton Community Council and Prestonpans Community Council.

In this condition, the Onshore Substation means all the electrical equipment, ancillary equipment and internal roads to be located within the perimeter security fence, as indicatively described in paragraph 41 of Chapter 5 (Project Description) of the Environmental Impact Assessment Report.

Reason: To ensure that the matters referred to are given full consideration in the interests of the visual amenity of the area and to accord with section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.)

2. The development hereby approved shall be undertaken in accordance with the Environmental Impact Assessment Report docketed to this planning permission in principle, except where altered by the approval of matters specified in the condition above (including the referenced drawing) or by the conditions below, or unless otherwise agreed with the Planning Authority in writing.

Reason: To ensure the reported likely environmental impacts of the development are not exceeded and the specified mitigation measures are fully implemented.

3. The development hereby approved shall be used solely in connection with the offshore Inch Cape Wind Farm to facilitate the transmission of electricity generated by that development to the grid and for no other purposes, unless otherwise agreed in writing with the Planning Authority.

In these conditions the “Inch Cape Wind Farm” means the offshore wind farm known as the Inch Cape Offshore Wind Farm, granted consent under section 36 of the Electricity Act 1989 by the Scottish Ministers on 10 October 2014, or successor offshore wind farms located within the site of that development.

Reason: To enable the Planning Authority to regulate and control the use of the land in the interests of the wider land use planning of the area.

4. Prior to the commencement of the development hereby approved and once details of the construction methodology is known, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Planning Authority after consultation with SEPA and SNH, and shall address the following requirements:-

- a) Confirmation of the methodology to be used in constructing the Development with particular regard to construction of the substation, any tunnelling activities and the method of constructing the cable trenches;
- b) A construction dust management plan identifying mitigation measures during the construction phase of the Development specifically identifying measures to minimise impacts of fugitive dust emissions on sensitive receptors;
- c) A construction noise management plan identifying mitigation measures during the construction phase of the Development specifically identifying measures to minimise impacts of construction noise on sensitive receptors; and
- d) An assessment of vibration impact arising from construction works and the identification of any mitigation measures required to minimise impacts of construction vibration on sensitive receptors, taking account of BS5228-1:2009 and A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites.
- e) Any pre-commencement survey work, as required to re-establish base-line conditions in respect to protected species and any areas sensitive to disturbance

including associated mitigation measures, as agreed with and approved by the council in consultation with SNH.

The development shall thereafter be carried out in accordance with the approved CEMP unless otherwise approved in writing by the Planning Authority.

Reason: To ensure that the reported likely environmental impacts of the development are not exceeded and the mitigation measures are put in place.

5. Prior to the commencement of the development hereby approved, a Noise Impact Assessment for the operational phase of the Development shall be submitted to and approved in writing by the Planning Authority. The Noise Impact Assessment shall be based upon the detailed site layout approved pursuant to condition 1 and shall identify the location of noise emitting plant within the site and their accompanying noise emissions. The Noise Impact Assessment shall identify measures to ensure operational noise from the development does not give rise to new or materially different impacts to those assessed in Environmental Report, unless otherwise approved in writing by the Planning Authority.

Reason: In the interests of the amenity of nearby sensitive receptors.

6. Prior to the commencement of the development hereby approved, a Traffic Management Plan (TMP) for the construction phase of the development shall be submitted to and approved in writing by the Planning Authority. The TMP shall, unless otherwise approved in writing by the Planning Authority, include the following details:

- a) A Method Statement detailing and controlling access routes to and from the site for large components and day-to-day deliveries/removals associated with the construction and decommissioning phases of the development. The Method Statement shall include a detailed swept path assessment of large component delivery routes, as well as frequencies and times of deliveries and arrangements for the removal of materials/plant from the site. The Method Statement shall also include details of any off-site mitigation works;
- b) Details of access and management for the onshore cabling works including the potential for traffic management on Edinburgh Road;
- c) Details of the proposed vehicular access onto the B1348 for large component deliveries, this should also include the reinstatement of the access once works are completed;
- d) Wheel washing facilities shall be provided and maintained in working order during the period of construction and/or decommissioning of the site. All vehicles must use the wheel washing facilities to prevent deleterious materials being carried onto the public road on vehicle wheels.
- e) The TMP shall also include vehicle tracking and swept path analysis for vehicles entering and exiting the site and details of the provision of visibility splays at all vehicular accesses. It shall also include details of any road closures and suitable alternative routes during the road closures.

f) A Green Travel Plan to include measures to minimise dependency on the private car to and from the construction compounds. The TMP shall also include vehicle tracking and swept path analysis for vehicles entering and exiting the site and details of the provision of visibility splays at all vehicular accesses. It shall also include details of any road closures and suitable alternative routes during the road closures.

The development shall thereafter be carried out in accordance with the approved TMP unless otherwise approved in writing by the Planning Authority.

Reason: In the interests of road safety and in the interest of the promotion of sustainable modes of transportation.

7. Prior to the commencement of the development hereby approved, a programme for monitoring the condition of the public roads to be used by construction traffic, prior to and immediately following the completion of the development, shall be submitted to and approved in writing by the Planning Authority. The public roads to be monitored shall be (i) the B1361/B6371, from the roundabout junction of the A198 at Meadowmill (just north of the railway) northwards to the B1348 Edinburgh Road and (ii) the B1348, Edinburgh Road from the junction East Lorimer Place to Appin Drive (Traffic signals).

Thereafter the approved programme of monitoring shall be implemented. Any remedial works shown by the monitoring as arising from the construction of the development, shall be undertaken by the applicant within 3 months of the completion of the final monitoring undertaken, unless an alternative means of securing the works is approved in writing by the Planning Authority.

Reason: To ensure that damage to the public road network resulting from the proposed development is rectified.

8. Within 24 months of the permanent cessation of generation at the offshore Inch Cape Wind Farm, confirmation shall be given in writing to the Planning Authority whether or not the development hereby approved continues to be required for electricity transmission purposes.

Where the development is not required for electricity transmission purposes beyond the operational period of the offshore Inch Cape Wind Farm, within 24 months of the permanent cessation of generation at the offshore Inch Cape Wind Farm, a decommissioning and site restoration plan (the 'Demolition and Restoration Scheme') shall be submitted to and approved in writing by the Planning Authority. The Demolition and Restoration Scheme shall have due regard to the Decommissioning Programme prepared in respect of the offshore Inch Cape Wind Farm and shall include details of:

- i) The extent of substation and cable infrastructure to be removed and details of site restoration;
- ii) Management and timing of works;
- iii) Environmental management provisions; and
- iv) A traffic management plan to address any traffic issues during the decommissioning period.

The Demolition and Restoration Scheme shall be implemented in its entirety, unless otherwise approved in writing by the Planning Authority.

Where the Development is required for electricity transmission purposes beyond the operational period of the offshore Inch Cape Wind Farm, within 24 months of the development no longer being required for electricity transmission purposes, a decommissioning and site restoration plan (the 'the Demolition and Restoration Scheme') shall be prepared and shall be submitted to and approved in writing by the Planning Authority. The Demolition and Restoration Scheme shall include details of:

- i) The extent of substation and cable infrastructure to be removed and details of site restoration;
- ii) Management and timing of works;
- iii) Environmental management provisions; and
- iv) A traffic management plan to address any traffic issues during the decommissioning period.

The Demolition and Restoration Scheme shall be implemented in its entirety, unless otherwise approved by the Planning Authority in writing.

Reason: To ensure that the application site is satisfactorily restored in the interests of the amenity of the area.

9) Prior to the commencement of the development hereby approved, a site investigation shall be undertaken in order to establish the exact situation regarding ground conditions on the site and to identify any contaminated land.

In the event that the site investigations confirm the need for remedial works to treat the ground conditions so that the site is suitable for its intended use, details of the proposed remedial strategy shall be submitted to and approved in writing by the Planning Authority. Any such remedial works shall then be undertaken prior to the commencement of development in accordance with these approved details.

Reason: To ensure that the site is suitable for development, and that remedial measures have been undertaken where necessary to ensure that potential risks have been adequately addressed.

10) Development of the site shall not commence unless and until details of the finished ground levels, finished floor levels, confirmation of the presence of any culverted watercourses, the proposed Sustainable Urban Drainage Scheme, the proposed outfall and the finalised details of the use of any landscape bunds on the proposed site, as informed by the site investigation and designs approved under condition 1, have been submitted to and approved in writing by the Planning Authority, in consultation with SEPA. Thereafter the scheme should be completed in accordance with these details.

Reason: To enable the Planning Authority to control the development in the interests of the amenity of the development and of the wider environment

11) With the exception of construction work associated with the installation of the offshore export cables construction works associated with the Development shall be limited to 0700-1900 Monday to Friday and 0800-1300 on Saturdays, unless otherwise agreed in advance with the Planning Authority. Construction works associated with the installation of the offshore export cables are permitted outwith these hours following prior notification of such works to the Planning Authority at least seven days before the works are due to commence.

Reason: To safeguard the amenity of nearby residential properties

12) Prior to the commencement of the development hereby approved, a detailed Flood Risk Assessment (FRA) shall be submitted to and approved in writing by the Planning Authority in consultation with SEPA. The details shall take account of the site layout approved under condition 1 and shall identify mitigation measures required to protect the site as a minimum from the 1:1000 year flood event, unless otherwise approved in writing by the Planning Authority. All approved flood mitigation measures must be carried out in accordance with the approved details prior to the Development becoming operational.

Reason: To ensure the Development is appropriately protected against flood risk and does not give rise to increased flood risk elsewhere.

13) Prior to the commencement of development details of artwork to be provided on the site or at an alternative location away from the site shall be submitted to and approved by the Planning Authority and the artwork as approved shall be provided prior to the operation of the onshore substation, unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure that artwork is provided in the interest of the visual amenity of the locality or the wider area.

14) No development shall take place until there has been submitted to and approved in writing by the Planning Authority a scheme of landscaping taking account of the detailed site layout and other details proposed or approved under the terms of condition 1. The scheme shall provide details of: the height and slopes of any mounding on or re-contouring of, the site; tree and shrub sizes, species, habitat, siting, planting distances and a programme of planting. The scheme shall include indications of all existing trees and hedgerows on the land and details of any to be retained, and measures for their protection in the course of development. It should also address long term management of the approved planting and boundary treatments.

In accordance with the approved scheme all planting, seeding or turfing shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner, and managed in accordance with that scheme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Planning Authority gives written consent to any variation.

Reason: In order to ensure the implementation of a landscaping scheme to enhance the appearance of the development in the interests of the amenity of the area.

Advisory Notes

1. **Notice of the start of development:** The person carrying out the development must give advance notice in writing to the planning authority of the date when it is intended to start. Failure to do so is a breach of planning control. It could result in the planning authority taking enforcement action. (See sections 27A and 123(1) of the Town and Country Planning (Scotland) Act 1997 (as amended).)
2. **Notice of the completion of the development:** As soon as possible after it is finished, the person who completed the development must write to the planning authority to confirm the position. (See section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended).)
3. **Display of notice:** A notice must be displayed on or near the site while work is being carried out. The planning authority can provide more information about the form of that notice and where to display it. (See section 27C of the Town and Country Planning (Scotland) Act 1997 Act (as amended) and Schedule 7 to the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.)

Appendix 2: Schedule of Plans

[013 Location Plan](#)

[Layout Plan attached to condition one.](#)

[Environmental Impact Assessment: Description of Development](#) (in so far as not superseded by parameters set out in the Indicative Layout plan above and by matters otherwise specified in conditions).

Appendix 3 Environmental Impact Assessment

Notice under regulation 21 was advertised in the press on 6 April 2018 and copies of the Environmental Report were placed on deposit for public viewing.

Further environmental information was notified/advertised as per the Regulations on 13 August 2018 with the requisite 30 days for any comments to be submitted. Only SEPA and Historic Environment Scotland responded but neither had anything to add to their previous comments.

Description of the development: For the purpose of the Environment Report the application is described in Chapter 5 as comprising the following primary elements with cross reference to the relevant sections in the report:

- Landfall where two Offshore Export Cables from ICOL's Offshore Wind Farm will be brought ashore and will run underground to the Cable Transition Pits (see *Section 5.4.1*);
- Cable Transition Pits where two Offshore Export Cables interface with two sets of Onshore
- Export Cables (see *Section 5.4.2*);
- Onshore Export Cables, laid in two trenches running between the Onshore Substation to the grid connection point (see *Section 5.4.3*);
- If the Onshore Export Cables are installed in sections, jointing pits will be required to join the sections together (see *Section 5.4.4*);
- Onshore Substation: which is required to process the electricity from ICOL's Offshore Wind Farm and to comply with the requirements of the NETS (see *Section 5.4.5*);
- Onshore Substation screening measures including walls and earth mounding parts of which will be planted with a mix of mainly native tree and shrub species (see *Section 5.4.5*);
- Security fencing will be erected around the perimeter of the Onshore Substation (see *Section 5.4.5*);
- Onshore Export Cables from the Onshore Substation to the grid connection point, laid in trenches and/or ducts for running the underground Onshore Export Cables between the Onshore Substation and the grid connection point (see *Section 5.4.6*);
- Construction compound to accommodate a temporary work site (see *Section 5.4.7*);
- Application Site Access will be via an existing access from the B1348 (see *Section 5.4.8*);

The construction elevation above the ground water table reflects the need to reduce the risk of flooding.

Other proposed mitigation measures include a Construction Environmental Management Plan, pre-construction protected species survey, best practice measure in relation to locally occurring mammals and breeding birds, landscape and design provisions to be further detailed at the reserved matters stage.

Section 5.1 of the Environment Report describes the works associated with the construction phase including bringing ashore two offshore export cables and building the substation. The assessment was based on an indicative layout on the assumption that any final scheme approved would have no greater effects than those assessed at this stage. Section 5.5 describes the operational phase and section 5.6 decommissioning.

There is nothing in the submitted evidence or that has otherwise been brought to my attention to indicate that the environmental information is not up to date and relevant.

The main significant effect after mitigation is landscape and visual and I have addressed my conclusions on that matter in paragraphs 7.39-7.55 of the main report.

Given that the proposal forms part of the wider proposals for an offshore windfarm this was also addressed in the scope of the applicant's Environmental Impact Assessment Report so that the effects on the whole project can be considered.

Scoping Opinion

This was produced by East Lothian Council but is inter-linked with the scoping process relevant to the off-shore wind-farm as carried out by Marine Scotland. In terms of the regulations my understanding is that the onshore works are ancillary to the off-shore works so form part of the same project.

Circular 2017/1 confirms that the Environmental Report must address the project as a whole so that it provides a single and accessible compilation. However East Lothian Council considered an approach as adopted by the applicant to consider a worse-case scenario and to include the appropriate referencing to the public availability of the Environmental Statement for the off-shore elements of the project would be sufficient in the context of the Regulations. I find nothing to dispute that premise or to conclude that the Environmental Report is otherwise insufficient.

Involvement of the public

The appellant has provided details of the pre-application consultation and detailed how this was taken into account ([CD15 Pre Application Consultation Report](#)). The application was advertised in the Edinburgh Gazette and in the East Lothian Courier. The planning authority received 38 representations which are summarised in Chapter 3 of my report. Those who made representation had a further opportunity to comment following the call in of the application by Ministers. There was also an opportunity to comment on additional information as published in accordance with the Regulations. Parties were also invited to participate in further written submissions and in the October hearing session.

Assessment

I have covered my assessment of the following issues in the main body of my report in Chapter 7:

Effect	Environment Report reference	Reference in Reporter's Report.	Conclusion and mitigation/monitoring
Landscape and Visual	Chapter 8 Appendices Additional Information	7.38-7.54	Significant localised effects Landscape, design and layout mitigation. Maximum height and footprint specification (Recommended Condition 1 and 14).
Cultural Heritage	Chapter 9	7.59-7.64	No significant effect

Flood Risk	Chapter 7	7.55-7.58	No significant effect subject to detailed flood risk assessment. Recommended Condition 12.
Nature Conservation and Ecology	Chapter 6	7.68-7.71 Habitat Regulations Appraisal Appendix 4	No adverse effect on Natura site or significant effect on other conservation interests subject to specified mitigation.
Transport	Chapter 11	7.65-7.67	No significant effects subject to mitigation. Recommended conditions 6 and 7.

A number of other effects were included in the scoping opinion and in the applicant's assessment and these are addressed below:

Hydrology, Geology and Hydrogeology (Chapter 7 of the Environment Report):

Potential impacts included changes to runoff and flooding, groundwater infiltration, changes to the hydrogeological regime, water quality impacts due to construction materials/machinery, disturbance of mine shafts/shallow mineral workings, and disturbance of potentially contaminated soils.

Mitigation is included to remove or minimise these potential impacts includes the implementation of a Construction Environmental Monitoring Plan (CEMP), site investigation to inform the detailed site design and use of construction drainage systems, and a Sustainable Drainage System (SuDS).

With this mitigation no significant impacts or cumulative impacts during construction or operation of the proposal have been identified. There is nothing in the consultation responses or representations that leads me to a different conclusion. I have covered the issue of flooding in Chapter 7 of my report. I note the response of SEPA in relation to the proposed gravity outfall to the Firth of Forth and that consideration should be given to the size and location of the outfall including the impacts of it being submerged and not able to discharge surface water and groundwater from the application site. In that respect I consider that this matter could be addressed by a slight revision to proposed Condition 10 to require further details of the outfall and of the proposed Sustainable Urban Drainage System. Subject to the appropriate mitigation I consider that significant environmental effects would be avoided.

Noise and Vibration (Chapter 10 of the Environment Report)

The noise and vibration assessment has indicated that the potential construction, operational and decommissioning effects associated with the OnTW are considered to be not significant. Embedded mitigation, in the form of a landscape mitigation plan (see *Chapter 8: Landscape and Visual*), has been incorporated into the assessment of noise effects. In addition, some components of the Onshore Substation will be enclosed, namely the transformer tanks and shunt reactor tanks, providing noise attenuation in relation to these sources. Existing topography within the Study Area has also been incorporated. I note that in relation to vibration East Lothian Council have not raised concerns but reference the need for updated assessment to assess impacts from any subsurface tunnelling methods at the Landfall and open trenching or horizontal drilling for the onshore and offshore export cables. Any

assessment to take account of BS 5228-1:2009 +A1:2014 Code of Practice for noise and vibration control on construction and open sites.

With respect to construction noise and vibration, the assessment was based on the guidance of BS5228:2009+A1:2014. This concluded that noise associated with the construction phase would not exceed adopted daytime and night-time noise limits.

With regards to vibration, it is unlikely that the proposed construction methods would give rise to significant vibration impacts and levels are expected to be below the threshold limits within BS5228-2:2009+A1:2014 for vibration impact.

The predicted operational noise levels are no more than 5 dB above the measured background noise levels, and within daytime and night-time limits as set by the World Health Organisation. Potential impacts associated with the decommissioning phase of the Onshore Substation would be similar to, and no worse than, those presented for the overall construction phase.

There is considered to be no significant noise or vibration effects with other projects, namely the new settlement at Blindwells and at Longniddry South.

With regards to effects associated with construction activities, it is unlikely that the proposal and these future residential-led developments would be under construction at the same time. Furthermore, these developments are not considered as 'noise-generating' and therefore would not have significant noise sources associated with their operation with the potential to affect the receptors within the study area for the OnTW.

In the same respect, due to the developments being 'noise-sensitive', it is considered that the operation of the proposal would not have a significant impact on the future residential properties. It has been demonstrated that for nearby receptors close no significant impact has been predicted and this would also be the case at receptors located further away as noise decreases with increased distance from the source.

With respect to the consented car wash at the former gas holder site, this is a temporary consent for a period of one year only; therefore, based on the anticipated timescales for consent associated with the OnTW, it is not likely that the car wash and Onshore Substation would be operational at the same time. There are no other known noise-generating developments with the potential to significantly affect cumulative noise levels in the vicinity.

The assessment of noise impacts is therefore dependent on the results of the Traffic and Transport assessment (see *Chapter 11: Traffic and Transport*), which quantifies the number of vehicle movements during the construction phase. However, the potential effects of this impact interaction are not considered to be significant, whereby the total increase in traffic flows is predicted to be less than 25 per cent resulting in increases to existing noise levels of less than 1 dB.

I note that the council's Environmental Health Section raised no concerns about noise subject to a construction noise management plan for the construction phase and a noise impact assessment for the operational phase. This is to include specific mitigation including the design and location of acoustic bounds and enclosures. The assessment of operational noise shall be carried out in accordance with BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" and any mitigation measures specified shall

consider both “with bund” and “without bund” scenarios. Based on the available information and subject to the referenced mitigation to be secured as appropriate through condition I am satisfied that significant effects would be avoided. Noise in the construction period would also be addressed through appropriate restriction of the hours of operation as included in recommended condition 11.

Socio-Economic, Tourism, Land Use and Recreation (Chapter 12 of the Environment Report).

The effects on local visitor and recreational attractions are assessed and a tourism assessment is included in Chapter 12 of the Environment Report. I have reported on the economic impacts and benefits of the proposal in my conclusion within the main report. No significant adverse effects are identified.

Where public access along the John Muir Way will be temporarily disrupted during construction, maintenance or decommissioning activities, a suitable diversion that minimises the length of path affected will be put in place along with signage at each end of the route where the route is diverted. Following the adoption of these mitigation measures, no significant effects are predicted upon this or any other public access routes.

The construction phase has the potential to directly disrupt tourists using the Golf Coast Road which crosses through the application site. A local traffic management plan will be put in place to minimise any potential disruption to visitors using the Golf Coast Road during construction. With this mitigation in place, no significant effects are predicted to occur on visitor numbers using this route during construction. No potential for significant effects upon other tourism resources are identified during construction, operation and decommissioning.

It is considered that the addition of the Offshore Wind Farm and the on-shore works will result in no greater effects on socio-economic, land use, recreation and tourism than those predicted to occur during the construction of the transmission works in isolation.

Should the proposal be constructed in parallel or in close succession with the proposed Blindwells New Settlement there may be a potential for a significant temporary effect on local employment and the economy. There is no identified potential for any other significant cumulative effects on land use, recreation and tourism as a result of other development proposals are predicted. I find nothing in the submissions and representations to lead me to a different conclusion. Mitigation in relation to design and layout and the inclusion of landscaping and provision for temporary path disruption lead me to conclude that significant effects would be avoided.

Traffic and Transport (Chapter 11 of the Environment Report)

This issue is covered to some extent in the main report above through my conclusions on the relevant local development plan Policy TR2 where I have also considered the views of the council as roads authority and the proposed mitigation. This supports the conclusion below that subject to mitigation there would be no significant effects in terms of traffic and transport.

The assessment of significant effects resulting from the construction vehicles was undertaken along the access route, consisting of the A1, A198, B6371 and B1348 Edinburgh Road. The assessment identified that receptors that were considered sensitive to changes in traffic flow were only present within the built-up area of Cockenzie on the B6371 East

Lorimer Place and the B1348 Edinburgh Road. All other locations were considered to have receptors that were not sensitive to changes in traffic flow. The assessment considered the change in traffic flows as well as severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety and hazardous loads effects were all found to be Negligible / Minor.

The cumulative assessment of significant effects was undertaken with the construction vehicles generated by the OnTW plus the construction vehicles generated by the Proposed New Settlement, Blindwells. There were no other developments in the surrounding area that would generate traffic along the access route. The cumulative assessment considered the change in traffic flows along the access route as a result of the construction and the severance, driver delay, pedestrian delay, pedestrian amenity, accidents and safety and hazardous loads effects were all deemed to be Negligible / Minor.

Increases in traffic flows generated through construction could interact with other disciplines to have an effect from a noise and vibration, visual, air quality, dust and dirt, ecology or heritage and conservation perspective. However none of these were identified to result in any significant effect.

Air Quality Impact Assessment (Chapter 13 of the Environment Report)

The air quality assessment indicates that the potential effects associated with the release of dust during construction and vehicular emissions during both construction and operation of the OnTW are considered to be 'not significant' with the adoption of a range of good practice mitigation measures. Typical measures include:

- provision of adequate water supply for use as dust suppression as necessary;
- imposition of a speed limit on site;
- minimisation of double handling of materials;
- rapid re-vegetation of earthworks and bunds; and
- cleaning of haul roads and vehicle wheels exiting site to minimise trackout.

There is considered to be no significant risk of cumulative air quality effects with other projects, namely the Blindwells New Settlement. There is the potential for short term interactive effects to arise as a result of general disturbance and nuisance on local residents within the Study Area resulting from the combined effects of air quality and noise resulting from construction machinery and from vehicle movements. The potential effects as a result of these impact interactions are not considered to be significant with the adoption of good practice mitigation measures. I find no basis to differ from these conclusions.

Overall Conclusion

Subject to the proposed mitigation measures and that which could be secured through condition, aside from landscape and visual, the Environment Report did not identify any potentially significant residual effects (in terms of the EIA Regulations) on any environmental or human receptors during the construction, operation and decommissioning of the proposal. I find nothing in the submitted environmental information nor the responses of the consultation authorities or any other party to lead me to a different conclusion.

Final assessment will fall to Ministers. However, the above assessment is made on the basis that the proposal is for planning permission in principle and that whilst the detail is yet to be confirmed, through reserved matters approval, the worst case assumptions have enabled identification of all likely significant effects based on the currently available information. It is also made on the premise that the project wide implications are sufficiently addressed as accepted by the consultation authorities.

Appendix 4: Draft Habitats Regulation Appraisal (HRA)

If it cannot be ascertained beyond reasonable scientific doubt that the proposal will not adversely affect the integrity of a European Designated Site, the proposal can only proceed if there are no alternative solutions; there are imperative reasons of over-riding public interest for doing so; and any necessary compensatory measures are taken to secure the coherence of the Natura 2000 network, to ensure the long term survival of Europe's most valuable and threatened species and habitats.

An HRA Screening Report and Information had been already provided for the Consented Offshore Wind Farm, Consented Offshore Transmission Works and the Original Onshore Transmission Works. These are referred to within the applicant's submitted HRA as the Approved Scheme.

This was submitted to Marine Scotland on 3 July 2013 along with the EIA in support of applications for marine licences and consents under Section 36 of the Electricity Act 1989 for Consented Offshore Wind Farm and its associated infrastructure. At the time of writing that assessment, two cable landfall options were under consideration, including the one at Cockenzie which has now been selected as the Landfall and which has been assessed as part of this current Environmental Impact Assessment. The HRA for the Approved Scheme therefore covers the landfall area to be assessed in relation to the onshore works.

In response to this current application Scottish Natural Heritage state that the original proposal was supported by baseline intertidal and near-shore bird survey data from survey seasons 2012 and 2013. In 2016, in discussion with the applicant, it was agreed that this baseline data would remain valid until autumn 2018. As a precaution the applicant also examined bird data from more recent years (to 2015), which showed no significant changes from the baseline data. Scottish Natural Heritage support the applicant's position that these datasets are sufficient in the context of the current application. Whilst there are some differences between the original proposal and the current proposal, these do not affect the HRA process. Specifically, the 300 metre difference in the location of the cable landfall point does not affect the process or previous conclusions.

Of the Special Protection Areas considered during the screening process seven sites in total were identified to require an Appropriate Assessment. These SPAs were agreed with Scottish Natural Heritage. Of the seven SPAs where LSE was identified, two (the Slamannan Plateau, and the Upper Solway Flats and Marshes) were designated solely for their over-wintering qualifying interests. The third, (the Firth of Forth) is designated for its over-wintering bird species and Sandwich tern on passage. The remaining four were designated due to their qualifying interests in the breeding season (Forth Islands, Fowlsheugh, St Abb's Head to Fast Castle, and Buchan Ness to Collieston Coast). In addition a number of proposed new Special Protection Areas were screened. Of all of these likely significant effects were identified in relation to the following designations:

Firth of Forth SPA

This SPA is designated for its over-wintering bird species which include waders, wildfowl, seaducks and grebes and Sandwich tern on passage.

It was concluded that the 2012/2013 baseline survey data (used to inform the Original HRA) continues to be an accurate representation of the typical occurrence and abundance of water birds along this section of the coastline. This was agreed through consultation with Scottish Natural Heritage.

The intertidal and near-shore habitats adjacent to the Application Site continue to support a number of species which occur in significant numbers compared to their respective Firth of Forth SPA population estimates (i.e. >1 per cent). Therefore, as there would be no increase in impact from the proposal and there have been no changes to SPA designations (such as the boundary or associated qualifying interests) the conclusions from the original Habitat Regulations Appraisal. No adverse impacts on the integrity of the Firth of Forth SPA are identified.

Forth Islands Special Protection Area

Contrary to the advice of Scottish Natural Heritage this designation was screened out of the assessment process as there were not considered to be any likely significant effects. However in applying a precautionary approach I agree with Scottish Natural Heritage that if any doubt applies then a position of a likely significant effect should apply. In any event in this case the evidence from the data sets and the advice of Scottish Natural Heritage supports a conclusion of no adverse effects upon the integrity of the site reflecting the conclusion for the Firth of Forth Special Protection Area.

Outer Firth of Forth and St. Andrews Bay Complex pSPA

The Outer Firth of Forth and St. Andrews Bay Complex pSPA stretches from Arbroath in Angus to St. Abb's Head in the Scottish Borders encompassing the Firth of Forth, the outer Firth of Tay and St. Andrews Bay and extending over 12 nautical miles offshore (SNH, 2016).

The site is recognised for supporting one of the largest and most diverse concentrations of marine birds in Scotland, representing important breeding grounds for seabirds and wintering grounds for seabirds, seaducks, divers and grebes.

Although there will be no direct loss of habitat from within the Outer Firth of Forth and St. Andrews Bay Complex pSPA itself, the Offshore Export Cables will be brought ashore through a small (approximately 0.2 ha) area of intertidal rock and boulder shoreline within the north western corner of the application site which may be used by some of the species associated with the pSPA. This could either be achieved by Open Cut Trenching or Horizontal Directional Drilling (HDD), of which the former would result in temporary, reversible disturbance to the habitat.

However, the extent of intertidal habitat which could be affected by the works is considered to be negligible and inconsequential (approximately 0.2 ha) in relation to the availability of similar habitat close to the Application Site and in the wider Forth Estuary. There are alternative areas of equivalent intertidal foraging and roosting habitat elsewhere along the immediately adjacent shoreline, to which qualifying wader species could be temporarily displaced. Given the limited tidal range and the relatively small area of habitat affected, it is considered highly unlikely that the Application Site would be of particular value to other qualifying species of the pSPA. Therefore, installation works in the intertidal zone are unlikely to cause significant deterioration of habitats used by species associated with the pSPA.

There is the potential for fuel or chemical spillage during cable installation, which may result in the contamination of near-shore waters used by qualifying species. However, the risk of any pollution incidents will be minimised through the implementation of best practice methods of working and pollution prevention measures prescribed in the Construction Environmental Management Plan (CEMP). Therefore, deterioration of the habitats through pollution incidents would not be significant, if not avoided altogether.

In terms of cumulative habitat deterioration impacts, it is expected that construction of ICOL's Offshore Wind Farm and OfTW would be carried out under similarly strict environmental protection measures and would therefore not be significant. There are not expected to be any in combination effects with the Blindwells Settlement, given that it is located approximately one kilometre inland from the coast.

The main sources of disturbance to qualifying species will be unpredictable noise events associated with construction activities, particularly those associated with cable installation, although the presence of construction workers may also cause localised disturbance. The exact degree of disturbance to qualifying species will depend on the construction and installation methods used and the duration and timing of activities.

At worst this might result in the temporary displacement of the qualifying species most susceptible to disturbance to alternative areas of intertidal or near-shore waters located along the adjacent coastline, where foraging and roosting habitat is expected to be of equivalent quality. Furthermore, those qualifying species which utilise the habitats adjacent to the application site are expected to be habituated to relatively high levels of disturbance from both the historical operation and recent demolition of the former Cockenzie Power Station as well as regular human disturbance from public walking behind the seawall.

Scottish Natural Heritage notes in its consultation response that the conservation objectives for the pSPA site have not yet been determined, therefore as an interim position it recommends that the generic conservation objectives found in existing SPA citations are applied. The applicant's approach has followed this recommendation. Section 1.3.2 of the HRA report includes a detailed assessment of the potential impacts of the proposal upon this pSPA. It supports the conclusions of this assessment and advises that there will be no adverse effects upon the integrity of this pSPA.

East Lothian Council's Biodiversity Officer advises that the Habitats Regulations Assessment (HRA) was produced in consultation and agreement with SNH and Marine Scotland. The HRA concluded that the proposal would not affect the integrity of the adjacent European designated sites. As the proposal site corresponds with the site of the previous Cockenzie Power Station, as well as areas of infrastructure immediately to the south this area has limited biodiversity interest. Accordingly there are no biodiversity concerns raised over this application.

The Royal Society for the Protection of Birds advise that they are satisfied with the Habitats Regulations Assessment (HRA) which concludes that the proposal will have no significant impact on the qualifying interests of the Special Protection Areas, notably the Firth of Forth SPA, and the Outer Firth of Forth and St Andrew's Bay Complex SPA. RSPB would wish to see post-construction restoration on the area of rocky intertidal habitat affected by the onshore cabling to revert this area to its original ecological condition with no net loss of habitat to birds or their food resources. They would prefer work to be undertaken outwith

the winter months when the qualifying bird species of the SPA will be at their most numerous.

Those SPAs and qualifying interests identified by Scottish Ministers as having potential connectivity to Inchcape's Offshore Wind Farm are to be considered separately on the submission of a new offshore application.

Conclusion

Ministers in determining this application will be the competent authority in terms of the Habitats Regulations Appraisal. However my assessment drawing on all the above and bearing in mind that this is a planning permission in principle is that the proposal would not adversely affect the integrity of the above referenced sites.

Appendix 6: Documents, Written submissions, Hearing Statements, Appearances

Documents

[Core Document List](#)

[Adopted East Lothian Local Development Plan](#)

[Review of a vision for the Port of Prestonpans](#)

[Greenhills Submission: Masterplan](#)

[East Lothian Local Development Plan Examination Report](#)

[Report Of Examination SESplan2](#)

[Captain J Landells Proposed Ferry Terminal Cockenzie](#) (November 1993)

[Cockenzie Masterplan](#)

Written Submissions

[Applicants response to initial procedure notice](#)

[Council's response to initial procedure notice – committee report](#)

[Historic Environment Scotland comments](#)

[Applicants response to council's written submissions](#)

[Further comments from the council](#)

[Clarification of Scottish Natural Heritage Response](#)

[Response to Procedure Notice 3: Dr Alf Baird](#)

[Response to Procedure Notice 3: Greenhills](#)

[Response to Procedure Notice 3: Council](#)

[Response to Procedure Notice 3: Applicant](#)

[Response to Procedure Notice 3: Prestonpans Community Council](#)

[Response to Procedure Notice 3: Cockenzie and Port Seton Community Council](#)

[Closing comments applicant 27 November](#)

[Closing comments council 27 November](#)

Hearing Statements

[East Lothian Council](#)

[Applicant](#)

[Cockenzie and Port Seaton Community Council](#)

[Prestonpans Community Council](#)

Appearances

For the applicant: Robin Hutchison (planning solicitor CMS Cameron McKenna Nabarro Olswang LLP), Simon Herriot (Savills planning), Lindsey Guthrie SLR Consulting, Ian Johnson Project Manager Red Rock Power.

For the East Lothian Council: Keith Dingwall, Ian McFarlane, Catherine Malloy, Ray Montgomery, Dervilla Gowan.

Cockenzie and Port Seton Community Council: Bryan Hickman

For Prestonpans Community Council: Brian Weddell



Appendix 1

Appendix 1B

**Conditions detailed in Decision Notice Ref:
CIN-ELN-001 21st February 2019**

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Robin Hutchison
CMS Cameron Mckenna Nabarro
Olswang LLP

Robin.hutchison@cms-cmno.com

Our ref: CIN-ELN-001
22 February 2019

Dear Mr Hutchison

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
APPLICATION FOR PLANNING PERMISSION IN PRINCIPLE FOR ONSHORE
TRANSMISSION WORKS ASSOCIATED WITH THE INCH CAPE OFFSHORE WIND
FARM COMPRISING THE CONSTRUCTION, OPERATION AND DECOMMISSIONING
OF AN ONSHORE SUBSTATION, ELECTRICITY CABLES AND ASSOCIATED
INFRASTRUCTURE REQUIRED TO EXPORT ELECTRICITY FROM THE INCH CAPE
OFFSHORE WIND FARM TO THE NATIONAL ELECTRICITY TRANSMISSION SYSTEM.
FORMER COCKENZIE POWER STATION SITE, PRESTONPANS, EAST LoTHIAN**

1. This letter contains Scottish Ministers' decision on the above application submitted to East Lothian Council by Savills on behalf of Inch Cape Offshore Limited. The application was called in for Scottish Ministers' determination on 9 April 2018.

2. The application was considered by Ms Allison Coard MA MPhil MRTPI, a reporter appointed for that purpose on 2 October 2018. As part of this process a hearing was conducted. A copy of the reporter's report is enclosed.

Consideration by the Reporters'

3. The reporters' overall conclusions and recommendations are set out in Chapter 7.

Scottish Ministers' Decision

4. Scottish Ministers have carefully considered the report. They agree with the reporter's overall conclusions and recommendation and adopt them for the purpose of their own decision.

5. Accordingly, Scottish Ministers grant planning permission in principle subject to the attached conditions for proposed onshore transmission works associated with the Inch

Cape Offshore Wind Farm comprising the construction, operation and decommissioning of an onshore substation, electricity cables and associated infrastructure required to export electricity from the Inch Cape Offshore Wind Farm to the National Electricity Transmission System Former Cockenzie Power Station Site Prestonpans, East Lothian.

6. The foregoing decision of Scottish Ministers is final, subject to the right conferred by Sections 237 and 239 of the Town and Country Planning (Scotland) Act 1997 of any person aggrieved by the decision to apply to the Court of Session within 6 weeks of the date hereof. On any such application the Court may quash the decision if satisfied that it is not within the powers of the Act, or that the appellant's interests have been substantially prejudiced by a failure to comply with any requirements of the Act, or of the Tribunals and Inquiries Act 1992, or any orders, regulations or rules made under these Acts.

7. A copy of this letter and the report has been sent to East Lothian Council, Ian Gray MSP, Scottish Natural Heritage, Historic Environment Scotland, Cockenzie and Port Seton Community Council and Prestonpans Community Council. Those parties who lodged representations will receive a copy of this letter.

Yours sincerely

ELAINE RAMSAY

CONDITIONS ATTACHED TO THE GRANT OF PLANNING PERMISSION IN PRINCIPLE

1. The submission for approval of matters specified in conditions of this grant of planning permission in principle in accordance with the timescales and other limitations in section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended) shall include details of the layout, siting, design and external appearance of the Onshore Substation, electricity cables and associated infrastructure, the means of access to them, the means of any enclosure of the boundaries of the site and landscaping (including landscape and visual mitigation) of the site in accordance with the matters listed below. No work shall begin until the written approval of the authority has been given, and the development shall be carried out in accordance with that approval.

- a) Details of the finished ground levels and finished floor levels of the buildings
- b) The total height of any building shall not exceed 12.3 metres from the finished ground levels, as approved. The finished ground level shall be no higher than the adjacent average road level of Edinburgh Road;
- c) The proposed route of the temporary rerouted Coastal Path incorporating the John Muir Way within the northern section of the application site boundary;
- d) Details of the proposed colour treatment of the Onshore Substation and any other landscape and visual mitigation (which shall include architectural mitigation) to be incorporated into its design and external appearance;
- e) Details of all external lighting proposed;
- f) Details of the area of the Onshore Substation, which is not to exceed 2.5ha in total as shown on the drawing titled "Maximum Onshore Substation Area" docketed to this planning permission in principle; and
- g) The layout shall ensure that the Onshore Substation is located outside the area identified as "No Onshore Substation Development" on the drawing titled "Maximum Onshore Substation Area" docketed to this planning permission in principle, and the Onshore Substation shall be located within the area identified as "Onshore Substation Site" on the said drawing as close to the south-western boundary of the Application Site as can be accommodated by the approved landscaping (including landscape and visual mitigation).
- h) Details of landscape and visual mitigation (including architectural mitigation) shall not be submitted for approval under this condition 1 without consultation first having been carried out with the Planning Authority, Scottish Natural Heritage, Cockenzie and Port Seton Community Council and Prestonpans Community Council.

In this condition, the Onshore Substation means all the electrical equipment, ancillary equipment and internal roads to be located within the perimeter security fence, as indicatively described in paragraph 41 of Chapter 5 (Project Description) of the Environmental Impact Assessment Report.

Reason: To ensure that the matters referred to are given full consideration in the interests of the visual amenity of the area and to accord with section 59 of the Town and Country Planning (Scotland) Act 1997, as amended by the Planning etc. (Scotland) Act 2006.)

2. The development hereby approved shall be undertaken in accordance with the Environmental Impact Assessment Report docketed to this planning permission in principle, except where altered by the approval of matters specified in the condition above (including the referenced drawing) or by the conditions below, or unless otherwise agreed with the Planning Authority in writing.

Reason: To ensure the reported likely environmental impacts of the development are not exceeded and the specified mitigation measures are fully implemented.

3. The development hereby approved shall be used solely in connection with the offshore Inch Cape Wind Farm to facilitate the transmission of electricity generated by that development to the grid and for no other purposes, unless otherwise agreed in writing with the Planning Authority.

In these conditions the “Inch Cape Wind Farm” means the offshore wind farm known as the Inch Cape Offshore Wind Farm, granted consent under section 36 of the Electricity Act 1989 by the Scottish Ministers on 10 October 2014, or successor offshore wind farms located within the site of that development.

Reason: To enable the Planning Authority to regulate and control the use of the land in the interests of the wider land use planning of the area.

4. Prior to the commencement of the development hereby approved and once details of the construction methodology is known, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Planning Authority after consultation with SEPA and SNH, and shall address the following requirements:-

- a) Confirmation of the methodology to be used in constructing the Development with particular regard to construction of the substation, any tunnelling activities and the method of constructing the cable trenches;
- b) A construction dust management plan identifying mitigation measures during the construction phase of the Development specifically identifying measures to minimise impacts of fugitive dust emissions on sensitive receptors;
- c) A construction noise management plan identifying mitigation measures during the construction phase of the Development specifically identifying measures to minimise impacts of construction noise on sensitive receptors; and
- d) An assessment of vibration impact arising from construction works and the identification of any mitigation measures required to minimise impacts of construction vibration on sensitive receptors, taking account of BS5228-1:2009 and A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites.
- e) Any pre-commencement survey work, as required to re-establish base-line conditions in respect to protected species and any areas sensitive to disturbance including associated mitigation measures, as agreed with and approved by the council in consultation with SNH.

The development shall thereafter be carried out in accordance with the approved CEMP unless otherwise approved in writing by the Planning Authority.

Reason: To ensure that the reported likely environmental impacts of the development are not exceeded and the mitigation measures are put in place.

5. Prior to the commencement of the development hereby approved, a Noise Impact Assessment for the operational phase of the Development shall be submitted to and approved in writing by the Planning Authority. The Noise Impact Assessment shall be based upon the detailed site layout approved pursuant to condition 1 and shall identify the location of noise emitting plant within the site and their accompanying noise emissions. The Noise Impact Assessment shall identify measures to ensure operational noise from the development does not give rise to new or materially different impacts to those assessed in Environmental Report, unless otherwise approved in writing by the Planning Authority.

Reason: In the interests of the amenity of nearby sensitive receptors.

6. Prior to the commencement of the development hereby approved, a Traffic Management Plan (TMP) for the construction phase of the development shall be submitted to and approved in writing by the Planning Authority. The TMP shall, unless otherwise approved in writing by the Planning Authority, include the following details:

- a) A Method Statement detailing and controlling access routes to and from the site for large components and day-to-day deliveries/removals associated with the construction and decommissioning phases of the development. The Method Statement shall include a detailed swept path assessment of large component delivery routes, as well as frequencies and times of deliveries and arrangements for the removal of materials/plant from the site. The Method Statement shall also include details of any off-site mitigation works;
- b) Details of access and management for the onshore cabling works including the potential for traffic management on Edinburgh Road;
- c) Details of the proposed vehicular access onto the B1348 for large component deliveries, this should also include the reinstatement of the access once works are completed;
- d) Wheel washing facilities shall be provided and maintained in working order during the period of construction and/or decommissioning of the site. All vehicles must use the wheel washing facilities to prevent deleterious materials being carried onto the public road on vehicle wheels.
- e) The TMP shall also include vehicle tracking and swept path analysis for vehicles entering and exiting the site and details of the provision of visibility splays at all vehicular accesses. It shall also include details of any road closures and suitable alternative routes during the road closures.
- f) A Green Travel Plan to include measures to minimise dependency on the private car to and from the construction compounds. The TMP shall also include vehicle tracking and swept path analysis for vehicles entering and exiting the site and details of the provision of visibility splays at all vehicular accesses. It shall also include details of any road closures and suitable alternative routes during the road closures.

The development shall thereafter be carried out in accordance with the approved TMP unless otherwise approved in writing by the Planning Authority.

Reason: In the interests of road safety and in the interest of the promotion of sustainable modes of transportation.

7. Prior to the commencement of the development hereby approved, a programme for monitoring the condition of the public roads to be used by construction traffic, prior to and immediately following the completion of the development, shall be submitted to and approved in writing by the Planning Authority. The public roads to be monitored shall be (i) the B1361/B6371, from the roundabout junction of the A198 at Meadowmill (just north of the railway) northwards to the B1348 Edinburgh Road and (ii) the B1348, Edinburgh Road from the junction East Lorimer Place to Appin Drive (Traffic signals).

Thereafter the approved programme of monitoring shall be implemented. Any remedial works shown by the monitoring as arising from the construction of the development, shall be undertaken by the applicant within 3 months of the completion of the final monitoring undertaken, unless an alternative means of securing the works is approved in writing by the Planning Authority.

Reason: To ensure that damage to the public road network resulting from the proposed development is rectified.

8. Within 24 months of the permanent cessation of generation at the offshore Inch Cape Wind Farm, confirmation shall be given in writing to the Planning Authority whether or not the development hereby approved continues to be required for electricity transmission purposes.

Where the development is not required for electricity transmission purposes beyond the operational period of the offshore Inch Cape Wind Farm, within 24 months of the permanent cessation of generation at the offshore Inch Cape Wind Farm, a decommissioning and site restoration plan (the 'Demolition and Restoration Scheme') shall be submitted to and approved in writing by the Planning Authority. The Demolition and Restoration Scheme shall have due regard to the Decommissioning Programme prepared in respect of the offshore Inch Cape Wind Farm and shall include details of:

- i) The extent of substation and cable infrastructure to be removed and details of site restoration;
- ii) Management and timing of works;
- iii) Environmental management provisions; and
- iv) A traffic management plan to address any traffic issues during the decommissioning period.

The Demolition and Restoration Scheme shall be implemented in its entirety, unless otherwise approved in writing by the Planning Authority.

Where the Development is required for electricity transmission purposes beyond the operational period of the offshore Inch Cape Wind Farm, within 24 months of the development no longer being required for electricity transmission purposes, a decommissioning and site restoration plan (the 'the Demolition and Restoration Scheme')

shall be prepared and shall be submitted to and approved in writing by the Planning Authority. The Demolition and Restoration Scheme shall include details of:

- i) The extent of substation and cable infrastructure to be removed and details of site restoration;
- ii) Management and timing of works;
- iii) Environmental management provisions; and
- iv) A traffic management plan to address any traffic issues during the decommissioning period.

The Demolition and Restoration Scheme shall be implemented in its entirety, unless otherwise approved by the Planning Authority in writing.

Reason: To ensure that the application site is satisfactorily restored in the interests of the amenity of the area.

9. Prior to the commencement of the development hereby approved, a site investigation shall be undertaken in order to establish the exact situation regarding ground conditions on the site and to identify any contaminated land.

In the event that the site investigations confirm the need for remedial works to treat the ground conditions so that the site is suitable for its intended use, details of the proposed remedial strategy shall be submitted to and approved in writing by the Planning Authority. Any such remedial works shall then be undertaken prior to the commencement of development in accordance with these approved details.

Reason: To ensure that the site is suitable for development, and that remedial measures have been undertaken where necessary to ensure that potential risks have been adequately addressed.

10. Development of the site shall not commence unless and until details of the finished ground levels, finished floor levels, confirmation of the presence of any culverted watercourses, the proposed Sustainable Urban Drainage Scheme, the proposed outfall and the finalised details of the use of any landscape bunds on the proposed site, as informed by the site investigation and designs approved under condition 1, have been submitted to and approved in writing by the Planning Authority, in consultation with SEPA. Thereafter the scheme should be completed in accordance with these details.

Reason: To enable the Planning Authority to control the development in the interests of the amenity of the development and of the wider environment

11. With the exception of construction work associated with the installation of the offshore export cables construction works associated with the Development shall be limited to 0700-1900 Monday to Friday and 0800-1300 on Saturdays, unless otherwise agreed in advance with the Planning Authority. Construction works associated with the installation of the offshore export cables are permitted outwith these hours following prior notification of such works to the Planning Authority at least seven days before the works are due to commence.

Reason: To safeguard the amenity of nearby residential properties

12. Prior to the commencement of the development hereby approved, a detailed Flood Risk Assessment (FRA) shall be submitted to and approved in writing by the Planning Authority in consultation with SEPA. The details shall take account of the site layout approved under condition 1 and shall identify mitigation measures required to protect the site as a minimum from the 1:1000 year flood event, unless otherwise approved in writing by the Planning Authority. All approved flood mitigation measures must be carried out in accordance with the approved details prior to the Development becoming operational.

Reason: To ensure the Development is appropriately protected against flood risk and does not give rise to increased flood risk elsewhere.

13. Prior to the commencement of development details of artwork to be provided on the site or at an alternative location away from the site shall be submitted to and approved by the Planning Authority and the artwork as approved shall be provided prior to the operation of the onshore substation, unless otherwise agreed in writing by the Planning Authority.

Reason: To ensure that artwork is provided in the interest of the visual amenity of the locality or the wider area.

14. No development shall take place until there has been submitted to and approved in writing by the Planning Authority a scheme of landscaping taking account of the detailed site layout and other details proposed or approved under the terms of condition 1. The scheme shall provide details of: the height and slopes of any mounding on or re-contouring of, the site; tree and shrub sizes, species, habitat, siting, planting distances and a programme of planting. The scheme shall include indications of all existing trees and hedgerows on the land and details of any to be retained, and measures for their protection in the course of development. It should also address long term management of the approved planting and boundary treatments.

In accordance with the approved scheme all planting, seeding or turfing shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is the sooner, and managed in accordance with that scheme. Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Planning Authority gives written consent to any variation.

Reason: In order to ensure the implementation of a landscaping scheme to enhance the appearance of the development in the interests of the amenity of the area.

Advisory Notes

1. Notice of the start of development: The person carrying out the development must give advance notice in writing to the planning authority of the date when it is intended to start. Failure to do so is a breach of planning control. It could result in the planning authority taking enforcement action. (See sections 27A and 123(1) of the Town and Country Planning (Scotland) Act 1997 (as amended).)

2. Notice of the completion of the development: As soon as possible after it is finished, the person who completed the development must write to the planning authority to confirm

the position. (See section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended).)

3. Display of notice: A notice must be displayed on or near the site while work is being carried out. The planning authority can provide more information about the form of that notice and where to display it. (See section 27C of the Town and Country Planning (Scotland) Act 1997 Act (as amended) and Schedule 7 to the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.)

Appendix 2: Schedule of Plans

[013 Location Plan](#)

[Layout Plan attached to condition one.](#)

[Environmental Impact Assessment: Description of Development](#) (in so far as not superseded by parameters set out in the Indicative Layout plan above and by matters otherwise specified in conditions).

Appendix 2

Appendix 2A

List of Embedded Mitigation

Appendix 2A Embedded Mitigation as laid out in 2017 Scoping Report, 2018 OnTW EIAR

2017 Scoping Report Proposed Embedded Mitigation	2018 EIAR Embedded Mitigation	2018 EIAR Description	2018 EIAR Chapter Discussed
<p>The Revised OnTW will be planned and implemented in accordance with standard environmental and ecological good practice pollution prevention and incident response measures.</p> <p>Areas of fuel or chemical storage during construction and operation will be bunded to prevent accidental spillages.</p> <p>Spill kits will be maintained on site.</p> <p>A site induction, that will highlight environmental risks, will be required for all staff attending site during construction and operation.</p> <p>A Dust Management Plan (DMP) which will be adopted as part of the overall Construction Environmental Management Plan (CEMP) and will detail a range of measures to reduce the potential generation and release of Fugitive Dust emissions and their impact.</p>	Construction Environmental Management Plan (CEMP)	The CEMP will set out procedures to ensure all activities with potential to affect the environment are appropriately managed and will include, Pollution Prevention Plan, Oil Spill Contingency Plan, and Noise Management Plan.	Chapter 6: Ecology
	Pre-Construction Protected Species Survey	Within 6 months prior to the commencement of the OnTW construction a protected species survey will be undertaken to re-establish baseline conditions in respect to protected species.	Chapter 6: Ecology
An Environmental Clerk of Works (ECow) will be appointed to monitor compliance with any environmental planning conditions, legislation, method statements and good practice working methods throughout the construction phase.	Best Practice Measure in relation to locally occurring terrestrial mammals	<p>All trenches and excavations will be fenced or covered-over at night to prevent any animals from falling in and becoming trapped. If this is not possible an adequate means of escape must be provided (i.e. a gently graded side wall or provision of gently sloped wooden plank or equivalent).</p> <p>Any large diameter pipes will be capped at the end of each working day to reduce the potential for animals to enter them and become trapped</p>	Chapter 6: Ecology

2017 Scoping Report Proposed Embedded Mitigation	2018 EIAR Embedded Mitigation	2018 EIAR Description	2018 EIAR Chapter Discussed
		<p>inside.</p> <p>Vehicle speeds within the Application Site will be limited to a maximum of 15 mph.</p> <p>If any wildlife burrows are discovered within 50 m of the Application Site during construction works then all activities will be temporarily suspended and a member of the ECoW Team contacted immediately.</p>	
	Best Practice in relation to breeding birds	<p>Site clearance timed to take place outside the breeding bird season where possible to avoid nest destruction and disturbance to nesting birds.</p> <p>Where avoiding the breeding season is not possible, pre-clearance/pre-construction check to be carried out by a suitably qualified ecologist ahead of work taking place.</p> <p>Where active nests are identified exclusion zones of suitable distances for the species concerned (up to 20 m for scrub and tree nesting birds and up to 50 m for open-ground nesting species) will be set up and work in these areas will be postponed until the nests are vacant.</p>	Chapter 6: Ecology
<p>The existing acoustic bund that was constructed to protect occupiers from noise from the former Cockenzie Power Station will be accounted for within the operational noise assessment, specifically for the prediction work within the noise modelling software CadnaA®/</p> <p>A high standard of design, to be agreed with ELC, will be applied to all above- ground structures, with materials and finishes that contribute to integrating the Revised OnTW with the adjacent area, as far as practicable.</p> <p>The cable connections outwith the compound will</p>	Onshore Substation Design	<p>Shape and form of switchgear building has been designed in relation to neighbouring buildings and surrounding landscape.</p> <p>Indicative colour treatment and textural finishes have been selected to relate to the existing Cockenzie substation and final design will be agreed in consultation with ELC.</p> <p>Walls of up to 7 m constructed either side of the switchgear building in order to screen external components from the B1348.</p> <p>Some components of the Onshore substation</p>	<p>Chapter 8: Landscape and Visual</p> <p>Chapter 10: Noise and Vibration</p>

2017 Scoping Report Proposed Embedded Mitigation	2018 EIAR Embedded Mitigation	2018 EIAR Description	2018 EIAR Chapter Discussed
be underground rather than an overhead line with all disturbed areas reinstated on completion of the construction phase.		will be enclosed within cooling tanks such as the transformers and shunt reactors, this provides attenuation of the sound power levels of these sources.	
<p>Prior to the detailed design stage a targeted site investigation will be undertaken to allow detailed design of footings, foundations and other proposed infrastructure to allow the design (e.g. for foundations) to be prepared with a view to avoiding destabilisation of any mine workings.</p> <p>The site investigation will address any potential contamination issues that may arise during construction.</p> <p>A full study of the coastal regime, including wave, tidal and current aspects, will be undertaken prior to detailed design phase to guide the development of the interface works between the offshore and onshore systems.</p> <p>A Sustainable Drainage System (SuDS) for the Revised Application Site will be developed prior to construction, to ensure adequate control and treatment of rainfall runoff through and out of the Revised Application Site.</p> <p>During construction and operation, site welfare facilities will be provided and foul water will be collected and discharged to Scottish Water foul water mains or a contained system prior to licensed disposal from the Revised Application Site.</p> <p>Works in the water environment associated with the cable landfall will only be undertaken in accordance with a design agreed with Scottish Environment Protection Agency (SEPA) and in accordance with a Controlled Activity Regulations (CAR) authorization.</p>			Chapter 7: Hydrology, Geology, Hydrogeology

2017 Scoping Report Proposed Embedded Mitigation	2018 EIAR Embedded Mitigation	2018 EIAR Description	2018 EIAR Chapter Discussed
<p>Surface water runoff from incident rainfall will be collected and managed prior to controlled discharge from the Revised Application Site so as not to increase flood risk.</p> <p>During construction, daily site inspection will be undertaken to ensure no potentially polluting discharge is being made from the Revised Application Site.</p> <p>Sensitive or vulnerable site infrastructure will be set above the appropriate flood level.</p> <p>Any groundwater seepages intercepted by works associated with establishing foundations will be collected, treated and discharged in accordance with General Binding Rules published by SEPA.</p>			
<p>In terms of landscape and visual, embedded mitigation associated with the Revised OnTW will be in the form of planting and mounding on the south west boundary facing the existing local amenity area. A landscape treatment will also be proposed between the Application Site and the Edinburgh Road (B1348) to provide some screening. The proposed landscape treatment and related planting will be taken into account in reporting residual effects of the Revised OnTW and will be shown on photomontages following an establishment period of 12 years;</p>	Landscape Mitigation Plan	<p>Earth mounding of up to 4 m above existing ground level will be created on the perimeter of the Application Site.</p> <p>Parts of the mounds planted with a mix of native species reflecting tree and shrub species identified in the surrounding area during field surveys as well as species considered to be fast growing and suitable for the conditions at the Application Site.</p>	<p>Chapter 8: Landscape and Visual (Figure 8.6)</p> <p>Chapter 9: Cultural Heritage</p> <p>Chapter 10: Noise and Vibration</p>
<p>With respect to mitigation during the construction phase, a temporary noise barrier will be utilised to visually screen ground-based activities from the closest receptors</p> <p>Best practice measures as detailed within Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 1: Noise BS5228-1:2009+A1:2014 will be employed throughout construction to reduce noise impacts.</p>	Noise Barrier	Temporary noise barrier around the Application Site to mitigate against construction noise.	Chapter 10: Noise and Vibration
A Construction Traffic Management Plan (CTMP)	Construction Traffic	Method Statement detailing and controlling the	Chapter 11: Traffic and

2017 Scoping Report Proposed Embedded Mitigation	2018 EIAR Embedded Mitigation	2018 EIAR Description	2018 EIAR Chapter Discussed
<p>will be prepared and agreed with the Road Authority prior to construction. The CTMP will seek to ensure good working practices throughout the construction period. The CTMP will provide the following information:</p> <ul style="list-style-type: none"> • Approved access routes and any necessary restrictions; • Temporary signage in the vicinity of the Application Site warning of construction traffic; • Arrangements for road maintenance and cleaning; and • Wheel cleaning arrangements and regular road sweeping runs (to ensure dust and dirt is minimised onto the public roads etc. 	Management Plan (CTMP)	<p>approved access routes, frequencies and timings of deliveries and any necessary restrictions.</p> <p>Details of access and management for the onshore cabling works including the potential for traffic management on Edinburgh Road.</p> <p>Details of proposed alterations to the existing vehicular access onto the B1348 Edinburgh Road for large component deliveries.</p> <p>Temporary signage in the vicinity of the Application Site warning of construction traffic.</p> <p>Arrangements for road maintenance and cleaning.</p> <p>Wheel cleaning arrangements and regular road sweeping runs within the site to ensure dust and dirt is minimised and is not spread onto the public roads, etc.</p> <p>A Green Travel Plan to include measures to minimise dependency on the private car to and from the construction compounds.</p>	Transport
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	Diversions/ Access Modifications	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.	Chapter 12: Socioeconomics, Tourism, Land Use and Recreation

2017 Scoping Report Proposed Embedded Mitigation	2018 EIAR Embedded Mitigation	2018 EIAR Description	2018 EIAR Chapter Discussed
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;			

Appendix 3

Appendix 3A

Consultants Experience

Appendix 3A Consultants Experience

Discipline	Consultant	Company	Qualifications	Experience
Planning	Simon Herriot	Savills Ltd.	BSc (Hons) Town and Regional Planning MRTPI Savills Ltd.	Simon is a qualified town planner with 20 years' experience of work in local government and private practice. Since 2002, Simon has worked in the planning consultancy sector servicing clients throughout the UK on a wide range of planning projects. He has contributed to and managed numerous EIAs and is active across all elements of the planning spectrum from initial site feasibility studies and development plan submissions through to the submission of planning applications and appeals.
Ecology	Dr. Simon Zisman	RPS	BA (Hons) Geography MS Rural Resource and Environmental Policy Ph.D. – Coastal Zone Conservation and Management	Simon has over 20 years of experience as a professional ornithologist, having developed and led RPS' Scottish ecology team for the last 15 years, and working as Conservation Officer for RSPB for 7 years before that. His experience covers all stages of development, from the application process through to construction (management of Ecological Clerk of Works) and operation (post-construction bird and habitat monitoring). Simon has worked on survey design and implementation, Scoping, EIA, Habitat Regulation Appraisals/Natura Impact Statements, Habitat Management Plans, expert witness inputs to public inquiries, and post-construction monitoring on dozens of coastal developments, including offshore wind farms and cable landfalls.
Hydrology, Geology and Hydrogeology	David Wright	SLR Consulting	BEng Civil Engineering MICE CEng MCIWEM C.WEM	David is responsible for undertaking and managing water and flood management projects, and supervises EIA and water cycle studies. David has a background in flood management and civil engineering and has over 25 years' experience in the design and management of major civil engineering projects, including flood protection schemes, hydropower, wind energy, highways and port facilities. David has also led multi-disciplinary teams of engineers, hydrologists and water scientists in the UK and Australia, in the Water, Renewable Energy and Ports sectors which has included developing business and managing design and EIA projects and programmes across urban development, flood and surface water management, water and wastewater, highways, ports & coastal protection, and renewable energy. He has presented papers on flooding, stormwater management and hydropower, and provided expert testimony in relation to flood management and engineering.

Discipline	Consultant	Company	Qualifications	Experience
	Gordon Robb	SLR Consulting	<p>BSc Geography</p> <p>MSc Engineering Hydrology</p> <p>Fellow of Chartered Institution of Water and Environmental Management (FCIWEM)</p> <p>MBA</p> <p>Chartered Water and Environment Manager (C.WEM)</p>	<p>Gordon is responsible for undertaking and managing many different types of hydrological and hydrogeological assessments and has over 25 years' experience within in this sector.</p> <p>Particular areas of expertise include developing conceptual hydrogeological / hydrological site models; groundwater contaminant fate modelling; assessment of coal and acid mine drainage; hydraulic and hydrological modelling; hydrogeological / hydrological assessment reports in support of wind farm, mineral, landfill, industrial and highways developments; peat hydrology; assessment of wind farms and single wind turbines; interpretation of groundwater, surface water and leachate quality monitoring data; flood risk assessments; and the design and hydraulic sizing of Sustainable Drainage Systems (SuDs).</p>
Landscape and Visual	Lindsey Guthrie	SLR Consulting	<p>SLR Consulting MA (Hons) Geography</p> <p>MPhil Landscape Architecture CMLI</p>	<p>Lindsey has over 30 years' professional experience in the public and private sector in both the UK and overseas. She has specialised in Environmental Impact Assessment (EIA) and in particular, landscape and visual impact assessment (LVIA). Principal relevant projects include management of EIAs for several wind farm developments, and provision of specialist LVIA input to many wind farm developments throughout the UK, including single turbine developments as well as large scale wind farms consisting of over 70 turbines. Lindsey has also managed part of SLR's Landscape Team carrying out the LVIA for National Grid's North West Coast Connections project and prepared and presented evidence at over 15 public inquiries into wind farm developments and prepared Written Submissions for three Appeals.</p> <p>Provided policy advice in respect of the environmental impacts of on and offshore wind farm development to the Environment and Heritage Service in Northern Ireland and managed the landscape and seascape assessment for the Strategic Assessment of Offshore Windfarms for the Department of Trade and Industry (DTI). Lindsey has also managed other large multi-disciplinary EIAs, and provided specialist LVIA and landscape design input to contaminated land and waste management projects and prepared and presented evidence at several public inquiries.</p>

Discipline	Consultant	Company	Qualifications	Experience
	Mary Fisher	Stephenson Halliday	CMLI MA Landscape Architecture BSc (Hons) Combined Studies (primary subjects - Chemistry, Mathematics)	<p>Mary has over 20 years' professional experience as a Landscape Architect. She has co-authored IEMA guidance relating to the integration of design and EIA, and Landscape Institute guidance on the use of visualisations and contributed to guidance regarding residential visual amenity assessment.</p> <p>Mary specialises in providing landscape and visual impact assessments and is an experienced expert witness, having provided support to Inquiry witnesses for much of her career and acted as an expert witness herself in relation to wind projects, residential development, and solar farms.</p> <p>Mary has prior experience relating to onshore substations for offshore wind farms – including Seagreen (Tealing substation) and Hornsea 3 and she has worked on major infrastructure projects including Sizewell C, Heathrow West and A1 dualling. Her work also encompasses EIA management and EIA due diligence for large scale housing and commercial sites.</p>
Cultural Heritage	Andy Bicket	Wessex Archaeology	BSc (Hons) Environmental Archaeology MA (with Distinction) in Archaeology Research PhD Geography Associate Member of the Chartered Institute of Archaeologists (ACIfA) Fellow of the Society of Antiquaries of Scotland	<p>Andrew undertook much of the existing onshore and offshore elements of the cultural heritage assessments supporting the Consented Offshore Wind Farm and Consented OnTW. Andrew is an experienced geoarchaeologist and marine archaeological consultant whose role includes the management and provision of specialist archaeological and geoarchaeological services, and consultation for the full range of maritime heritage projects whether they are located in freshwater, coastal, inter-tidal and marine contexts.</p> <p>Andrew has specialist knowledge of varied marine legislation and planning across Scotland and the UK as a whole relating to the historic environment. This has been demonstrated through the delivery of consultancy to a number of large scale developments in Scotland and across the UK over the last 6 years; including onshore and offshore wind farms, aggregate dredging (including MAREA), wave and tidal, pipeline and cable projects.</p>
Noise and Vibration	Benedict Sarton	SLR	BSc (Hons) Geography Institute of Acoustics - Diploma in Acoustics and Noise Control Institute of Acoustics - Certificate of Competence in Environmental Noise Measurement	<p>Benedict is the Technical Discipline Manager for the acoustics team at SLR and has 17 years' experience. Benedict has project managed noise and vibration impact surveys, assessments and full EIA's for industrial, mineral, waste, renewable energy and residential developments throughout the UK.</p> <p>Benedict has an in-depth knowledge of current noise and vibration legislation and liaises with clients, environmental health officers, planners, and architects and has experience of writing proofs of evidence for use in public enquires.</p> <p>Benedict is also a corporate member of the Institute of Acoustics and has completed, and passed with merit, the Diploma in Acoustics and Noise Control course at the University of Derby.</p>

Discipline	Consultant	Company	Qualifications	Experience
Traffic and Transport	David Archibald	RPS	BSc (Hons) Civil Engineering MSc Transportation Engineering MCIHT MTPS	David has 20 years' experience in preparing transport appraisals, Transport Assessments, Environmental Impact Assessment and inputs to Environmental Statements. David's highly relevant project experience includes providing transport advice and leading the transport aspects associated with development proposals for nearly 100 power, energy, infrastructure, wind farm, solar park, battery storage and renewables related projects. He has a demonstrable track record, speaks at Planning Committee Meetings, appears at Hearings and acts as Expert Witness at Public Inquiry. David has also given evidence as Expert Witness to Select Committee in the House of Commons.
Socio-Economics, Tourism, Land-Use and Recreation	Anne Dugdale	SLR	BSc (Hons) Geography MA Town and Regional Planning MRTPI – Member FIQ - Fellow	Anne is a Minerals, Waste and Renewable Energy specialist, with 30 years' experience in a senior management position within the private sector and previously as a minerals and waste planning officer in local government. Anne has worked in both planning and development in a number of businesses ranging from public multi-national to SME. She has managed a wide range of planning applications and Environmental Impact Assessments for major projects throughout the UK including mineral workings, landfill sites, waste treatment facilities, solar farms, wind turbines and biomass CHP and has regularly led on stakeholder engagement. Her experience in business development and commercial awareness has led her to develop expertise in supply chain and employment & skills issues in socio-economic assessment. She also has experience of presenting evidence as an expert and company witness.
Air Quality	Graeme Blacklock	SLR	BSc (Hons) Environmental Science MSc Pollution and Environmental Control Member of the Institute of Air Quality Management Chartered Environmentalist	Graeme has over 17-years' consultancy experience in all aspects of air quality consultancy including odour testing, modelling and research, and the provision of Expert Witness Services. Experience includes the production and project management of extensive air quality projects, including those for Environmental Impact Assessment (EIA) including; air quality, dust and odour assessments to support planning applications for public and private sector clients, including; commercial, employment, transport, infrastructure, retail, industry, power generation, waste, leisure developments, and policy research for DEFRA and LAQM.

Discipline	Consultant	Company	Qualifications	Experience
	Lucy Boulton	SLR	<p>BSc (Hons) Biological Sciences</p> <p>MSc Conservation Science and Policy</p> <p>Associate Member of the Institute of Air Quality Management</p>	<p>Lucy has experience of undertaking air quality assessments for a wide range of development types and complexities across the UK, including Environmental Impact Assessment (EIA). Expertise includes detailed atmospheric dispersion modelling of road traffic and combustion emissions, and construction dust and minerals dust assessments to support planning applications.</p> <p>A prior role within the air quality team of a Local Authority provided Lucy with a unique viewpoint of the interactions between air quality policy, Local Air Quality Management, and the planning system.</p>

Appendix 4

Appendix 4A





Consultation Responses

From: [Gordon Robb](#)
To: [Tim Doggett](#); [David Wright](#)
Subject: FW: Submission via SEPA Website
Date: 05 August 2021 12:10:23
Attachments: [image089015.png](#)
[image422041.png](#)
[image022498.png](#)
[image55518.png](#)

FYI, interim response from SEPA r/e consultation.

Gordon Robb

Technical Director - Hydrology & Hydrogeology

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 grobb@slrconsulting.com

SLR Consulting Limited
Suite 50, Stirling Business Centre, Wellgreen, Stirling, FK8 2DZ

From: Planning South East <PlanningSouthEast@sepa.org.uk>
Sent: 05 August 2021 12:09
To: Gordon Robb <grobb@slrconsulting.com>
Subject: FW: Submission via SEPA Website

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OFFICIAL – BUSINESS

Mr Robb,

Thank you for contacting SEPA.

I will forward the details of your enquiry below to the person dealing with the Inch Cape project. He will be in touch to advise as appropriate.

Regards

Silvia Cagnoni
Senior Planning Officer
Scottish Environment Protection Agency
e: planning.se@sepa.org.uk
m: 07876392191

*please note my working days are: Monday, Tuesday, Thursday -**full day** Wednesdays, Fridays -**am only***

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Registered office: Strathallan House, Castle Business Park, Stirling FK9 4TZ. Under the Regulation of Investigatory Powers Act 2000, the email system at SEPA may be subject to monitoring from time to time.

Dh'fhaodadh gum bi am fiosrachadh sa phost-d seo agus ceanglachan sam bith a tha na chois diomhair, agus cha bu chòir am fiosrachadh a bhith air a chleachdadh le neach sam bith ach an luchd-faighinn a bha còir am fiosrachadh fhaighinn. Chan fhaod neach sam bith eile cothrom fhaighinn air an fhiosrachadh a tha sa phost-d no a tha an cois a' phuist-d, chan fhaod iad lethbhreac a dhèanamh dheth no a chleachdadh arithist.

Mura h-ann dhuibhse a tha am post-d seo, feuch gun inns sibh dhuinn sa bhad le bhith cur post-d gu postmaster@sepa.org.uk.

Oifis chlàraichte: Taigh Srath Alain, Pàirc Gnothachais a' Chaisteil, Sruighlea FK9 4TZ. Fo Achd Riaghladh nan Cumhachdan Rannsachaidh 2000, dh'fhaodadh gun tèid an siostam puist-d aig SEPA a sgrùdadh bho àm gu àm.

OFFICIAL – BUSINESS

From: Contact <contact@sepa.org.uk>
Sent: 04 August 2021 22:57
To: Planning South East <PlanningSouthEast@sepa.org.uk>
Subject: FW: Submission via SEPA Website

OFFICIAL – BUSINESS

OFFICIAL – BUSINESS

From: Gordon Robb <grobb@slrconsulting.com>
Sent: 04 August 2021 15:02
To: Contact <contact@sepa.org.uk>
Subject: Submission via SEPA Website

CAUTION: This email originated from outside the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Website query/comment received:

Name: Gordon Robb

Phone: 07899928494

Email: grobb@slrconsulting.com

Address (line 1): -

Address (line 2): -

Town/City: -

Postcode: -

Preferred response format: Email

Comment/query: Inchape Offshore Wind Farm

Consented Proposed Onshore Works

FAO Planning Liaison Dept.

This development was granted consent by Ministers in 2019 (East Lothian Council Reference 18/00189/PPM). The applicant is now proposing to submit a Regulation 11 request for an extension of time. The effect of this is that construction (and operation) will commence a couple of years later than was originally envisaged.

The 2019 consent was accompanied by an Environmental Impact Assessment Report (EIAR), which contained a Chapter on the water environment (inc. flood risk), ground conditions and mining. We will be submitting an EIA Scoping Report to enable us to define a focused updated EIAR for the Regulation 11.

To enable the updated EIAR to be focussed, we wish to agree via a Scoping Report that the conclusions of the EIAR will remain unchanged from the 2019 consent to any new assessments that may be undertaken now. We therefore propose to set out an assessment within the Scoping Report to provide the evidence to enable this conclusion to be made.

I therefore wish to agree a methodology with you for preparing the water environment (inc. flood risk), ground conditions and mining section of the Scoping Report to enable us to demonstrate that there have been no fundamental changes to the baseline conditions of the 2019 consent and that the conclusions of the updated EIAR will remain unchanged from the 2019 consent.

I propose that the Scoping Report will contain the following:

- Review baseline conditions with the intention, if possible, to confirm, baseline conditions (and potential receptors) remain as those considered in the EIAR of the 2019 consent.
- Review the status of other committed developments and compare this to their status and treatment in the EIAR of the 2019 consent. The aim will be to demonstrate there have been no significant changes.
- Show there has been no fundamental change to policy or best practice since the EIAR of the 2019 consent.
- Undertake a revised cumulative assessment to include the proposed Seagreen onshore works.
- Confirm which planning conditions attributed to the 2019 consent remain relevant and require to be discharged.
- Set out the evidence to the above within the Scoping Report and seek to show that the conclusions of the EIAR of the 2019 consent remain up to date.

If you are able to come back to me to confirm these bullet points represent a reasonable methodology I would be very grateful. I am happy to talk it through with you, in which case,

please feel free to contact me.

Regards

Gordon

Tim Doggett

From: Callow, Scott <scallow@eastlothian.gov.uk>
Sent: 16 August 2021 16:12
To: David Wright
Cc: Gordon Robb
Subject: RE: Inch Cape Onshore Transmission Works, Cockenzie former Power Station

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Hi David,

Apologies but I didn't receive the initial email as it wasn't passed on to me. I can, however, confirm that I am happy that the points represent a reasonable methodology for a Scoping Report in relation to contaminated land aspects.

Once again apologies in the lateness in getting back to you.

Regards,

Scott

Scott Callow | Environment Protection Officer (Con Land) | East Lothian Council | John Muir House | Haddington | EH41 3HA |
Tel. 01620 827256 | Email. scallow@eastlothian.gov.uk | Visit our website at www.eastlothian.gov.uk

From: David Wright <drwright@slrconsulting.com>
Sent: 16 August 2021 14:14
To: Environmental Health/Trading Standards <ehts@eastlothian.gov.uk>
Cc: Gordon Robb <grobb@slrconsulting.com>
Subject: RE: Inch Cape Onshore Transmission Works, Cockenzie former Power Station

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Good afternoon.

I am a colleague of Gordon Robb, who emailed on 4/8/21 as below in regard to the proposed Onshore Transmission Works for the proposed Inch Cape offshore wind farm.

Gordon's email had set out our proposed methodology for a Scoping Report we are commissioned to produce for a present update to the EIAR for this scheme, **with a view to gaining your agreement to this in respect of contaminated land aspects.**

We had not had a response to Gordon's email to date, and we need to complete the Scoping Report today. I tried calling just now to discuss with the relevant officer, but the recorded message said that incoming calls were not being accepted (hence this email).

If this is picked up, would it be possible for someone to quickly review this and drop me a response by return? We believe the scope set out is a reasonable methodology, and it would be good to have that confirmed by ELC in **respect of contaminated land.**

If you have any queries, please do not hesitate to call me.

Regards,

David

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David Wright

Technical Director - Hydrology & Hydrogeology

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drwright@slrconsulting.com

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From: Gordon Robb <grobb@slrconsulting.com>
Sent: 04 August 2021 14:49
To: ehts@eastlothian.gov.uk
Subject: Inch Cape Onshore Transmission Works, Cockenzie former Power Station

FAO Contaminated Land Officer

I have been passed your contact details with regards to the above. This development was granted consent by Ministers in 2019 (ELC Reference 18/00189/PPM). I have attached the Decision Notice for your convenience. The applicant is now proposing to submit a Regulation 11 request for an extension of time. The effect of this is that construction (and operation) will commence a couple of years later than was originally envisaged.

The 2019 consent was accompanied by an Environmental Impact Assessment Report (EIAR), which contained a Chapter on the water environment (inc. flood risk), ground conditions and mining. We will be submitting an EIA Scoping Report to enable us to define a focused updated EIAR for the Regulation 11.

To enable the updated EIAR to be focussed, we wish to agree via a Scoping Report that the conclusions of the EIAR will remain unchanged from the 2019 consent to any new assessments that may be undertaken now. We therefore propose to set out an assessment within the Scoping Report to provide the evidence to enable this conclusion to be made.

I therefore wish to agree a methodology with you for preparing the water environment (inc. flood risk), ground conditions and mining section of the Scoping Report to enable us to demonstrate that there have been no

fundamental changes to the baseline conditions of the 2019 consent and that the conclusions of the updated EIAR will remain unchanged from the 2019 consent.

I propose that the Scoping Report will contain the following:

- Review baseline conditions with the intention, if possible, to confirm, baseline conditions (and potential receptors) remain as those considered in the EIAR of the 2019 consent.
- Review the status of other committed developments and compare this to their status and treatment in the EIAR of the 2019 consent. The aim will be to demonstrate there have been no significant changes.
- Show there has been no fundamental change to policy or best practice since the EIAR of the 2019 consent.
- Undertake a revised cumulative assessment to include the proposed Seagreen onshore works.
- Confirm which planning conditions attributed to the 2019 consent remain relevant and require to be discharged.
- Set out the evidence to the above within the Scoping Report and seek to show that the conclusions of the EIAR of the 2019 consent remain up to date.

If you are able to come back to me to confirm these bullet points represent a reasonable methodology I would be very grateful. I am happy to talk it through with you, in which case, please feel free to contact me.

Regards

Gordon

Gordon Robb
Technical Director - Hydrology & Hydrogeology



5223



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grobb@slrconsulting.com

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Tim Doggett

From: Coull, Alex <acoull@eastlothian.gov.uk>
Sent: 16 August 2021 14:27
To: David Wright
Cc: Gordon Robb; Northcott, Dave
Subject: RE: Inch Cape Onshore Transmission Works, Cockenzie former Power Station

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David

I am collating all the various/urgent emails accumulated over my break this afternoon to create a priority list for responses from tomorrow hopefully it won't be long before I respond.

Regards
Alex Coull
Civil Engineer Technician – Flooding
Tel. 01620 827275
Work Mob. 0783 439 4805
Personal Mob. 0741 137 5423

For and on behalf of Dave Northcott
Manager - Structures, Flooding and Street Lighting ROAD SERVICES Tel. Ext 7726

Please note I work on Tuesdays, Wednesdays and Thursdays only.

East Lothian Council | Road Services | Infrastructure | Partnerships & Community Services John Muir House |
Haddington | East Lothian | EH41 3HA

From: David Wright <drwright@slrconsulting.com>
Sent: 16 August 2021 14:19
To: Coull, Alex <acoull@eastlothian.gov.uk>
Cc: Gordon Robb <grobbs@slrconsulting.com>; Northcott, Dave <dnorthcott@eastlothian.gov.uk>
Subject: RE: Inch Cape Onshore Transmission Works, Cockenzie former Power Station

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Alex,

Good afternoon. I understand you are on leave and back as of tomorrow.

Just as an update to my colleague Gordon Robb's email as below re the proposed onshore substation at Cockenzie for the Inch Cape offshore wind farm, I called today and had a brief chat with Dave Northcott. He confirmed that it would be yourself that would look at this.

I understand you'll have a lot of things to look at when you return, but your response to the below (just getting confirmation on our methodology for the Scoping Report phase of the EIA) at your earliest convenience would be appreciated.

Many thanks,

David

From: Gordon Robb <grobb@slrconsulting.com>

Sent: 04 August 2021 14:54

To: Northcott, Dave <dnorthcott@eastlothian.gov.uk>; Coull, Alex <acoull@eastlothian.gov.uk>

Subject: Inch Cape Onshore Transmission Works, Cockenzie former Power Station

FAO Flooding and Drainage Dept.

I have been passed your contact details with regards to the above. This development was granted consent by Ministers in 2019 (ELC Reference 18/00189/PPM). I have attached the Decision Notice for your convenience. The applicant is now proposing to submit a Regulation 11 request for an extension of time. The effect of this is that construction (and operation) will commence a couple of years later than was originally envisaged.

The 2019 consent was accompanied by an Environmental Impact Assessment Report (EIAR), which contained a Chapter on the water environment (inc. flood risk), ground conditions and mining. We will be submitting an EIA Scoping Report to enable us to define a focused updated EIAR for the Regulation 11.

To enable the updated EIAR to be focussed, we wish to agree via a Scoping Report that the conclusions of the EIAR will remain unchanged from the 2019 consent to any new assessments that may be undertaken now. We therefore propose to set out an assessment within the Scoping Report to provide the evidence to enable this conclusion to be made.

I therefore wish to agree a methodology with you for preparing the water environment (inc. flood risk), ground conditions and mining section of the Scoping Report to enable us to demonstrate that there have been no fundamental changes to the baseline conditions of the 2019 consent and that the conclusions of the updated EIAR will remain unchanged from the 2019 consent.

I propose that the Scoping Report will contain the following:

- Review baseline conditions with the intention, if possible, to confirm, baseline conditions (and potential receptors) remain as those considered in the EIAR of the 2019 consent.
- Review the status of other committed developments and compare this to their status and treatment in the EIAR of the 2019 consent. The aim will be to demonstrate there have been no significant changes.
- Show there has been no fundamental change to policy or best practice since the EIAR of the 2019 consent.
- Undertake a revised cumulative assessment to include the proposed Seagreen onshore works.
- Confirm which planning conditions attributed to the 2019 consent remain relevant and require to be discharged.
- Set out the evidence to the above within the Scoping Report and seek to show that the conclusions of the EIAR of the 2019 consent remain up to date.

If you are able to come back to me to confirm these bullet points represent a reasonable methodology I would be very grateful. I am happy to talk it through with you, in which case, please feel free to contact me.

Regards

Gordon

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From: Landscape
To: Mary.Fisher
Cc: Irving, Daryth
Subject: Inch cape substation revised viewpoint list for resubmission
Date: 29 July 2021 09:42:28
Attachments: image003.png
image001.wmf
Fig 8.1 Viewpoints plan.jpg

Good morning Mary,

Thank you for your email of 28 July 2021, providing a summary of the proposed selection of viewpoints.

I confirm that I agree with the proposal to keep 5 viewpoints, numbered; 4, 5, 6, 10 and 11 as set out in the table below.

I accept your reason for not wishing to use a different assessment matrix, however would it be possible for you to include summary tables of significance for the viewpoints please.

I have copied in Senior Planning case officer Daryth Irving, into my response so that he is aware of the agreed changes, as he is picking this one up from another officer who dealt with the 18/00189/PPM.

Regards

Dervilla Gowan
Landscape Team | Strategy & Policy | Housing & Environment | Services for Communities | East Lothian Council | John Muir House | Haddington | EH41 3HA | E: landscape@eastlothian.gov.uk | T: 01620 827818 | <http://www.eastlothian.gov.uk/treesandthelaw>

From: Mary Fisher <Mary.Fisher@stephenson-halliday.com>
Sent: 28 July 2021 19:14
To: Landscape <landscape@eastlothian.gov.uk>
Subject: RE: Inch cape substation onshore viewpoints

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Hi Dervilla,

I've had a chance to look through the views and previous scoping correspondence in more detail now.

In summary:

- 9 viewpoints were originally proposed in scoping previously
- ELC requested some additional views – 3 were included (as 10, 11 and 12), 3 were not – in the most part due to lack of access.
- ELC suggested that 3 proposed viewpoints were not required (2,5,8) and in response viewpoint 8 was excluded.

Reviewing things now and having taken a look at the Seagreen visuals as well, I would propose that:

- I agree that we need to minimise the viewpoints and focus on 'what matters'
- This means a focus on views needed to illustrate cumulative effects with Seagreen 1A, as our proposal has not changed, so there is little point in replicating views where there is limited visibility of Seagreen.
- We should take account of the previous assessment findings.

So with that in mind – here's my suggestion for reducing the viewpoint list:

ID	Viewpoint	Recommendation	Rationale
1	B1348 (Edinburgh Road)	Omit	This view focusses on the Inch Cape Substation, and the Seagreen 1a proposal wasn't montaged from their viewpoint in a similar location (their VP4) as it is mostly concealed by Cockenzie substation.
2	Cockenzie Harbour	Omit	This is very close to VP11 (which was ELC requested) – the view looks very similar and the assessed effects were the same for both viewpoints in the 2017 ES.
3	John Muir Way	Omit	I think its unlikely there will be notable visibility of the Seagreen 1a scheme from this location.
4	John Muir Way	Include	A close view with clear visibility of both sites
5	B1348 (Edinburgh Road)	Include	Although close (on plan) to viewpoint 6, it has different visibility and represents a different receptor group.
6	Top of Mound adjacent Atholl View, Prestonpans	Include	Key viewpoint as previously discussed
7	Battle of Prestonpans Viewpoint	Omit	The effects were previously assessed as Negligible, no visualisation was provided for Seagreen 1a from this viewpoint (their VP8)
9	A199	Omit	Just beyond the 2km proposed study area, effect were previously assessed as Negligible.
10	Preston Links	Include	Key viewpoint as previously discussed
11	Cockenzie Harbour	Include	(See VP2)
12	John Muir Way	Omit	Seagreen 1a not visible from this location

If you can let me know your thoughts on the above that would be very helpful.

In relation to the significance matrix, I'm afraid I need to make the same response as set out within the 2017 ES and decline to use it. Our task at this stage is to negotiate scope (what information we will provide) with you rather than methodology (how we will produce and present that information), and the methodology to be used is tried and tested and GLVIA3 compliant. I hope you can appreciate that LVIA specialist consultancies use and develop their methodologies over time and based on hard-won experience from decision-making including appeals – that robustness is lost if we change our approach in response to every request for a particular project or local authority. In this specific case I also think that retaining consistency with the 2017 ES except where best practice guidance has changed is important as otherwise it could cause considerable confusion to everyone (apart from you and I) as to why the effects of the same proposal are now being reported differently.

Regards,

Mary

From: Landscape <landscape@eastlothian.gov.uk>
Sent: 27 July 2021 13:46
To: Mary Fisher <Mary.Fisher@stephenson-halliday.com>
Subject: Inch cape substation onshore viewpoints

Hi Mary,

Here is an extract from a screening opinion, that identifies the viewpoints that were sought by ELC. Agree that the ZTV radius is set to 2km.

From memory , Savills, the agent were not in full agreement about several matters in relation to our scoping response and submitted their comments. The attached word document shows both their comments and our response.

When revising the LVIA, if possible please include a summary table of the assessment of significance (in construction, built and cumulative) for the selected viewpoints would be helpful and appreciated. See the method of assessing significance below, which from memory is what we asked for previously.

Regards

Dervilla Gowan
Landscape Team | Strategy & Policy|Housing & Environment|Services for Communités | East Lothian Council | John Muir House | Haddington | EH41 3HA | E. landscape@eastlothian.gov.uk | T. 01620 827818|

<http://www.eastlothian.gov.uk/treesandthelaw>

From: Mary Fisher <Mary.Fisher@stephenson-halliday.com>

Sent: 27 July 2021 11:17

To: Gowan, Dervilla <dgowan@eastlothian.gov.uk>

Subject: viewpoints

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Viewpoint locations

regards,
Mary

Mary Fisher
Landscape Planning Director
Mob: 07761 756436

Stephenson Halliday
7th Floor
Atlantic House
45 Hope Street
Glasgow G2 6AE
www.stephenson-halliday.com

<https://www.eastlothian.gov.uk/images/Facts.png>



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From: [Landscape](#)
To: [Mary Fisher](#); [Landscape](#)
Cc: [Squires, Jean](#)
Subject: Inch Cape substation adjacent Climate evolution park
Date: 28 July 2021 08:46:33

Good morning Mary,

Thank you for your email of 27 July, regarding including the climate evolution park in the cumulative LVIA for Inch Cape onshore substation.

Thank you for the background information as to how you arrived at your decision, which is helpful.

I confirm that I agree with your proposed approach to the assessment of the climate evolution park.

Regards,

Dervilla

The Landscape Team | Strategy & Policy | Housing & Environment | Services for Communities | East Lothian Council | John Muir House | Haddington | EH41 3HA | E. landscape@eastlothian.gov.uk | T. 01620 827818 |

<http://www.eastlothian.gov.uk/treesandthelaw>

From: Mary Fisher <Mary.Fisher@stephenson-halliday.com>
Sent: 27 July 2021 17:39
To: Landscape <landscape@eastlothian.gov.uk>
Subject: RE: Link to climate evolution park

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Thankyou – again, I'll add it to the list of things to think about. It may be tricky to include – I can understand its importance to ELC as a planning and design consideration, but its probably not developed enough to assess cumulative effects to EIA standards.

The best available guidance on cumulative effects is published by PINS as one of the English Nationally Significant Infrastructure Projects advice notes. The full set of notes is listed here: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/> - you are looking for advice note 17. On page 5 of that guidance it includes a 'hierarchy' of types of cumulative development. I'd say that the climate evolution falls under 'Tier 3' on that list. If you then move on a bit and take a look at para 3.4.3 on page 8, it says "*For 'other existing development and/or approved development' falling into Tier 3, the applicant should aim to undertake an assessment where possible, although this may be qualitative and at a very high level.*"

A qualitative assessment would involve description of how the development might interact with the strategy, but we wouldn't provide judgements of magnitude and significance - hopefully that would be acceptable?

regards,

Mary

From: Landscape <landscape@eastlothian.gov.uk>
Sent: 27 July 2021 16:52
To: Mary Fisher <Mary.Fisher@stephenson-halliday.com>
Subject: Link to climate evolution park

Hi Mary,

I had a call with Jean Squires ELC Policy Planner today and asked her if she thought the climate evolution should be included in the cumulative assessment. She thought that it should be included, even though it has not been adopted yet.

The documents are available at the following link: <https://eastlothianconsultations.co.uk/housing-environment/climateevolution/>

Regards,

D Gowan

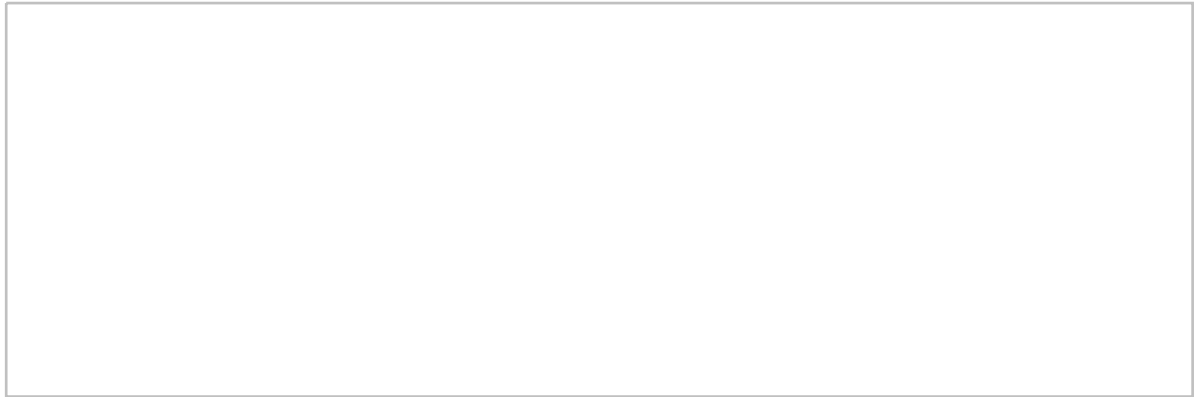
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From: Squires, Jean <jsquires@eastlothian.gov.uk>
Sent: 27 July 2021 15:37
To: Gowan, Dervilla <dgowan@eastlothian.gov.uk>
Subject: Link

<https://eastlothianconsultations.co.uk/housing-environment/climateevolution/>

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From: [Frazer McNaughton](#)
To: [Mary Fisher](#)
Cc: [Malcolm Fraser](#)
Subject: RE: Inch Cape substation
Date: 28 July 2021 18:26:20

Hi Mary,

Thanks, that does indeed help.

I'll speak to Malcolm when he returns but that is all good and sensible from an LVIA point of view.

Regards
Frazer

From: Mary Fisher <Mary.Fisher@stephenson-halliday.com>
Sent: 28 July 2021 17:39
To: Frazer McNaughton <Frazer.McNaughton@nature.scot>
Cc: Malcolm Fraser <Malcolm.Fraser@nature.scot>
Subject: RE: Inch Cape substation

Hi Frazer

Thanks for responding (and sorry to Malcolm for the typo!).

There are no changes to the scheme, this is simply a renewal of the consent to prevent it from expiring. We will be updating to include Seagreen 1A as a cumulative site; and to take account of other non-project related changes such as the adoption of the East Lothian Local Plan (and related SLA designations) and new guidance.

So far ELC have requested:

- a 2km study area (was 5km last time, but no significant effects beyond 2km) - which we agreed
- reduction from the previous 11 viewpoints – we are just working out the details,
- and that we take the ClimatEvolution Park strategy into account – which we agreed.

Does that help?

regards,

Mary

From: Frazer McNaughton <Frazer.McNaughton@nature.scot>
Sent: 28 July 2021 16:50
To: Mary Fisher <Mary.Fisher@stephenson-halliday.com>; Malcolm Fraser <Malcolm.Fraser@nature.scot>
Subject: RE: Inch Cape substation

From: Frazer McNaughton
Sent: 28 July 2021 16:48
To: 'Mary Fisher' <Mary.Fisher@stephenson-halliday.com>; malcom.fraser@nature.scot
Subject: RE: Inch Cape substation

Hi Mary,

Apologies for the slow reply.

Malcolm will likely be our lead for this but he is on leave for the next couple of days and I note there was a minor error in his e-mail address (cc'd now).

I was the landscape adviser for this part of Scotland and this project previously but have since changed roles.

However, in order for us to best prepare and see if we need a landscape adviser input into the proposed conversation are you able to provide more details on any changes from the previous project?

Best wishes
Frazer

Frazer McNaughton | Projects and Partnerships Manager – Central Scotland

NatureScot | Silvan House, 231 Corstorphine Road, Edinburgh, EH12 7AT | 07917 789171

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From: Mary Fisher <Mary.Fisher@stephenson-halliday.com>
Sent: 26 July 2021 16:17
To: Frazer McNaughton <Frazer.McNaughton@nature.scot>; malcom.fraser@nature.scot
Subject: Inch Cape substation

Hi Frazer, Malcom,

Dervilla at East Lothian suggested it would most likely be one of you who will be dealing with the updated LVIA for renewing the Inch Cape substation consent. We are just preparing the scoping report, but I was hoping for a discussion with you first so that I can reflect your input in the report.

Can you let me know when would be a good time – I don't think we'd need long – perhaps around 15 minutes?

thanks,
Mary

Mary Fisher
Landscape Planning Director
Mob: 07761 756436

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45 Hope Street
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From: [Stephanie Said](#)
To: [Tim Doggett](#)
Cc: [Andrew Bicket](#)
Subject: FW: TO SEA - InchCape OnTW (Case Ref. CIN-ELM-001) - Further Application 2021
Date: 03 August 2021 11:16:47
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[~WRD0002.jpg](#)
[image006.jpg](#)
[image007.jpg](#)
[23c68e22-4e70-48b4-9267-a963f9b65e11.png](#)

Hi Tim,

Forwarding on the response we received from HES.

Will let you know if I get in touch with ELC by end of today.

Thanks

Steph

Stephanie Said
Marine Archaeologist



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Wessex Archaeology (Scotland) and Coastal & Marine
21-23 Slater's Steps, Edinburgh EH8 8PB
Tel: 03303 133574
Mob: 07864951589

s.said@wessexarch.co.uk
<http://www.wessexarch.co.uk>



From: Ruth Cameron <ruth.cameron@hes.scot>

Sent: 02 August 2021 12:00

To: Stephanie Said <s.said@wessexarch.co.uk>

Subject: RE: TO SEA - InchCape OnTW (Case Ref. CIN-ELM-001) - Further Application 2021

Dear Stephanie,

Thank you for this – it's always helpful to be approached at an early stage before the more formal consultation. I can confirm that we are content that there is unlikely to be any change to impacts for our interests, so can agree the proposal to scope this out of the assessment.

We would recommend consulting the Council on this too, as they also have cultural heritage interests and these extend beyond our remit. (Just for absolute clarity our interests in this case cover scheduled monuments and their settings, category A listed buildings and their settings, inventory gardens and designed landscapes, inventory battlefields, World Heritage Sites, and marine archaeology.)

I hope this is helpful to you.

Kind regards,
Ruth

Ruth Cameron | Senior Environmental Assessment and Advice Officer | Planning, Consents and Advice Service

Pronouns: she/her

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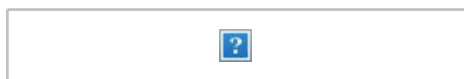
Longmore House, Salisbury Place, Edinburgh, EH9 1SH

M: 07768 501485

E: ruth.cameron@hes.scot

www.historicenvironment.scot

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From: Stephanie Said <s.said@wessexarch.co.uk>

Sent: 23 July 2021 16:11

To: HM - Consultations <HMConsultations@hes.scot>

Subject: TO SEA - InchCape OnTW (Case Ref. CIN-ELM-001) - Further Application 2021

Importance: High

Dear Sir/Madame,

InchCape OnTW intends to seek a Regulation 11 Extension of Time to the current Planning Permission in Principle (CIN-ELN-001) for the onshore substation at Cockenzie. This involves no

change to the project description and no change to existing conditions. However, as this is a major development, the client had been requested to go through the EIA process and review the existing baseline to see whether there are any changes to the impact assessment.

A Scoping report is being submitted next week, and the client is hoping to have a scoping agreement prior to submission of the ES.

Wessex Archaeology have reviewed the archaeological baseline environment as part of the Scoping; no new archaeological and cultural heritage receptors were identified and there has been no change to the sensitivity criteria or impact significance thresholds.

However, the cumulative effects have been reconsidered in light of the presence of the proposed Seagreen 1A substation. From a review of wirelines submitted as part of Seagreen EIA, it is our understanding that there will be no significant cumulative effects upon the Setting of Cockenzie harbour from the proposed Seagreen 1A substation, and that the conclusions of the 2017 EIA remain valid. Therefore, we are recommending that Archaeology and Cultural Heritage is **Scoped out** of any further assessment.

Seeing at there are tight deadlines for delivering the ES, I thought I would give you notice of this prior to HES receiving the Scoping report, hoping that the recommendation we are proposing would be acceptable.

If you require further information or clarifications, kindly get in touch with me.

Kind Regards,
Stephanie

Stephanie Said
Marine Archaeologist



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Tel: 03303 133574

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s.said@wessexarch.co.uk

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From: [Stephanie Said](#)
To: arobertson1@eastlothian.gov.uk
Subject: InchCape OnTW - Further Application 2021
Date: 23 July 2021 15:41:17
Importance: High

Dear Mr Robertson,

InchCape OnTW intends to seek a Regulation 11 Extension of Time to the current Planning Permission in Principle (CIN-ELN-001) for the onshore substation at Cockenzie. This involves no change to the project description and no change to existing conditions. However, as this is a major development, the client had been requested to go through the EIA process and review the existing baseline to see whether there are any changes to the impact assessment.

A Scoping report is being submitted next week, and the client is hoping to have a scoping agreement prior to submission of the ES.

Wessex Archaeology have reviewed the archaeological baseline environment as part of the Scoping; no new archaeological and cultural heritage receptors were identified and there has been no change to the sensitivity criteria or impact significance thresholds.

However, the cumulative effects have been reconsidered in light of the presence of the proposed Seagreen 1A substation. From a review of wirelines submitted as part of Seagreen EIA, it is our understanding that there will be no significant cumulative effects upon the Setting of Cockenzie harbour from the proposed Seagreen 1A substation, and that the conclusions of the 2017 EIA remain valid. Therefore, we are recommending that Archaeology and Cultural Heritage is **Scoped out** of any further assessment.

I thought I would give you notice of this prior to you receiving the Scoping report, hoping that this would be an acceptable recommendation.

Kind Regards,
Stephanie

Stephanie Said
Marine Archaeologist



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s.said@wessexarch.co.uk
<http://www.wessexarch.co.uk>



From: [Benedict Sarton](#)
To: [Tim Doggett](#)
Subject: FW: Inch Cape Offshore Limited - Onshore Transmission Works - Noise and Vibration
Date: 23 July 2021 09:04:17
Attachments: [image001.jpg](#)
[image591262.png](#)
[image741360.png](#)
[image693576.png](#)
[image873185.png](#)

Good News!





See below.

Thanks

Ben

Benedict Sarton

Technical Director - Acoustics & Vibration

 4006
 +44 115 964 7280
 +44 7887 750608
 bsarton@slrconsulting.com

SLR Consulting Limited
2nd and 3rd Floors, 15 Middle Pavement, Nottingham, NG1 7DX

From: Clark, Colin - EHO <cclark1@eastlothian.gov.uk>
Sent: 23 July 2021 07:55
To: Benedict Sarton <bsarton@slrconsulting.com>
Subject: RE: Inch Cape Offshore Limited - Onshore Transmission Works - Noise and Vibration

Benedict

Apologies for delayed response but I was on leave yesterday.

I am satisfied that the cumulative impact assessment can be scoped out of the EIAR for reasons stated below and that the 35dB $L_{A,Tp}$ limit would apply to the cumulative assessment for the operational noise from the ICOL site and the Seagreen site .

Regards

Colin Clark | Senior Environmental Health Officer, Public Health & Environmental Protection | Protective Services | East Lothian Council | John Muir House | Haddington | EH41 3HA |
Tel. 01620 827443 or 07909 880149| Email. cclark1@eastlothian.gov.uk | Visit our website at www.eastlothian.gov.uk

From: Benedict Sarton <bsarton@slrconsulting.com>
Sent: 21 July 2021 15:32
To: Clark, Colin - EHO <cclark1@eastlothian.gov.uk>
Cc: Tim Doggett <tdoggett@slrconsulting.com>
Subject: RE: Inch Cape Offshore Limited - Onshore Transmission Works - Noise and Vibration

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Hi Colin, sorry me again.

Have had a look at the Seagreen Noise Chapter and notice that with regards to the operational BS4142 noise assessment the following was agreed with ELC (Paragraph 10.3.22 of the EIAR).

'A contextual analysis is fundamental in BS4142, and this requires consideration of factors such as the nature of the area and, particularly at night-time, the absolute level of the

noise. For contextual purposes, an external free-field noise Rating Level criterion of L_{Ar,Tr} 35 dB is proposed at receptor locations in cases where the background levels are low (below 30 dB LA90), as agreed with ELC Environmental Health Department. This would provide satisfactory external amenity during the daytime and suitable internal noise levels at night with windows open for ventilation, taking into account the character of the noise. If the fixed Rating Level criterion of L_{Ar,Tr} 35 dB proposed is not exceeded, irrespective of the determined excess above background noise levels, the Magnitude of Effect is considered to be Minor'

Please could you confirm that the 35dB L_{Ar,Tr} limit would apply to the cumulative assessment for the operational noise from the ICOL site and the Seagreen site, (as was the case within the Seagreen noise chapter)?

Please could you also confirm that if this is acceptable that the cumulative noise assessment could be scoped out of the ICOL 2021 EIAR for the following reasons;

1. The cumulative assessment for the EIAR would simply just be repeating the methodology and conclusions of the Seagreen noise chapter;
2. The operational noise from the ICOL site is subject to Planning Condition 5 (decision notice attached) which states:

'Prior to the commencement of the development hereby approved, a Noise Impact Assessment for the operational phase of the Development shall be submitted to and approved in writing by the Planning Authority. The Noise Impact Assessment shall be based upon the detailed site layout approved pursuant to condition 1 and shall identify the location of noise emitting plant within the site and their accompanying noise emissions. The Noise Impact Assessment shall identify measures to ensure operational noise from the development does not give rise to new or materially different impacts to those assessed in Environmental Report, unless otherwise approved in writing by the Planning Authority'

Therefore as part of the requirements of Condition 5, a cumulative impact assessment would be included as part of the Noise Impact Assessment to discharge the condition.

If you could respond as a matter of urgency, then I would be most grateful.

Thanks

Ben

From: Clark, Colin - EHO <cclark1@eastlothian.gov.uk>

Sent: 20 July 2021 12:38

To: Benedict Sartor <bsarton@slrconsulting.com>

Cc: Tim Doggett <tdoggett@slrconsulting.com>

Subject: RE: Inch Cape Offshore Limited - Onshore Transmission Works - Noise and Vibration

Ben

The only significant change since the EIA was submitted for ICOL in 2017 has been the application for Seagreen which is adjacent to the proposed ICOL development and is subject to planning application ref 21/00290/PPM. Accordingly, it would be prudent to assess cumulative impacts associated with both Inch Cape and Seagreen.

Regards

Colin Clark | Senior Environmental Health Officer, Public Health & Environmental Protection | Protective Services | East Lothian Council | John Muir House | Haddington | EH41 3HA |
Tel. 01620 827443 or 07909 880149 | Email. cclark1@eastlothian.gov.uk | Visit our website at www.eastlothian.gov.uk

From: Benedict Sartor <bsarton@slrconsulting.com>

Sent: 20 July 2021 12:14

To: Clark, Colin - EHO <cclark1@eastlothian.gov.uk>

Cc: Tim Doggett <tdoggett@slrconsulting.com>

Subject: Inch Cape Offshore Limited - Onshore Transmission Works - Noise and Vibration

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Morning Colin, I hope you are OK

My name is Ben Sarton from SLR Consulting and I am contacting you to discuss the validity of the 2017 EIA (Case Ref: CIN-ELN-001) conclusions regarding the impacts of Noise and Vibration of the ICOL Onshore Transmission Works (OnTW), in the context of a Further Application in 2021.

It must be noted that there will be no changes to the development proposals and there has been no new receptors identified as part of the new application.

A noise and vibration chapter was submitted as part of the EIA in 2017 (see attached) and I need to confirm the following with you.

- That the methodology utilised for the original application is still valid, in SLR's opinion it is;
- The standards and guidance utilised for the assessment are still valid, again in SLR's opinion they are, though we are aware that a number of the guidance documents (i.e. BS4142) have been updated since the original application.
- With reference to the above the conclusions of the Noise and Vibration chapter therefore remain valid.

If you confirm the above, then it is proposed to scope out noise and vibration from the new application.

If you want to discuss this over a phone call or via Microsoft Teams then please let me know and we can arrange a suitable time.

Regards

Ben

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Benedict Sarton

Technical Director - Acoustics & Vibration

☐ +44 115 964 7280
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☐ bsarton@slrconsulting.com

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From: [Hunter, Liz](#)
To: [David Archibald](#)
Subject: RE: Inch Cape Onshore Transmission Works, Cockenzie
Date: 03 August 2021 14:07:43
Attachments: [image002.png](#)
[image003.png](#)

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Hi David,

Thanks for your email. Yes, I can confirm that, subject to seeing the evidence, the principle you've set out below is reasonable.

However, should the timescales for developing your input to the Scoping Report be delayed beyond the end of September, I would be grateful if you could come back to me. It may be that we are at a point then when surveyed data is considered a more representative picture.

Kind regards,
Liz

[Liz Hunter](#)
Project Manager, Musselburgh Active Toun

East Lothian Council | Transport Planning
lhunter1@eastlothian.gov.uk

From: David Archibald <david.archibald@rpsgroup.com>
Sent: 02 August 2021 13:48
To: Hunter, Liz <lhunter1@eastlothian.gov.uk>
Subject: RE: Inch Cape Onshore Transmission Works, Cockenzie

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Hi Liz, many thanks for your email and attachments. There is one ATC that is on the access route (B6371 Avenue Road between Alder Road and B1348 Edinburgh Road that we can make use of.

The traffic survey we undertook on this road link was in 2017 and from that we created a 2020 baseline daily (weekday 24hr) traffic flow of 6,061 vehicle movements in the original EIAR. The ATC in this location from below is dated March 2019 and recorded a daily (weekday 24hr) traffic flow of 5,597 vehicle movements. Thus, there has been a reduction in traffic flows on the access route to the site since the preparation of the EIAR (the original 2020 baseline traffic flows are 8.3% higher than the new 2019 ATC flows).

The effect of the Regulation 11 application will be to delay construction by perhaps a couple of years (i.e. a 2022 baseline year instead of a 2020 baseline year). If traffic growth were to be applied to the 2019 ATCs to create, say, a new 2022 baseline scenario, then it appears those daily traffic flows would be broadly similar to the 2020 baseline traffic flows contained in the original

EIAR.

Thus, it appears we can conclude that the original 2020 baseline scenario would be broadly similar to any new baseline scenario that would be created using the 2019 ATC. We will set out the evidence for this within the Scoping Report, but would you be able to confirm that, subject to seeing the evidence, this is a reasonable principle please?

Many thanks.

Regards

David Archibald

Director (Transport)

RPS | Consulting UK & Ireland

T +44 1235 432 190 **M** +44 7525 908 827

E david.archibald@rpsgroup.com



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From: Hunter, Liz <lhunter1@eastlothian.gov.uk>

Sent: 29 July 2021 14:37

To: David Archibald <david.archibald@rpsgroup.com>

Subject: RE: Inch Cape Onshore Transmission Works, Cockenzie

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Hi David,

Thanks for the email below which Morag has passed on to me.

I'm generally happy with your approach.

Regarding traffic data. I note that the data referenced in the 2018 EIAR was collected between 2014 and 2017 which is now considered pretty elderly. We would normally require new surveys to be undertaken but agree with your point that traffic flows are still unreliable. As such it would be appropriate to review the most recent pre-Covid data and compare with those in the 2018 EIAR, potentially developing a factor to uplift the EIAR flows.

I have attached all the readily available count data we've collected in the area from last 5 years. Sadly, not a huge amount and much of it also rather elderly. I have not looked in detail at the dates or locations but there may be something in there that would assist you along with updated information from the DfT database and Transport Scotland?

Kind regards,

Liz

[Liz Hunter](#)

Project Manager, Musselburgh Active Toun

East Lothian Council | Transport Planning

lhunter1@eastlothian.gov.uk

From: Haddow, Morag <mhaddow@eastlothian.gov.uk>
Sent: 27 July 2021 08:10
To: Hunter, Liz <lhunter1@eastlothian.gov.uk>
Subject: FW: Inch Cape Onshore Transmission Works, Cockenzie

Liz,

Are you able to pick this one up?

Morag

Morag Haddow

Senior Roads Officer | East Lothian Council | 07812 482370 | mhaddow@eastlothian.gov.uk

From: David Archibald <david.archibald@rpsgroup.com>
Sent: 26 July 2021 19:19
To: Haddow, Morag <mhaddow@eastlothian.gov.uk>
Subject: Inch Cape Onshore Transmission Works, Cockenzie

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Hi Morag, I hope all is well, I have been passed your contact details with regards to the above. This development was granted consent by Ministers in 2019 (ELC Reference 18/00189/PPM). I have attached the Decision Notice and location plan for your convenience. The applicant is now proposing to submit a Regulation 11 request for an extension of time. In transport terms, the effect of this is that construction traffic flows (which will remain the same) will be generated a couple of years after they were originally envisaged.

The 2019 consent was accompanied by an Environmental Impact Assessment Report (EIAR), which contained a Chapter on Traffic and Transport which assessed the construction traffic related effects of the development for a 2020 baseline year (operational traffic is negligible). We will be submitting an EIA Scoping Report to enable us to define a focused updated EIAR for the Regulation 11.

To enable the updated EIAR to be focussed, we wish to agree via a Scoping Report that the conclusions of the EIAR will remain unchanged from the 2019 consent to any new assessments that may be undertaken now. We therefore propose to set out assessment within the Scoping Report to provide the evidence to enable this conclusion to be made.

I therefore wish to agree a methodology with you for preparing the Transport section of the Scoping Report to enable us to demonstrate that there have been no fundamental changes to the baseline sections of the transport assessment of the 2019 consent and that the conclusions of the updated EIAR will remain unchanged from the 2019 consent.

I propose that the Scoping Report will contain the following:

- Given the effects of Covid, background traffic flows are unreliable since March 2020.

Therefore, review the most recent pre-Covid traffic flows and road safety data on the network and compare with those within the EIAR of the 2019 consent. The aim will be to demonstrate that there have been no significant changes.

- Review the status of other committed developments and compare this to their status and treatment in the EIAR of the 2019 consent. The aim will be to demonstrate there have been no significant changes.
- Show there has been no change to policy or best practice since the EIAR of the 2019 consent.
- To account for the construction traffic flows generated by the Seagreen 1A proposal (ELC reference 21/00290/PPM), undertake a revised cumulative assessment to include these construction traffic flows.
- Set out the evidence to the above within the Transport section of the Scoping Report and seek to show that the conclusions of the EIAR of the 2019 consent remain up to date.

If you are able to come back to me to confirm these bullet points represent a reasonable methodology I would be very grateful. I am happy to talk it through with you, in which case, please feel free to contact me.

Regards

David Archibald

Director (Transport)

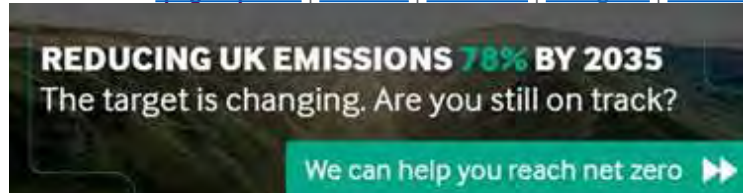
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E david.archibald@rpsgroup.com



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From: [Clark, Colin - EHO](#)
To: [Lucy Boulton](#)
Subject: RE: Onshore Transmission Works associated with the Inch Cape Offshore Wind Farm, Former Cockenzie Power Station - Regulation 11 Application, Air Quality Consultation
Date: 20 July 2021 12:03:51
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

Lucy

I am satisfied that the 2017 assessment methodology remains valid and, furthermore, the cumulative impacts associated with Inch Cape and the Seagreen proposal per 21/00290/PPM is the only significant change that need to be considered for the Section 11 Scoping Chapter.

Regards

Colin Clark | Senior Environmental Health Officer, Public Health & Environmental Protection | Protective Services | East Lothian Council | John Muir House | Haddington | EH41 3HA |
Tel. 01620 827443 or 07909 880149 | Email. cclark1@eastlothian.gov.uk | Visit our website at www.eastlothian.gov.uk

From: Lucy Boulton <lboulton@slrconsulting.com>
Sent: 20 July 2021 11:09
To: Clark, Colin - EHO <cclark1@eastlothian.gov.uk>
Subject: Onshore Transmission Works associated with the Inch Cape Offshore Wind Farm, Former Cockenzie Power Station - Regulation 11 Application, Air Quality Consultation

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Good morning Colin,

I'm emailing in relation to the Onshore Transmission Works associated with the Inch Cape Offshore Wind Farm (detailed below).

East Lothian Council (ELC) planning application reference: 18/00189/PPM

Full description: Planning permission in principle for proposed onshore transmission works associated with the Inch Cape Offshore Wind Farm comprising the construction, operation and decommissioning of an onshore substation, electricity cables and associated infrastructure required to export electricity from the Inch Cape Offshore Wind Farm to the National Electricity Transmission System | Former Cockenzie Power Station Site Prestonpans East Lothian

Planning Permission in Principle (PPP) was granted by Scottish Ministers in February 2019.

The applicant, Inch Cape Offshore Limited, is now pursuing a Regulation 11 application for an extension of time of the PPP (detailed below), which SLR Consulting Ltd are supporting.

ELC planning application reference: 21/00001/PAN

Full description: Proposed Regulation 11 application to extend the time period for submission of applications for matters specified in conditions (AMSCs) | Site Of Former Cockenzie Power Station Edinburgh Road Prestonpans East Lothian EH32 9SD

This correspondence is to introduce you to the Regulation 11 application, which follows the Environment Impact Assessment (EIA) process, including a Scoping Report. I am aware that you input to the previous ELC EIA Scoping Opinion for the 18/00189/PPM application.

In terms of the Regulation 11 application and to account for the time that has passed since the PPP was granted, we are required to consider/assess any relevant changes to the baseline (air quality, receptors, legislation, policy,

guidance), assessment methodology, and the potential for any new cumulative impacts and effects with other applications that have become live in the interim period.

Please see attached copy of the Air Quality EIA Chapter 13 for reference, which supported the 18/00189/PPM application. I've provided some commentary below on each of the elements, and would appreciate your comments/input.

Baseline

Air Quality:

The previous EIA considered the baseline air quality of the study area, utilising data sources including ELC monitoring data (as published in Annual Progress Reports), and the Scottish and Defra air quality background maps. The Regulation 11 Scoping Chapter will review/update the baseline air quality, however this is not expected to materially alter.

Receptors:

The previous EIA considered human and ecological receptors within the study area, defined by the screening distances of relevant guidance – including the Institute of Air Quality Management 'Guidance on the assessment of dust from demolition and construction'. In terms of sensitive human and ecological receptors of relevance to air quality, it is considered that the baseline has not materially altered and no new receptors of increased sensitivity have been introduced to the study area – are you in agreement here?

Legislation, Policy and Guidance:

The Regulation 11 Scoping Chapter will present any changes to relevant legislation, policy and guidance. Changes to note in the interim period include the Scottish Planning Policy, revised in 2020. However it is not considered that any changes to legislation, policy or guidance would materially alter the assessment scope or methodology.

Assessment Methodology

Given the above, the 2017 EIA assessment methodology is considered to remain valid, and we do not propose any changes to this.

Cumulative Impacts and Effects

The 2017 EIA considered cumulative effects with the Blindwells Development (ELC reference: 14/00768/PPM).

In the interim period, the application for the Seagreen Offshore Wind Farm (ELC reference: 21/00290/PPM) has been submitted. The Seagreen site is located adjacent to the Onshore Transmission Works associated with the Inch Cape Offshore Wind Farm, on the opposite side of the B1348 Edinburgh Road. Therefore the potential for cumulative impacts and effects with the Seagreen application will be considered within the Regulation 11 Scoping Chapter.

Are there any other developments within the study area that you feel need consideration?

Closure

I would appreciate your comments on the above. Hopefully this provides an introduction and some context to the forthcoming Regulation 11 application.

Many thanks

Lucy

SLR's response to Coronavirus COVID-19 - In response to the ongoing global pandemic, we are actively following the advice provided by our national and state governments. As a flexible, full-service organisation we are open for business and will continue to operate and deliver advice and services to our clients wherever possible and in line with government guidance.



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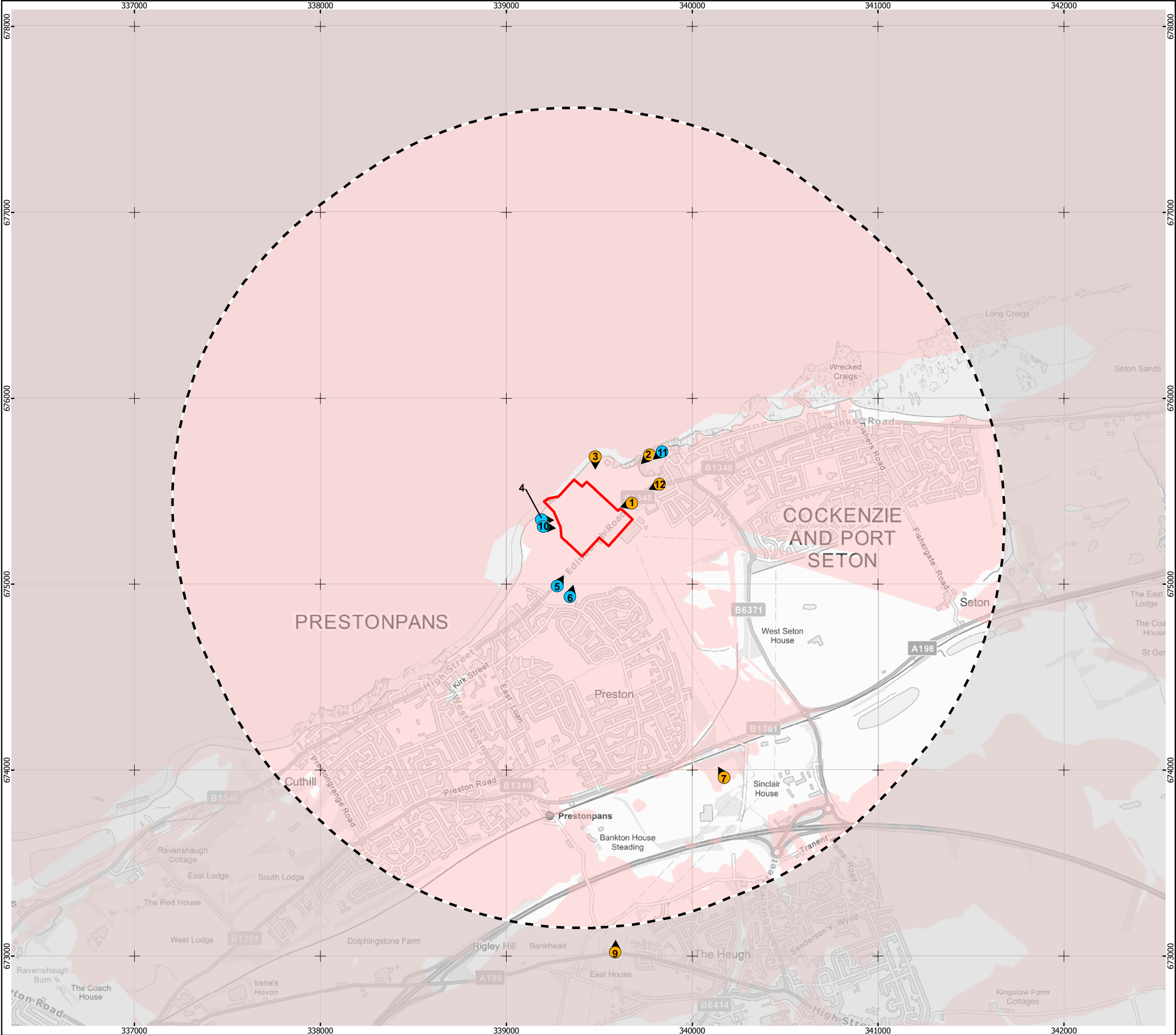


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Appendix 8	Appendix 8A	2018 EIA Report Figure 8.1 Study Area ZTVs & Viewpoints
	Appendix 8B	2018 EIA Report Figure 8.2 Landscape Designations

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Inch Cape
Offshore
Limited

KEY

Application Site

2km LVIA Study Area

1

Considered Viewpoint

1

Viewpoint Scoped Out

Visiblty of Onshore
Substation Building

Horizontal Scale1:20,000

A3 Chart

0

0.25

0.5 Kilometres

Geodetic Parameters:

BNG

Produced: JS

Reviewed: WR

Approved: TD

Date: 20/08/2021

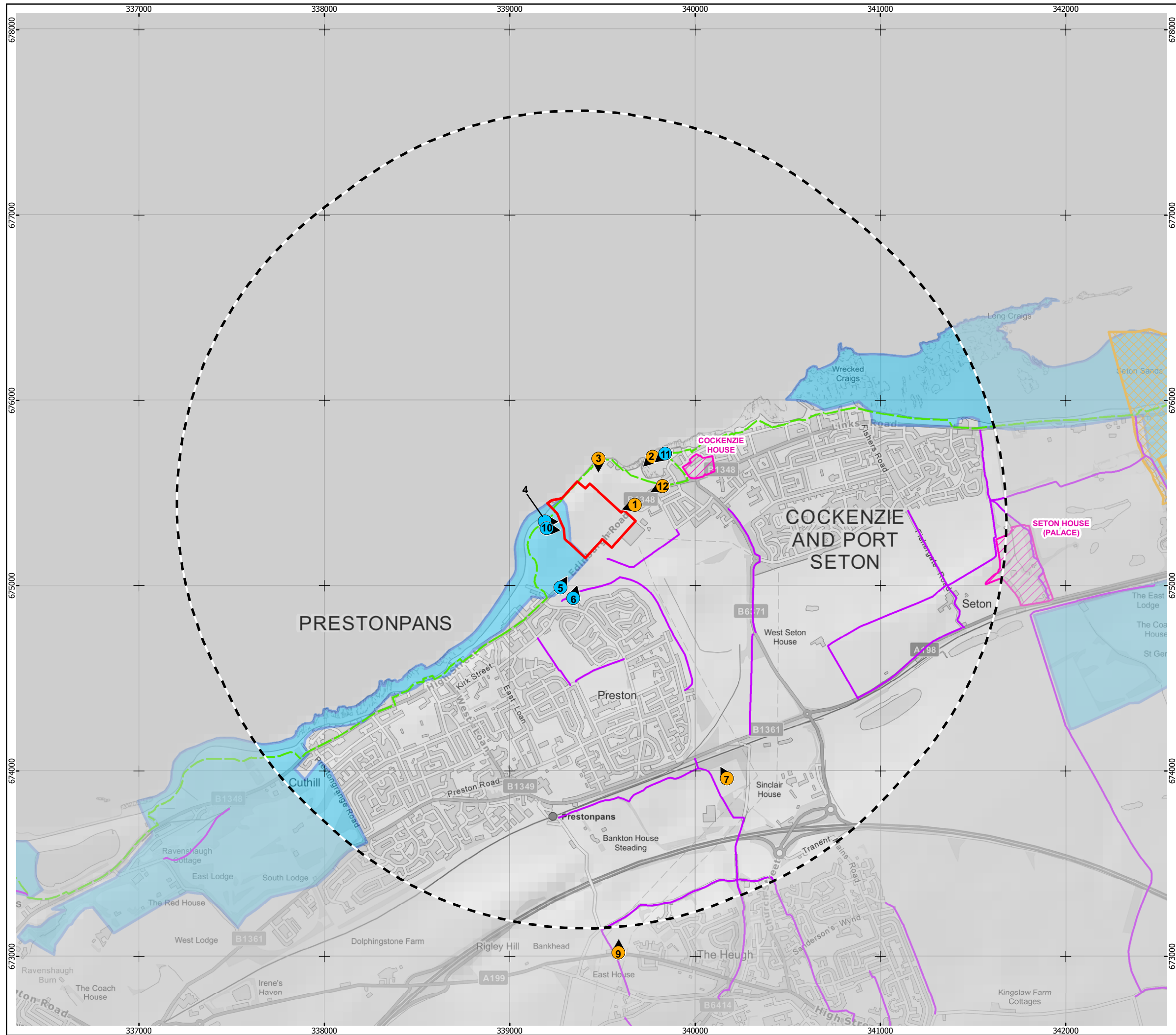
Revision: 0

REF: 405.04914.00006.29.Fig 8.1 Study Area ZTV










Fig 8.1 Study Area,
ZTV and Viewpoints

Inch Cape Onshore
Transmission Works

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KEY

-  Application Site
-  2km LVIA Study Area
-  Considered Viewpoint
-  Viewpoint Scoped Out
-  Gardens and Designed Landscape
-  Area of Great Landscape Value
-  East Lothian Council Special Landscape Area
-  John Muir Way
-  Core Path

East Lothian Council Proposed Special Landscape Areas taken from East Lothian Local Development Plan 2016 (Inset Map 4).

Horizontal Scale: 1:20,000 A3 Chart N
0 0.25 0.5 Kilometres

Geodetic Parameters: BNG

Produced: JS
Reviewed: WR
Approved: TD

Date: 20/08/2021 Revision: 0
405.04914.00008.29.Fig 8.2 Landscape Des

Fig 8.2 Landscape
Designations

Inch Cape Onshore
Transmission Works



Appendix 11

Appendix 11

**ELC 2019 traffic survey data: B6371 between
Alder Road and South Lorimer Drive**

ELC Work Package 21 ATC 1, B6371 Avenue Road, Cockenzie

Produced by Streetwise Services Ltd.

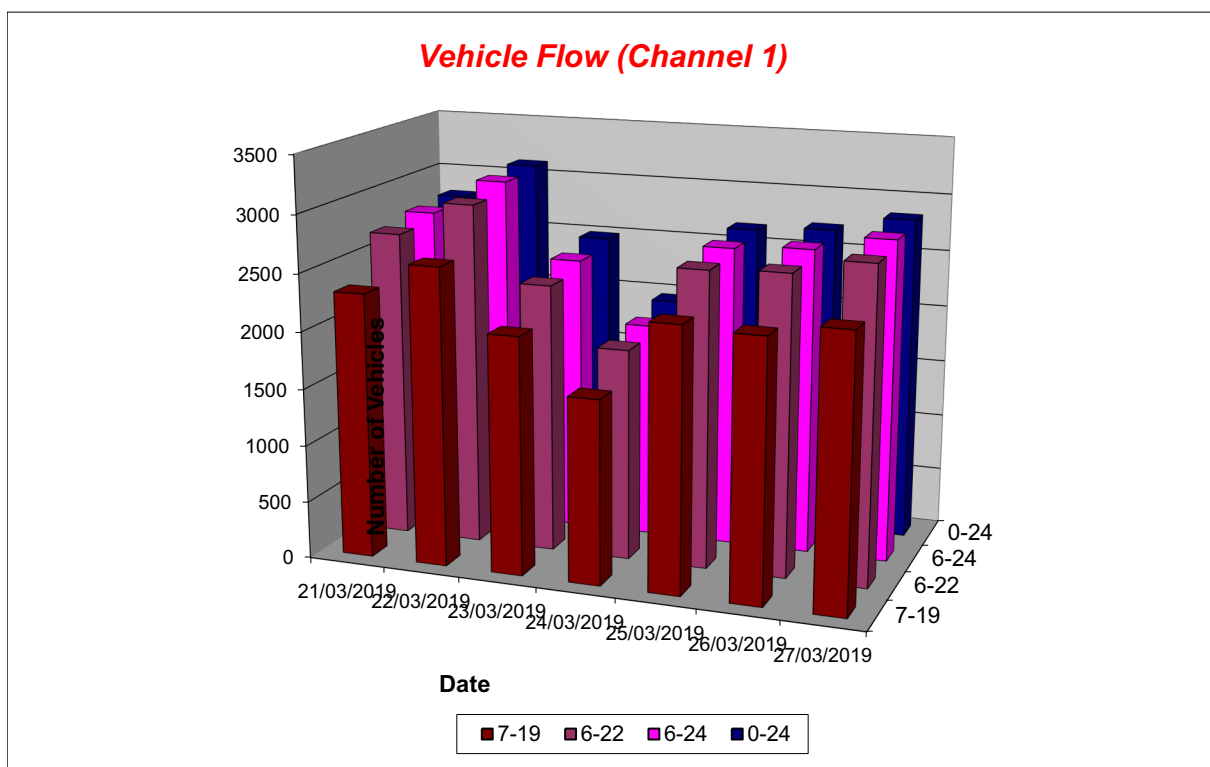


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday	5 Day Ave	7 Day Ave
1	8	9	23	23	3	9	5	7	11
2	3	5	11	12	3	5	3	4	6
3	1	3	9	9	2	4	2	2	4
4	4	1	3	8	4	3	4	3	4
5	4	4	7	5	4	6	6	5	5
6	10	13	13	8	13	8	17	12	12
7	38	38	16	5	34	37	38	37	29
8	121	124	41	32	113	122	133	123	98
9	194	166	115	46	172	161	175	174	147
10	187	186	151	82	167	181	169	178	160
11	151	185	196	149	139	154	152	156	161
12	167	210	202	153	186	199	151	183	181
13	174	235	210	164	198	178	181	193	191
14	201	219	198	183	183	152	167	184	186
15	188	242	214	176	202	170	207	202	200
16	219	274	181	149	231	239	237	240	219
17	245	288	217	173	255	244	255	257	240
18	250	259	188	161	233	242	279	253	230
19	220	212	158	137	209	214	258	223	201
20	129	167	124	103	123	154	161	147	137
21	127	128	86	87	86	97	110	110	103
22	83	61	50	46	55	68	72	68	62
23	38	59	39	30	36	42	38	43	40
24	26	26	36	16	10	17	20	20	22
7-19	2317	2600	2071	1605	2288	2256	2364	2365	2214
6-22	2694	2994	2347	1846	2586	2612	2745	2726	2546
6-24	2758	3079	2422	1892	2632	2671	2803	2789	2608
0-24	2788	3114	2488	1957	2661	2706	2840	2822	2651



ELC Work Package 21 ATC 1, B6371 Avenue Road, Cockenzie

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday
1	33.2	31.6	34.0	32.7	29.9	34.0	34.0
2	33.2	34.4	32.3	34.1	39.8	30.3	35.4
3	33.1	38.3	40.1	35.2	33.5	31.0	41.4
4	35.8	28.2	34.4	30.3	32.7	30.0	31.1
5	30.8	29.7	35.2	31.9	34.8	35.7	35.5
6	34.5	34.1	31.3	31.5	32.2	30.1	33.0
7	34.0	34.3	31.9	34.4	34.3	33.1	35.3
8	33.4	32.3	33.5	32.9	32.9	33.3	31.4
9	31.8	31.4	33.2	32.2	31.0	31.5	31.2
10	31.0	30.9	32.7	31.9	31.3	31.0	30.6
11	30.5	30.7	32.2	31.4	31.5	30.4	30.9
12	30.2	29.8	31.7	31.1	30.5	30.9	30.8
13	29.7	30.5	31.8	31.8	30.3	31.0	30.0
14	30.1	31.5	30.6	32.1	30.8	31.2	31.1
15	30.6	30.8	31.4	32.3	31.1	30.7	30.2
16	30.7	31.0	31.7	30.9	31.2	30.4	30.6
17	30.7	30.2	31.2	31.8	30.7	31.1	30.9
18	31.7	32.1	31.7	32.3	31.4	31.0	31.5
19	30.9	31.0	31.3	31.6	31.4	30.6	30.6
20	31.9	31.6	32.5	32.1	31.2	29.9	30.8
21	31.4	31.6	32.9	31.3	32.0	30.2	31.2
22	32.8	33.6	31.9	32.7	32.6	31.1	31.3
23	32.7	32.7	32.9	33.5	32.7	31.5	32.3
24	36.2	30.8	33.8	32.1	33.7	34.5	33.9

10-12	30.4	30.2	32.0	31.3	30.9	30.7	30.9
14-16	30.7	30.9	31.5	31.6	31.1	30.5	30.4
0-24	31.2	31.2	31.9	31.9	31.2	31.0	31.0

7 Day Ave 31.3

85th Percentile

Hr Ending	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday
1	34.1	37.0	40.2	36.5	32.5	40.9	38.3
2	37.0	38.4	37.3	37.9	45.0	33.5	38.6
3	33.1	43.9	43.1	39.6	37.5	34.9	44.7
4	37.5	28.2	38.0	32.7	40.3	34.4	34.4
5	34.3	32.8	39.2	37.0	36.4	38.0	39.7
6	39.8	38.9	35.2	33.0	37.1	36.7	37.4
7	39.2	39.6	36.4	41.7	39.3	37.1	40.6
8	39.0	36.8	39.1	38.0	37.6	38.8	36.6
9	37.0	36.1	38.1	37.3	35.7	36.7	36.0
10	35.9	35.2	36.9	37.1	35.8	34.8	35.1
11	35.9	35.4	37.5	36.1	36.0	34.2	35.6
12	34.7	34.5	37.0	35.9	34.3	34.9	35.5
13	34.4	35.2	36.7	36.4	34.1	35.7	34.5
14	33.8	36.2	33.8	37.4	35.3	35.2	35.3
15	34.4	35.5	36.0	36.6	34.9	34.8	35.0
16	34.8	35.5	36.6	35.6	36.0	35.4	34.7
17	34.8	34.1	35.2	35.9	36.0	35.9	35.9
18	36.4	36.8	36.5	36.5	35.6	35.9	35.6
19	36.0	35.6	36.4	36.0	35.2	34.7	34.7
20	36.4	36.1	37.2	36.9	35.7	35.1	35.1
21	36.4	35.8	38.1	36.7	36.4	34.4	36.0
22	39.5	39.9	37.0	38.7	40.2	35.7	37.3
23	36.7	36.9	38.2	38.4	38.8	37.7	35.7
24	42.6	34.1	38.6	37.0	41.4	40.8	40.6

10-12	35.3	34.8	37.4	35.9	35.1	34.7	35.6
14-16	34.7	35.5	36.4	36.4	35.9	35.0	34.8
0-24	36.1	35.9	36.8	36.5	35.9	35.7	35.6

7 Day Ave 36.1

ELC Work Package 21 ATC 1, B6371 Avenue Road, Cockenzie

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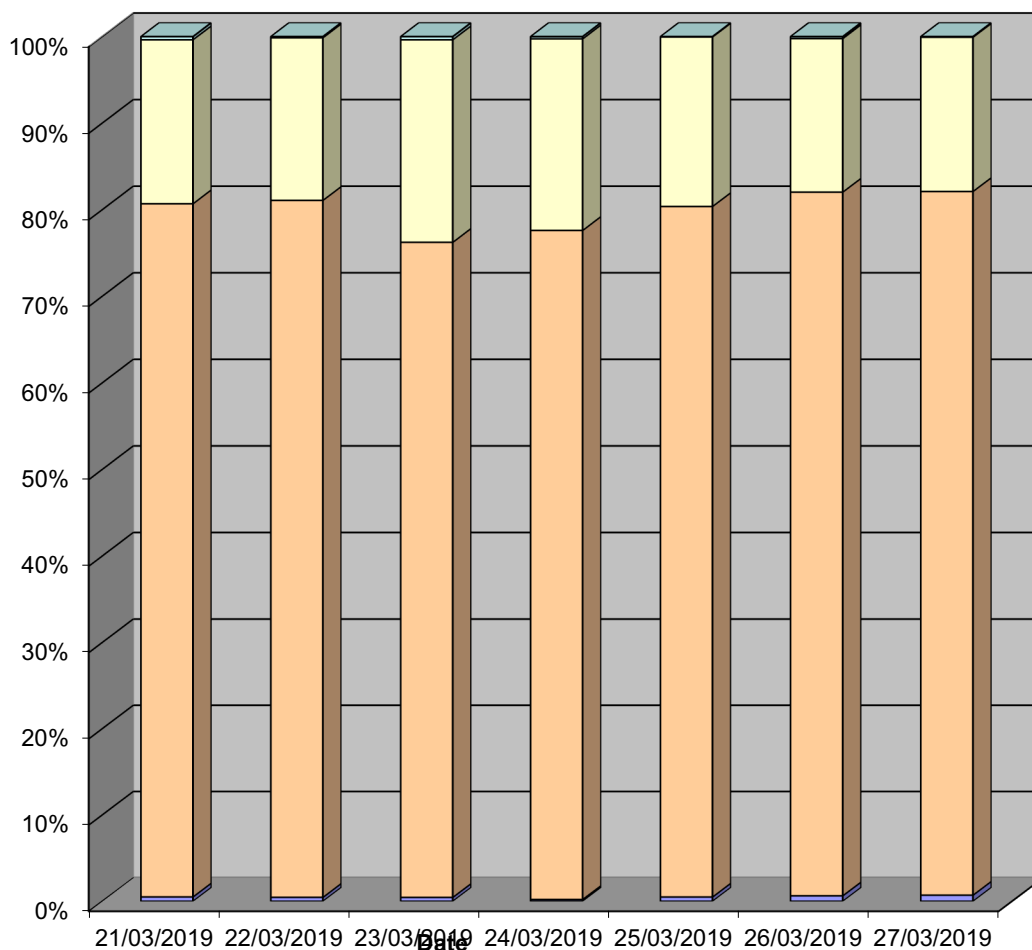
Channel 1 - Northbound

Speed Summary

Week 1

Speed (MPH)	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday
0-20	14	14	11	4	13	17	20
21-35	2236	2511	1886	1515	2126	2203	2312
36-50	528	585	582	433	521	480	506
51-100	10	4	9	5	1	6	2
TOTAL	2788	3114	2488	1957	2661	2706	2840

Speed Summary (MPH)



0-20 21-35 36-50 51-100

ELC Work Package 21 ATC 1, B6371 Avenue Road, Cockenzie

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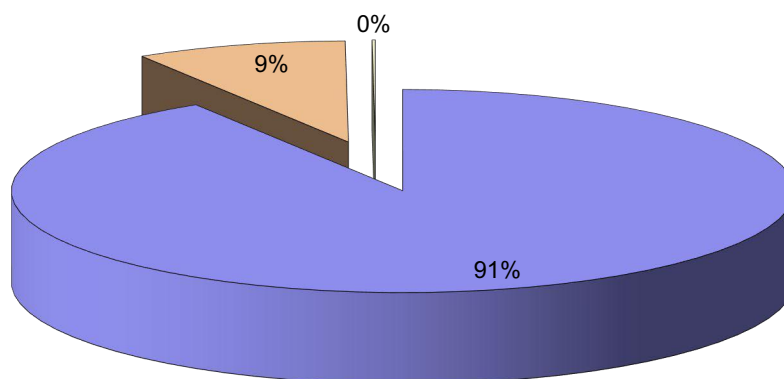
Channel 1 - Northbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/03/2019				
7-19	2079	234	4	2317
6-22	2432	258	4	2694
6-24	2491	263	4	2758
0-24	2515	269	4	2788
22/03/2019				
7-19	2347	250	3	2600
6-22	2723	268	3	2994
6-24	2806	270	3	3079
0-24	2835	276	3	3114
23/03/2019				
7-19	1939	130	2	2071
6-22	2194	151	2	2347
6-24	2261	159	2	2422
0-24	2316	170	2	2488
24/03/2019				
7-19	1532	72	1	1605
6-22	1761	84	1	1846
6-24	1803	88	1	1892
0-24	1854	102	1	1957
25/03/2019				
7-19	2039	246	3	2288
6-22	2321	261	4	2586
6-24	2366	262	4	2632
0-24	2388	269	4	2661
26/03/2019				
7-19	2017	235	4	2256
6-22	2344	263	5	2612
6-24	2397	269	5	2671
0-24	2422	279	5	2706
27/03/2019				
7-19	2133	225	6	2364
6-22	2494	245	6	2745
6-24	2549	248	6	2803
0-24	2578	256	6	2840
Average				
7-19	2012	199	3	2214
6-22	2324	219	4	2546
6-24	2382	223	4	2608
0-24	2415	232	4	2651

Total Vehicle Class Distribution



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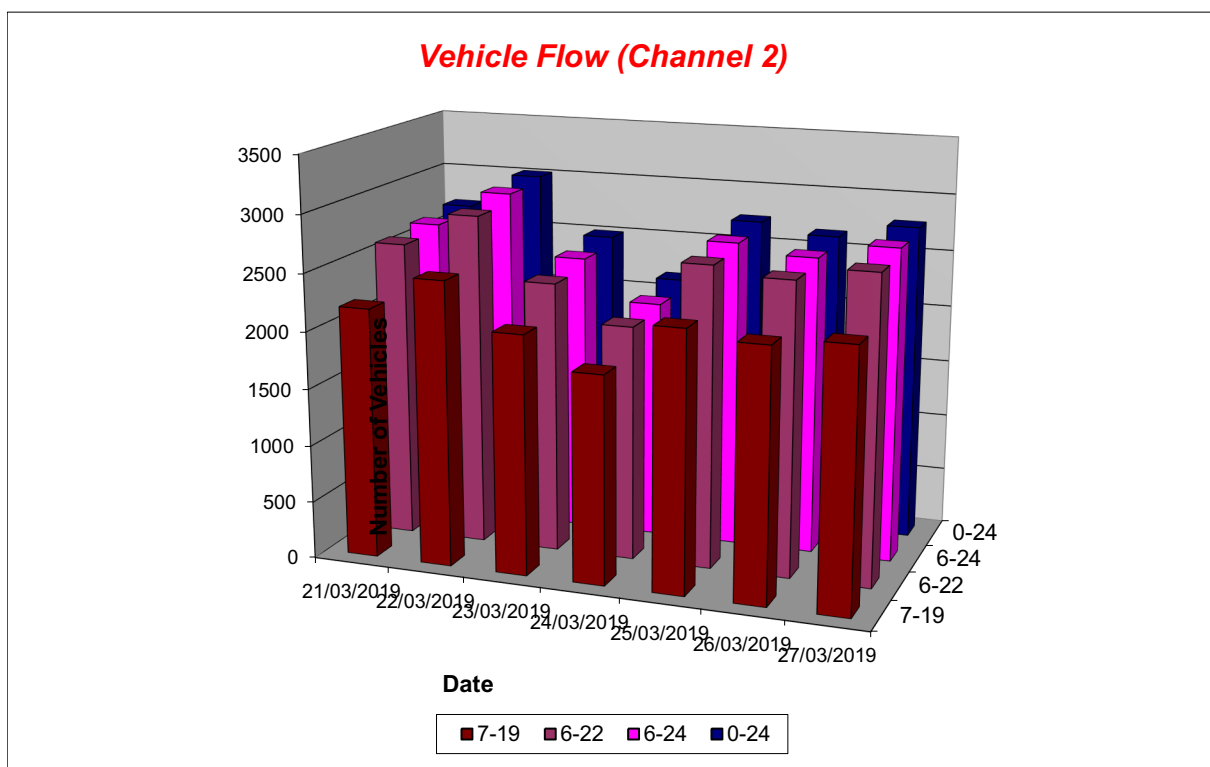


Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday	5 Day Ave	7 Day Ave
1	8	4	19	21	9	6	4	6	10
2	3	2	6	17	2	2	3	2	5
3	1	4	7	13	4	0	2	2	4
4	4	1	10	7	2	3	2	2	4
5	8	10	6	3	9	7	3	7	7
6	24	21	14	7	29	31	28	27	22
7	110	106	31	22	110	101	117	109	85
8	197	178	58	35	171	197	198	188	148
9	204	236	129	71	219	208	229	219	185
10	188	217	180	118	196	184	166	190	178
11	183	210	212	158	181	165	166	181	182
12	188	217	229	164	171	162	189	185	189
13	168	232	217	195	198	186	176	192	196
14	171	211	221	208	189	176	185	186	194
15	162	183	161	196	155	161	160	164	168
16	180	195	194	177	203	176	181	187	187
17	161	220	166	188	214	191	185	194	189
18	205	205	150	155	208	209	199	205	190
19	182	181	170	148	154	168	214	180	174
20	141	134	123	109	103	129	152	132	127
21	106	94	64	50	101	86	92	96	85
22	58	79	59	54	56	57	63	63	61
23	32	50	40	26	34	31	41	38	36
24	16	25	37	15	16	13	21	18	20
7-19	2189	2485	2087	1813	2259	2183	2248	2273	2181
6-22	2604	2898	2364	2048	2629	2556	2672	2672	2539
6-24	2652	2973	2441	2089	2679	2600	2734	2728	2595
0-24	2700	3015	2503	2157	2734	2649	2776	2775	2648



ELC Work Package 21 ATC 1, B6371 Avenue Road, Cockenzie

Produced by Streetwise Services Ltd.



Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday
1	34.9	33.7	35.1	34.3	38.3	35.0	31.1
2	22.3	32.4	37.0	35.5	31.8	23.5	28.7
3	36.4	30.8	33.2	33.9	32.5	-	33.3
4	35.2	46.3	37.1	36.4	29.8	33.6	42.0
5	38.7	35.9	37.1	27.0	37.8	37.1	39.1
6	35.7	37.1	34.1	39.9	36.0	36.4	35.9
7	36.3	37.3	38.7	36.8	36.0	37.0	35.9
8	35.6	34.9	37.3	35.4	37.8	36.2	35.4
9	33.6	33.8	35.9	35.1	34.9	34.8	33.4
10	32.4	31.9	36.5	34.6	34.0	33.8	32.7
11	32.2	32.7	33.4	32.4	32.5	32.9	32.8
12	32.5	32.6	33.2	34.3	34.6	32.2	32.9
13	33.0	32.3	33.7	32.8	33.2	33.3	33.0
14	32.5	32.9	34.1	34.1	33.0	33.0	32.7
15	33.0	34.6	34.0	33.5	33.1	33.2	33.2
16	33.5	33.4	34.0	34.2	32.8	33.0	33.5
17	33.4	33.1	34.5	34.3	32.9	32.6	33.1
18	34.8	33.5	34.3	34.6	33.6	34.0	33.9
19	33.0	34.1	34.5	34.5	34.3	33.5	32.6
20	33.2	33.6	34.7	33.8	33.9	31.9	32.1
21	33.7	33.8	35.0	33.8	35.3	34.3	33.6
22	35.9	35.3	33.9	35.1	32.8	33.1	33.4
23	35.8	35.6	34.1	34.4	36.2	35.7	35.9
24	33.2	33.8	33.1	35.6	35.7	39.2	37.5

10-12	32.4	32.7	33.3	33.3	33.6	32.6	32.9
14-16	33.3	34.0	34.0	33.9	32.9	33.1	33.4
0-24	33.6	33.6	34.4	34.1	34.1	33.7	33.4

7 Day Ave 33.8

85th Percentile

Hr Ending	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday
1	45.2	38.8	38.2	39.0	43.6	39.4	39.1
2	28.3	33.4	43.3	42.0	36.7	25.6	32.3
3	36.4	38.0	40.5	38.5	34.8	-	34.3
4	40.8	46.3	45.8	43.4	32.8	41.7	42.1
5	44.0	42.3	43.2	29.5	44.0	41.4	43.1
6	40.4	42.4	39.3	46.7	40.2	43.9	39.7
7	42.2	43.0	44.7	40.1	41.8	43.2	40.1
8	40.0	40.3	44.2	41.7	44.0	41.4	40.9
9	38.0	38.6	41.2	41.2	39.6	40.0	38.1
10	36.7	35.8	40.8	39.8	38.1	38.6	38.0
11	36.9	36.8	38.1	37.8	36.6	37.7	37.2
12	36.9	36.4	38.1	38.7	39.0	36.9	37.4
13	38.0	36.8	38.1	37.6	38.0	38.0	37.4
14	36.8	37.3	39.2	38.9	36.8	37.6	36.9
15	36.9	40.0	38.4	37.5	37.9	38.5	38.3
16	38.5	37.9	38.9	38.9	37.0	37.9	38.3
17	39.3	37.9	40.2	38.7	38.2	38.0	38.7
18	39.3	38.7	41.0	40.6	39.0	38.7	39.9
19	38.3	39.5	39.1	39.5	40.0	38.9	37.2
20	37.8	38.4	40.0	38.4	38.8	36.7	36.8
21	38.3	38.6	41.5	39.8	41.5	41.4	38.3
22	42.4	40.3	40.0	41.4	38.9	39.2	39.2
23	42.8	40.8	40.3	41.9	41.6	41.6	41.0
24	38.5	37.8	39.9	41.2	41.8	45.2	41.1

10-12	36.9	36.8	38.2	38.0	37.5	37.2	37.3
14-16	37.5	38.9	38.9	38.3	37.3	38.1	38.3
0-24	38.9	38.5	39.6	39.2	39.1	38.9	38.7

7 Day Ave 38.9

ELC Work Package 21 ATC 1, B6371 Avenue Road, Cockenzie

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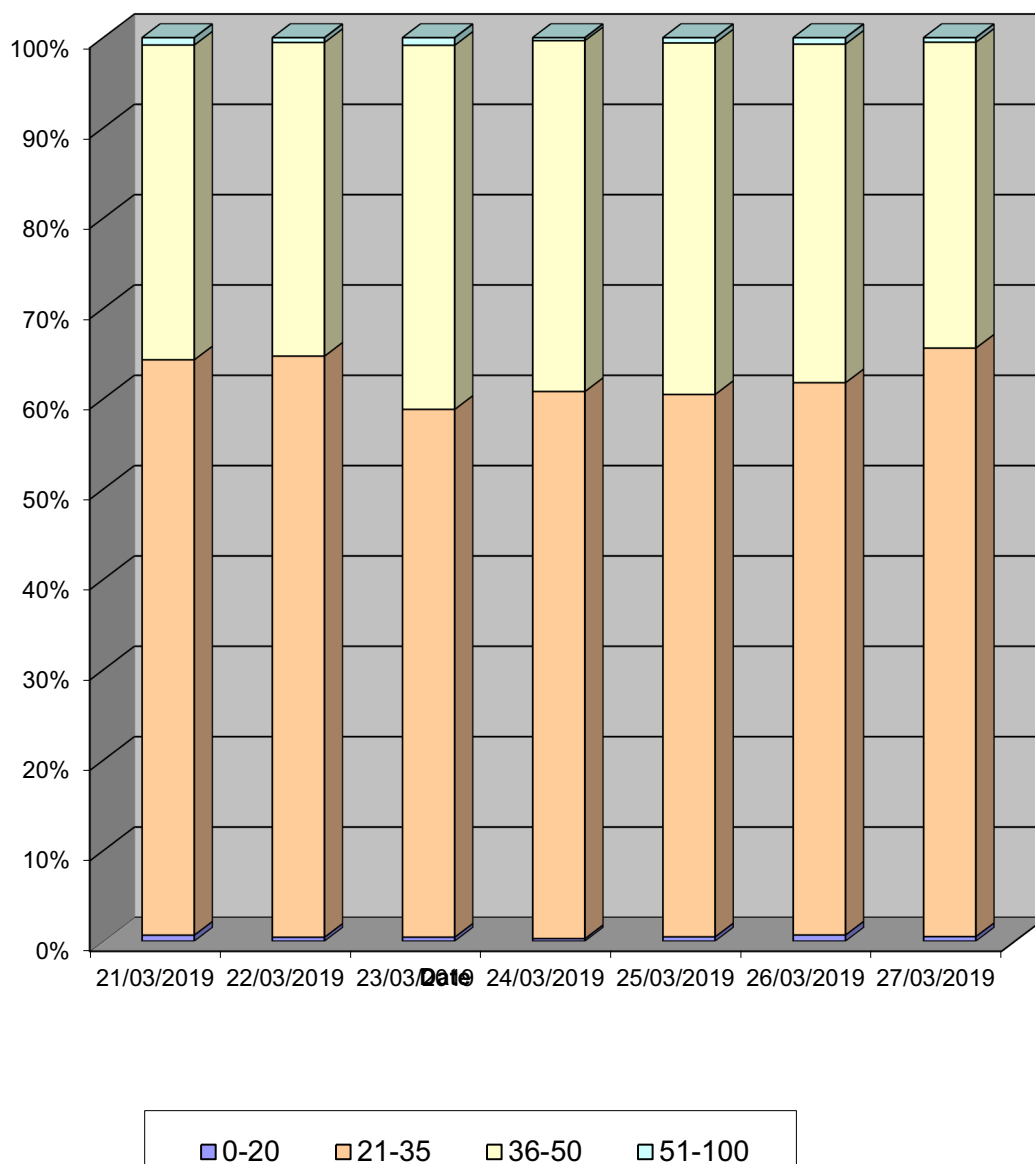
Channel 2 - Southbound

Speed Summary

Week 1

Speed (MPH)	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday
0-20	18	13	11	6	13	18	14
21-35	1719	1939	1462	1306	1641	1619	1808
36-50	941	1047	1009	838	1064	993	940
51-100	22	16	21	7	16	19	14
TOTAL	2700	3015	2503	2157	2734	2649	2776

Speed Summary (MPH)



ELC Work Package 21 ATC 1, B6371 Avenue Road, Cockenzie

Produced by Streetwise Services Ltd.



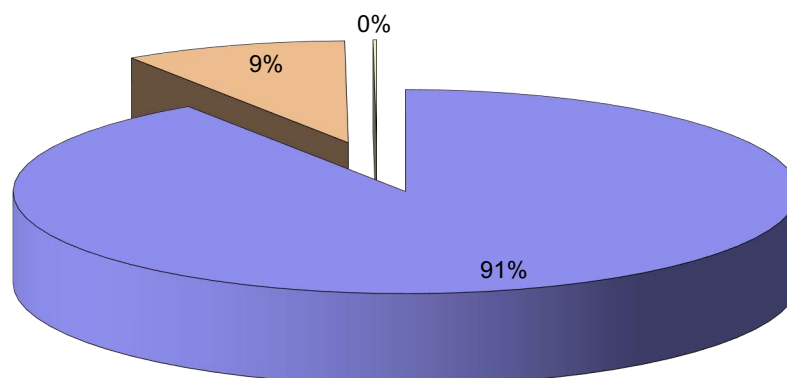
Channel 2 - Southbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
21/03/2019				
7-19	1950	236	3	2189
6-22	2340	261	3	2604
6-24	2384	265	3	2652
0-24	2424	273	3	2700
22/03/2019				
7-19	2250	232	3	2485
6-22	2638	257	3	2898
6-24	2711	259	3	2973
0-24	2745	267	3	3015
23/03/2019				
7-19	1952	133	2	2087
6-22	2209	153	2	2364
6-24	2277	162	2	2441
0-24	2329	172	2	2503
24/03/2019				
7-19	1706	106	1	1813
6-22	1929	118	1	2048
6-24	1963	125	1	2089
0-24	2012	144	1	2157
25/03/2019				
7-19	2015	237	7	2259
6-22	2352	269	8	2629
6-24	2399	272	8	2679
0-24	2445	281	8	2734
26/03/2019				
7-19	1911	268	4	2183
6-22	2251	301	4	2556
6-24	2293	303	4	2600
0-24	2332	313	4	2649
27/03/2019				
7-19	2027	215	6	2248
6-22	2421	244	7	2672
6-24	2478	249	7	2734
0-24	2515	254	7	2776
Average				
7-19	1973	204	4	2181
6-22	2306	229	4	2539
6-24	2358	234	4	2595
0-24	2400	243	4	2648

Total Vehicle Class Distribution



ELC Work Package 21 ATC 1, B6371 Avenue Road, Cockenzie

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

























	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2788	3114	2488	1957	2661	2706	2840	2822	2651
Mean Speed	31.2	31.2	31.9	31.9	31.2	31.0	31.0	31.1	31.3
85%ile Speed	36.1	35.9	36.8	36.5	35.9	35.7	35.6	35.8	36.1
No. Vehicles > 30 MPH Limit	1529	1743	1524	1210	1478	1476	1547	1555	1501
% Vehicles > 30 MPH Limit	54.8	56.0	61.3	61.8	55.5	54.5	54.5	55.1	56.6
No. Vehicles > 45 MPH	32	23	39	29	17	14	19	21	25
% Vehicles > 45 MPH	1.1	0.7	1.6	1.5	0.6	0.5	0.7	0.0	0.0

Channel 2 - Southbound

	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	2700	3015	2503	2157	2734	2649	2776	2775	2648
Mean Speed	33.6	33.6	34.4	34.1	34.1	33.7	33.4	33.7	33.8
85%ile Speed	38.6	38.5	39.6	39.2	39.2	38.9	38.7	38.8	38.9
No. Vehicles > 30 MPH Limit	2066	2298	1999	1709	2158	2013	2072	2121	2045
% Vehicles > 30 MPH Limit	76.5	76.2	79.9	79.2	78.9	76.0	74.6	76.5	77.2
No. Vehicles > 45 MPH	74	70	111	69	90	80	60	75	79
% Vehicles > 45 MPH	2.7	2.3	4.4	3.2	3.3	3.0	2.2	0.0	0.0

Channels 1+2 - Northbound & Southbound

	21/03/2019 Thursday	22/03/2019 Friday	23/03/2019 Saturday	24/03/2019 Sunday	25/03/2019 Monday	26/03/2019 Tuesday	27/03/2019 Wednesday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	5488	6129	4991	4114	5395	5355	5616	5597	5298
Mean Speed	32.4	32.4	33.2	33.0	32.7	32.4	32.2	32.4	32.6
85%ile Speed	37.4	37.3	38.3	38.1	37.8	37.6	37.2	37.7	37.7
No. Vehicles > MPH Limit	3595	4041	3523	2919	3636	3489	3619	3676	3546
% Vehicles > MPH Limit	65.5	65.9	70.6	71.0	67.4	65.2	64.4	65.5	65.9
No. Vehicles > 15 MPH	106	93	150	98	107	94	79	96	104
% Vehicles > 15 MPH	1.9	1.5	3.0	2.4	2.0	1.8	1.4	0.0	0.0

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi 	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer 	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer 	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer 	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer 	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer 	13	Vehicle with 7 or more Axles 

ALL CUMULATIVE DEVELOPMENT FLOWS (incl peak OnTW)

1	A198 - between A1 overbridge and A198 roundabout																							
Cumulative Sites																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	63	0	0	0	63	0	2	0	0	0	2	0	60	0	0	0	60	0	0	0	0	0	0	0
07.00	0	3	0	3	7	7	0	0	7	0	7	0	0	3	51	3	57	7	0	0	0	0	0	0
08.00	0	4	3	7	11	11	0	0	3	3	3	3	0	4	3	7	11	11	0	0	0	0	0	0
09.00	0	4	3	7	11	11	0	0	3	3	3	3	0	4	3	7	11	11	0	0	0	0	0	0
10.00	0	4	3	7	11	11	0	0	3	3	3	3	0	4	3	7	11	11	0	0	0	0	0	0
11.00	0	4	3	7	11	11	0	0	3	3	3	3	0	4	3	7	11	11	0	0	0	0	0	0
12.00	0	4	3	7	11	11	0	0	3	3	3	3	0	4	3	7	11	11	0	0	0	0	0	0
13.00	0	4	3	7	11	11	1	0	2	2	3	3	3	3	50	3	59	7	0	0	0	0	0	0
14.00	0	4	3	7	11	11	0	0	2	2	3	3	0	3	0	3	7	7	0	0	0	0	0	0
15.00	0	4	3	7	11	11	0	0	2	2	3	3	0	3	0	3	7	7	0	0	0	0	0	0
16.00	0	4	3	7	11	11	0	0	2	2	3	3	0	3	0	3	7	7	0	0	0	0	0	0
17.00	0	3	50	3	57	7	0	0	0	0	0	0	0	3	0	3	7	7	0	0	0	0	0	0
18.00	0	3	0	3	7	7	0	0	0	0	0	0	0	3	0	3	7	7	0	0	0	0	0	0
19.00	0	0	111	0	111	0	0	0	36	0	36	0	0	0	60	0	60	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	63	42	140	76	289	119	3	3	31	24	34	27	65	41	178	60	324	101	0	0	0	0	0	0
18hr	66	42	191	76	342	119	5	3	68	24	73	27	65	41	178	60	324	101	0	0	0	0	0	0
24 hr	66	42	191	76	342	119	5	3	68	24	73	27	65	41	178	60	324	101	0	0	0	0	0	0

2	A198 - Approx 250m south of B1361 roundabout																							
Cumulative Sites																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way		Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	68	0	0	0	68	0	40	0	0	0	40	0	12	0	0	0	12	0	0	0	0	0	0	0
07.00	50	1	0	1	52	2	8	0	0	0	8	0	106	1	0	1	108	2	0	0	0	0	0	0
08.00	4	5	4	5	11	11	3	3	3	3	6	6	4	5	4	5	11	11	0	0	0	0	0	0
09.00	4	5	4	5	11	11	3	3	3	3	6	6	4	5	4	5	11	11	0	0	0	0	0	0
10.00	4	5	4	5	11	11	3	3	3	3	6	6	4	5	4	5	11	11	0	0	0	0	0	0
11.00	4	5	4	5	11	11	3	3	3	3	6	6	4	5	4	5	11	11	0	0	0	0	0	0
12.00	4	5	4	5	11	11	3	3	3	3	6	6	4	5	4	5	11	11	0	0	0	0	0	0
13.00	4	5	4	5	11	11	3	3	11	3	13	5	0	1	106	1	108	2	0	0	0	0	0	0
14.00	4	5	4	5	11	11	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
15.00	4	5	4	5	11	11	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
16.00	4	5	4	5	11	11	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
17.00	0	1	50	1	52	2	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0
18.00	0	1	0	1	2	2	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0
19.00	0	0	68	0	68	0	0	0	40	0	40	0	0	0	12	0	12	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	96	52	96	52	227	103	35	27	35	27	70	53	137	34	137	34	304	67	0	0	0	0	0	0
18hr	152	52	152	52	340	103	75	27	75	27	150	53	137	34	137	34	304	67	0	0	0	0	0	0
24 hr	152	52	152	52	340	103	75	27	75	27	150	53	137	34	137	34	304	67	0	0	0	0	0	0

3	B6371 - Approx 300m north of B1361 roundabout																							
Cumulative Sites																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way		Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	119	0	0	0	119	0	42	0	0	0	42	0	60	0	0	0	60	0	0	0	0	0	0	0
07.00	0	5	0	5	9	9	8	0	0	0	8	0	59	5	0	5	68	9	0	0	0	0	0	0
08.00	4	8	4	8	17	17	3	3	3	3	6	6	4	8	4	8	17	17	0	0	0	0	0	0
09.00	4	8	4	8	17	17	3	3	3	3	6	6	4	8	4	8	17	17	0	0	0	0	0	0
10.00	4	8	4	8	17	17	3	3	3	3	6	6	4	8	4	8	17	17	0	0	0	0	0	0
11.00	4	8	4	8	17	17	3	3	3	3	6	6	4	8	4	8	17	17	0	0	0	0	0	0
12.00	4	8	4	8	17	17	3	3	3	3	6	6	4	8	4	8	17	17	0	0	0	0	0	0
13.00	4	8	4	8	17	17	3	3	11	3	14	5	0	5	59	5	68	9	0	0	0	0	0	0
14.00	4	8	4	8	17	17	3	3	3	3	5	5	0	5	0	5	9	9	0	0	0	0	0	0
15.00	4	8	4	8	17	17	3	3	3	3	5	5	0	5	0	5	9	9	0	0	0	0	0	0
16.00	4	8	4	8	17	17	3	3	3	3	5	5	0	5	0	5	9	9	0	0	0	0	0	0
17.00	0	5	0	5	9	9	0	0	0	0	0	0	0	5	0	5	9	9	0	0	0	0	0	0
18.00	0	5	0	5	9	9	0	0	0	0	0	0	0	5	0	5	9	9	0	0	0	0	0	0
19.00	0	0	119	0	119	0	0	0	42	0	42	0	0	0	60	0	60	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	94	90	94	90	299	179	35	27	35	27	70	53	138	75	138	75	387	149	0	0	0	0	0	0
18hr	153	90	153	90	417	179	77	27	77	27	154	53	138	75	138	75	387	149	0	0	0	0	0	0
24 hr	153	90	153	90	417	179	77	27	77	27	154	53	138	75	138	75	387	149	0	0	0	0	0	0

4	A198 east of Meadowmill Rbt																							
Cumulative Sites																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
08.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
14.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.00	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0
18hr	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0
24 hr	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0

5	A198 West of Meadowmill Rbt																							
Cumulative Sites																								
Time Begin	5 Day Average						7 Day Average						Saturday						Sunday					
	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07.00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
14.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19.00	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0
18hr	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0
24 hr	1	0	1	0	2	0	1	0	1	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0

6	A1 East of Bankton Junction (Macmerry) (TfS)																							
Cumulative Sites																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	63	0	63	0	0	0	2	0	2	0	0	0	60	0	60	0	0	0	0	0	0	0
07.00	0	3	0	3	7	7	0	0	0	0	0	0	0	3	3	3	9	7	0	0	0	0	0	0
08.00	0	4	0	4	7	7	0	0	0	0	1	1	0	4	0	4	7	7	0	0	0	0	0	0
09.00	0	4	0	4	7	7	0	0	0	0	1	1	0	4	0	4	7	7	0	0	0	0	0	0
10.00	0	4	0	4	7	7	0	0	0	0	1	1	0	4	0	4	7	7	0	0	0	0	0	0
11.00	0	4	0	4	7	7	0	0	0	0	1	1	0	4	0	4	7	7	0	0	0	0	0	0
12.00	0	4	0	4	7	7	0	0	0	0	1	1	0	4	0	4	7	7	0	0	0	0	0	0
13.00	0	4	0	4	7	7	1	0	0	0	1	1	3	3	0	3	9	7	0	0	0	0	0	0
14.00	0	4	0	4	7	7	0	0	0	0	1	1	0	3	0	3	7	7	0	0	0	0	0	0
15.00	0	4	0	4	7	7	0	0	0	0	1	1	0	3	0	3	7	7	0	0	0	0	0	0
16.00	0	4	0	4	7	7	0	0	0	0	1	1	0	3	0	3	7	7	0	0	0	0	0	0
17.00	0	3	0	3	7	7	0	0	0	0	0	0	0	3	0	3	7	7	0	0	0	0	0	0
18.00	0	3	0	3	7	7	0	0	0	0	0	0	0	3	0	3	7	7	0	0	0	0	0	0
19.00	63	0	0	0	63	0	2	0	0	0	2	0	60	0	0	0	60	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	63	42	63	42	205	85	3	3	3	3	6	5	65	41	65	41	207	82	0	0	0	0	0	0
18hr	66	42	66	42	210	85	5	3	5	3	10	5	65	41	65	41	207	82	0	0	0	0	0	0
24 hr	66	42	66	42	210	85	5	3	5	3	10	5	65	41	65	41	207	82	0	0	0	0	0	0

7	A1 West of Bankton Junction (DfT)																							
Cumulative Sites																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	111	0	0	0	111	0	36	0	0	0	36	0	60	0	0	0	60	0	0	0	0	0	0	0
07.00	50	3	0	3	57	7	7	0	0	0	7	0	101	3	0	3	107	7	0	0	0	0	0	0
08.00	3	7	3	7	15	15	3	3	3	3	6	6	3	7	3	7	15	15	0	0	0	0	0	0
09.00	3	7	3	7	15	15	3	3	3	3	6	6	3	7	3	7	15	15	0	0	0	0	0	0
10.00	3	7	3	7	15	15	3	3	3	3	6	6	3	7	3	7	15	15	0	0	0	0	0	0
11.00	3	7	3	7	15	15	3	3	3	3	6	6	3	7	3	7	15	15	0	0	0	0	0	0
12.00	3	7	3	7	15	15	3	3	3	3	6	6	3	7	3	7	15	15	0	0	0	0	0	0
13.00	3	7	3	7	15	15	2	2	10	2	12	5	0	3	101	3	107	7	0	0	0	0	0	0
14.00	3	7	3	7	15	15	2	2	2	2	5	5	0	3	0	3	7	7	0	0	0	0	0	0
15.00	3	7	3	7	15	15	2	2	2	2	5	5	0	3	0	3	7	7	0	0	0	0	0	0
16.00	3	7	3	7	15	15	2	2	2	2	5	5	0	3	0	3	7	7	0	0	0	0	0	0
17.00	0	3	50	3	57	7	0	0	0	0	0	0	0	3	0	3	7	7	0	0	0	0	0	0
18.00	0	3	0	3	7	7	0	0	0	0	0	0	0	3	0	3	7	7	0	0	0	0	0	0
19.00	0	0	111	0	111	0	0	0	36	0	36	0	0	0	60	0	60	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	140	76	140	76	373	153	31	24	31	24	63	48	178	60	178	60	441	119	0	0	0	0	0	0
18hr	191	76	191	76	474	153	68	24	68	24	135	48	178	60	178	60	441	119	0	0	0	0	0	0
24 hr	191	76	191	76	474	153	68	24	68	24	135	48	178	60	178	60	441	119	0	0	0	0	0	0

8	B6371 - between Alder Road and South Lorimer Place																							
Cumulative Sites																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way		Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs	Staff	HGVs	Staff	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	68	0	0	0	68	0	40	0	0	0	40	0	12	0	0	0	12	0	0	0	0	0	0	0
07.00	0	1	0	1	2	2	8	0	0	0	8	0	56	1	0	1	58	2	0	0	0	0	0	0
08.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
09.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
10.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
11.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
12.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
13.00	4	5	4	5	9	9	3	3	11	3	13	5	0	1	56	1	58	2	0	0	0	0	0	0
14.00	4	5	4	5	9	9	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
15.00	4	5	4	5	9	9	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
16.00	4	5	4	5	9	9	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
17.00	0	1	0	1	2	2	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0
18.00	0	1	0	1	2	2	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0
19.00	0	0	68	0	68	0	0	0	40	0	40	0	0	0	12	0	12	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	46	45	46	45	113	89	35	27	35	27	70	53	87	30	87	30	196	59	0	0	0	0	0	0
18hr	102	45	102	45	226	89	75	27	75	27	150	53	87	30	87	30	196	59	0	0	0	0	0	0
24 hr	102	45	102	45	226	89	75	27	75	27	150	53	87	30	87	30	196	59	0	0	0	0	0	0

9	B6371 - between South Lorimer Place and B1348																							
Cumulative Sites																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Northbound		Southbound		Two Way		Northbound		Southbound		Two Way		Northbound		Southbound		Two Way		Northbound		Southbound		Two Way	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	68	0	0	0	68	0	40	0	0	0	40	0	12	0	0	0	12	0	0	0	0	0	0	0
07.00	0	1	0	1	2	2	8	0	0	0	8	0	56	1	0	1	58	2	0	0	0	0	0	0
08.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
09.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
10.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
11.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
12.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
13.00	4	5	4	5	9	9	3	3	11	3	13	5	0	1	56	1	58	2	0	0	0	0	0	0
14.00	4	5	4	5	9	9	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
15.00	4	5	4	5	9	9	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
16.00	4	5	4	5	9	9	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
17.00	0	1	0	1	2	2	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0
18.00	0	1	0	1	2	2	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0
19.00	0	0	68	0	68	0	0	0	40	0	40	0	0	0	12	0	12	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	46	45	46	45	113	89	35	27	35	27	70	53	87	30	87	30	196	59	0	0	0	0	0	0
18hr	102	45	102	45	226	89	75	27	75	27	150	53	87	30	87	30	196	59	0	0	0	0	0	0
24 hr	102	45	102	45	226	89	75	27	75	27	150	53	87	30	87	30	196	59	0	0	0	0	0	0

10	B1348 Edinburgh Road																							
Cumulative Sites																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way		Eastbound		Westbound		Two Way	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06.00	0	0	68	0	68	0	0	0	40	0	40	0	0	0	12	0	12	0	0	0	0	0	0	0
07.00	0	1	0	1	2	2	0	0	8	0	8	0	0	1	56	1	58	2	0	0	0	0	0	0
08.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
09.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
10.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
11.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
12.00	4	5	4	5	9	9	3	3	3	3	6	6	4	5	4	5	9	9	0	0	0	0	0	0
13.00	4	5	4	5	9	9	11	3	3	3	13	5	56	1	0	1	58	2	0	0	0	0	0	0
14.00	4	5	4	5	9	9	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
15.00	4	5	4	5	9	9	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
16.00	4	5	4	5	9	9	3	3	3	3	5	5	0	1	0	1	2	2	0	0	0	0	0	0
17.00	0	1	0	1	2	2	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0
18.00	0	1	0	1	2	2	0	0	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0
19.00	68	0	0	0	68	0	40	0	0	0	40	0	12	0	0	0	12	0	0	0	0	0	0	0
20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 hr	46	45	46	45	113	89	35	27	35	27	70	53	87	30	87	30	196	59	0	0	0	0	0	0
18hr	102	45	102	45	226	89	75	27	75	27	150	53	87	30	87	30	196	59	0	0	0	0	0	0
24 hr	102	45	102	45	226	89	75	27	75	27	150	53	87	30	87	30	196	59	0	0	0	0	0	0

Cumulative Development Impact - Peak OnTW Construction Traffic 2020

1	A198 - between A1 overbridge and A198 roundabout																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	42	8	0	0	0.0%	0.0%							139	8	0	0	0.0%	0.0%						
01.00	20	3	0	0	0.0%	0.0%							82	10	0	0	0.0%	0.0%						
02.00	16	2	0	0	0.0%	0.0%							39	4	0	0	0.0%	0.0%						
03.00	18	5	0	0	0.0%	0.0%							30	2	0	0	0.0%	0.0%						
04.00	36	3	0	0	0.0%	0.0%							29	2	0	0	0.0%	0.0%						
05.00	175	17	0	0	0.0%	0.0%							84	13	0	0	0.0%	0.0%						
06.00	611	45	63	0	10.2%	0.0%							198	16	60	0	30.4%	0.0%						
07.00	1382	86	7	7	0.5%	7.5%							377	29	57	7	15.2%	22.3%						
08.00	1446	88	11	11	0.8%	12.5%							709	36	11	11	1.6%	30.3%						
09.00	1046	89	11	11	1.1%	12.3%							902	58	11	11	1.2%	18.9%						
10.00	914	80	11	11	1.2%	13.7%							1000	48	11	11	1.1%	22.7%						
11.00	970	100	11	11	1.1%	11.0%							1217	44	11	11	0.9%	25.3%						
12.00	972	89	11	11	1.1%	12.4%							1260	40	11	11	0.9%	27.6%						
13.00	1010	88	11	11	1.1%	12.6%							1202	64	59	7	4.9%	10.1%						
14.00	1021	96	11	11	1.1%	11.5%							1108	44	7	7	0.6%	14.9%						
15.00	1207	114	11	11	0.9%	9.7%							1062	38	7	7	0.6%	17.3%						
16.00	1407	102	11	11	0.8%	10.8%							1108	38	7	7	0.6%	17.3%						
17.00	1355	78	57	7	4.2%	8.4%							1160	32	7	7	0.6%	20.6%						
18.00	1106	55	7	7	0.6%	11.9%							812	22	7	7	0.8%	29.8%						
19.00	808	35	111	0	13.7%	0.0%							641	18	60	0	9.4%	0.0%						
20.00	585	22	0	0	0.0%	0.0%							429	12	0	0	0.0%	0.0%						
21.00	397	11	0	0	0.0%	0.0%							360	12	0	0	0.0%	0.0%						
22.00	234	11	0	0	0.0%	0.0%							245	10	0	0	0.0%	0.0%						
23.00	138	7	0	0	0.0%	0.0%							218	18	0	0	0.0%	0.0%						
12 hr	13836	1065	289	119	2.1%	11.1%							11916	492	324	101	2.7%	20.4%						
18hr	16610	1197	342	119	2.1%	9.9%							14007	578	324	101	2.3%	17.4%						
24 hr	16917	1235	342	119	2.0%	9.6%							14411	618	324	101	2.2%	16.3%						

2	A198 - Approx 250m south of B1361 roundabout																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	73	9	0	0	0.0%	0.0%							208	10	0	0	0.0%	0.0%						
01.00	38	3	0	0	0.0%	0.0%							112	7	0	0	0.0%	0.0%						
02.00	26	2	0	0	0.0%	0.0%							52	4	0	0	0.0%	0.0%						
03.00	25	5	0	0	0.0%	0.0%							45	2	0	0	0.0%	0.0%						
04.00	53	8	0	0	0.0%	0.0%							41	7	0	0	0.0%	0.0%						
05.00	234	25	0	0	0.0%	0.0%							130	25	0	0	0.0%	0.0%						
06.00	734	68	68	0	9.3%	0.0%							263	19	12	0	4.6%	0.0%						
07.00	1693	132	52	2	3.1%	1.4%							550	41	108	2	19.7%	4.4%						
08.00	1892	130	11	11	0.6%	8.4%							1006	56	11	11	1.1%	19.5%						
09.00	1436	137	11	11	0.8%	7.9%							1225	74	11	11	0.9%	14.7%						
10.00	1279	126	11	11	0.9%	8.6%							1440	57	11	11	0.8%	19.1%						
11.00	1380	140	11	11	0.8%	7.8%							1772	61	11	11	0.6%	18.0%						
12.00	1385	115	11	11	0.8%	9.5%							1820	63	11	11	0.6%	17.3%						
13.00	1441	122	11	11	0.8%	8.9%							1789	67	108	2	6.1%	2.8%						
14.00	1479	128	11	11	0.7%	8.5%							1708	48	2	2	0.1%	3.8%						
15.00	1699	135	11	11	0.6%	8.0%							1544	32	2	2	0.1%	5.8%						
16.00	2026	115	11	11	0.5%	9.5%							1630	58	2	2	0.1%	3.2%						
17.00	2043	82	52	2	2.5%	2.2%							1531	45	2	2	0.1%	4.1%						
18.00	1759	64	2	2	0.1%	2.9%							1197	25	2	2	0.2%	7.2%						
19.00	1222	48	68	0	5.6%	0.0%							915	30	12	0	1.3%	0.0%						
20.00	860	32	0	0	0.0%	0.0%							588	18	0	0	0.0%	0.0%						
21.00	582	20	0	0	0.0%	0.0%							459	13	0	0	0.0%	0.0%						
22.00	383	15	0	0	0.0%	0.0%							387	12	0	0	0.0%	0.0%						
23.00	219	14	0	0	0.0%	0.0%							311	18	0	0	0.0%	0.0%						
12 hr	19512	1427	227	103	1.2%	7.2%							17213	627	304	67	1.8%	10.7%						
18hr	23513	1622	340	103	1.4%	6.4%							20136	738	304	67	1.5%	9.1%						
24 hr	23963	1673	340	103	1.4%	6.2%							20724	794	304	67	1.5%	8.5%						

3	B6371 - Approx 300m north of B1361 roundabout																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
Time Begin	5 Day Average						7 Day Average						Saturday						Sunday					
	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	29	4	0	0	0.0%	0.0%							93	6	0	0	0.0%	0.0%						
01.00	16	2	0	0	0.0%	0.0%							51	2	0	0	0.0%	0.0%						
02.00	10	2	0	0	0.0%	0.0%							21	0	0	0	0.0%	N/A						
03.00	9	5	0	0	0.0%	0.0%							24	2	0	0	0.0%	0.0%						
04.00	19	4	0	0	0.0%	0.0%							13	1	0	0	0.0%	0.0%						
05.00	75	5	0	0	0.0%	0.0%							46	5	0	0	0.0%	0.0%						
06.00	284	21	119	0	41.9%	0.0%							85	13	60	0	70.7%	0.0%						
07.00	608	50	9	9	1.5%	18.6%							142	10	68	9	48.0%	96.3%						
08.00	722	46	17	17	2.3%	36.5%							359	22	17	17	4.7%	77.1%						
09.00	559	44	17	17	3.0%	37.9%							526	17	17	17	3.2%	99.1%						
10.00	482	37	17	17	3.5%	45.1%							525	16	17	17	3.2%	106.8%						
11.00	553	44	17	17	3.0%	38.1%							662	10	17	17	2.5%	173.5%						
12.00	550	38	17	17	3.1%	43.9%							648	24	17	17	2.6%	69.4%						
13.00	554	38	17	17	3.0%	44.5%							650	23	68	9	10.5%	40.5%						
14.00	573	43	17	17	2.9%	39.0%							591	11	9	9	1.6%	85.6%						
15.00	664	51	17	17	2.5%	33.2%							599	22	9	9	1.6%	42.8%						
16.00	731	42	17	17	2.3%	39.7%							610	15	9	9	1.5%	64.2%						
17.00	814	36	9	9	1.1%	26.0%							515	19	9	9	1.8%	48.1%						
18.00	702	31	9	9	1.3%	30.6%							505	6	9	9	1.8%	154.0%						
19.00	482	19	119	0	24.6%	0.0%							377	8	60	0	15.9%	0.0%						
20.00	344	11	0	0	0.0%	0.0%							268	17	0	0	0.0%	0.0%						
21.00	237	7	0	0	0.0%	0.0%							175	7	0	0	0.0%	0.0%						
22.00	139	4	0	0	0.0%	0.0%							128	5	0	0	0.0%	0.0%						
23.00	78	4	0	0	0.0%	0.0%							102	5	0	0	0.0%	0.0%						
12 hr	7510	501	299	179	4.0%	35.8%							6332	194	387	149	6.1%	77.1%						
18hr	9075	566	417	179	4.6%	31.7%							7466	250	387	149	5.2%	59.9%						
24 hr	9232	589	417	179	4.5%	30.5%							7714	267	387	149	5.0%	56.0%						

4	A198 east of Meadowmill Rbt																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
Time Begin	5 Day Average						7 Day Average						Saturday						Sunday					
	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	45	6	0	0	0.0%	0.0%							128	6	0	0	0.0%	0.0%						
01.00	23	2	0	0	0.0%	0.0%							69	5	0	0	0.0%	0.0%						
02.00	16	2	0	0	0.0%	0.0%							32	2	0	0	0.0%	0.0%						
03.00	16	3	0	0	0.0%	0.0%							28	2	0	0	0.0%	0.0%						
04.00	34	5	0	0	0.0%	0.0%							26	5	0	0	0.0%	0.0%						
05.00	151	16	0	0	0.0%	0.0%							82	16	0	0	0.0%	0.0%						
06.00	478	43	1	0	0.3%	0.0%							166	12	0	0	0.0%	0.0%						
07.00	1094	82	0	0	0.0%	0.0%							345	26	1	0	0.3%	0.0%						
08.00	1171	77	0	0	0.0%	0.0%							631	35	0	0	0.0%	0.0%						
09.00	906	85	0	0	0.0%	0.0%							771	45	0	0	0.0%	0.0%						
10.00	806	78	0	0	0.0%	0.0%							903	35	0	0	0.0%	0.0%						
11.00	862	88	0	0	0.0%	0.0%							1112	37	0	0	0.0%	0.0%						
12.00	866	72	0	0	0.0%	0.0%							1137	39	0	0	0.0%	0.0%						
13.00	902	76	0	0	0.0%	0.0%							1118	42	1	0	0.1%	0.0%						
14.00	923	80	0	0	0.0%	0.0%							1062	31	0	0	0.0%	0.0%						
15.00	1058	85	0	0	0.0%	0.0%							966	20	0	0	0.0%	0.0%						
16.00	1248	72	0	0	0.0%	0.0%							1020	36	0	0	0.0%	0.0%						
17.00	1283	52	0	0	0.0%	0.0%							964	28	0	0	0.0%	0.0%						
18.00	1078	39	0	0	0.0%	0.0%							743	16	0	0	0.0%	0.0%						
19.00	756	30	1	0	0.2%	0.0%							570	19	0	0	0.0%	0.0%						
20.00	532	20	0	0	0.0%	0.0%							367	11	0	0	0.0%	0.0%						
21.00	359	12	0	0	0.0%	0.0%							289	9	0	0	0.0%	0.0%						
22.00	235	9	0	0	0.0%	0.0%							237	7	0	0	0.0%	0.0%						
23.00	135	8	0	0	0.0%	0.0%							193	11	0	0	0.0%	0.0%						
12 hr	12197	887	0	0	0.0%	0.0%							10772	388	2	0	0.0%	0.0%						
18hr	14691	1010	2	0	0.0%	0.0%							12594	458	2	0	0.0%	0.0%						
24 hr	14976	1042	2	0	0.0%	0.0%							12959	493	2	0	0.0%	0.0%						

5	A198 West of Meadowmill Rbt																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	37	4	0	0	0.0%	0.0%							105	5	0	0	0.0%	0.0%						
01.00	19	1	0	0	0.0%	0.0%							56	4	0	0	0.0%	0.0%						
02.00	13	1	0	0	0.0%	0.0%							26	2	0	0	0.0%	0.0%						
03.00	12	2	0	0	0.0%	0.0%							22	1	0	0	0.0%	0.0%						
04.00	26	4	0	0	0.0%	0.0%							20	4	0	0	0.0%	0.0%						
05.00	111	12	0	0	0.0%	0.0%							63	13	0	0	0.0%	0.0%						
06.00	343	33	1	0	0.3%	0.0%							128	9	0	0	0.0%	0.0%						
07.00	800	66	0	0	0.0%	0.0%							270	21	1	0	0.4%	0.0%						
08.00	915	74	0	0	0.0%	0.0%							494	28	0	0	0.0%	0.0%						
09.00	700	68	0	0	0.0%	0.0%							600	37	0	0	0.0%	0.0%						
10.00	625	63	0	0	0.0%	0.0%							708	28	0	0	0.0%	0.0%						
11.00	682	69	0	0	0.0%	0.0%							870	31	0	0	0.0%	0.0%						
12.00	684	57	0	0	0.0%	0.0%							899	31	0	0	0.0%	0.0%						
13.00	710	60	0	0	0.0%	0.0%							883	33	1	0	0.1%	0.0%						
14.00	731	63	0	0	0.0%	0.0%							848	24	0	0	0.0%	0.0%						
15.00	843	66	0	0	0.0%	0.0%							762	16	0	0	0.0%	0.0%						
16.00	1019	56	0	0	0.0%	0.0%							804	29	0	0	0.0%	0.0%						
17.00	1034	42	0	0	0.0%	0.0%							749	22	0	0	0.0%	0.0%						
18.00	891	32	0	0	0.0%	0.0%							596	13	0	0	0.0%	0.0%						
19.00	612	24	1	0	0.2%	0.0%							454	15	0	0	0.0%	0.0%						
20.00	431	15	0	0	0.0%	0.0%							291	9	0	0	0.0%	0.0%						
21.00	292	10	0	0	0.0%	0.0%							225	7	0	0	0.0%	0.0%						
22.00	194	8	0	0	0.0%	0.0%							195	6	0	0	0.0%	0.0%						
23.00	111	7	0	0	0.0%	0.0%							156	9	0	0	0.0%	0.0%						
12 hr	9633	717	0	0	0.0%	0.0%							8486	312	2	0	0.0%	0.0%						
18hr	11615	814	2	0	0.0%	0.0%							9934	368	2	0	0.0%	0.0%						
24 hr	11833	839	2	0	0.0%	0.0%							10227	396	2	0	0.0%	0.0%						

6	A1 East of Bankton Junction (Macmerry) (TfS)																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
Time Begin	5 Day Average						7 Day Average						Saturday						Sunday					
	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
01.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
02.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
03.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
04.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
05.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
06.00	0	0	63	0	N/A	N/A							0	0	60	0	N/A	N/A						
07.00	0	0	7	7	N/A	N/A							0	0	9	7	N/A	N/A						
08.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
09.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
10.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
11.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
12.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
13.00	0	0	7	7	N/A	N/A							0	0	9	7	N/A	N/A						
14.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
15.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
16.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
17.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
18.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
19.00	0	0	63	0	N/A	N/A							0	0	60	0	N/A	N/A						
20.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
21.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
22.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
23.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
12 hr	26057	2318	205	85	0.8%	3.7%							22672	2017	207	82	0.9%	4.1%						
18hr	31268	2781	210	85	0.7%	3.0%							26289	2338	207	82	0.8%	3.5%						
24 hr	32027	2849	210	85	0.7%	3.0%							27252	2424	207	82	0.8%	3.4%						

7	A1 West of Bankton Junction (DfT)																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
Time Begin	5 Day Average						7 Day Average						Saturday						Sunday					
	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
01.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
02.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
03.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
04.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
05.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
06.00	0	0	111	0	N/A	N/A							0	0	60	0	N/A	N/A						
07.00	0	0	57	7	N/A	N/A							0	0	107	7	N/A	N/A						
08.00	0	0	15	15	N/A	N/A							0	0	15	15	N/A	N/A						
09.00	0	0	15	15	N/A	N/A							0	0	15	15	N/A	N/A						
10.00	0	0	15	15	N/A	N/A							0	0	15	15	N/A	N/A						
11.00	0	0	15	15	N/A	N/A							0	0	15	15	N/A	N/A						
12.00	0	0	15	15	N/A	N/A							0	0	15	15	N/A	N/A						
13.00	0	0	15	15	N/A	N/A							0	0	107	7	N/A	N/A						
14.00	0	0	15	15	N/A	N/A							0	0	7	7	N/A	N/A						
15.00	0	0	15	15	N/A	N/A							0	0	7	7	N/A	N/A						
16.00	0	0	15	15	N/A	N/A							0	0	7	7	N/A	N/A						
17.00	0	0	57	7	N/A	N/A							0	0	7	7	N/A	N/A						
18.00	0	0	7	7	N/A	N/A							0	0	7	7	N/A	N/A						
19.00	0	0	111	0	N/A	N/A							0	0	60	0	N/A	N/A						
20.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
21.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
22.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
23.00	0	0	0	0	N/A	N/A							0	0	0	0	N/A	N/A						
12 hr	38152	2374	373	153	1.0%	6.4%							30959	1926	441	119	1.4%	6.2%						
18hr	45782	2849	474	153	1.0%	5.4%							35897	2234	441	119	1.2%	5.3%						
24 hr	46892	2918	474	153	1.0%	5.2%							37212	2316	441	119	1.2%	5.2%						

8	B6371 - between Alder Road and South Lorimer Place																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	25	0	0	0	0.0%	N/A							38	0	0	0	0.0%	N/A						
01.00	12	0	0	0	0.0%	N/A							26	0	0	0	0.0%	N/A						
02.00	6	0	0	0	0.0%	0.0%							18	1	0	0	0.0%	0.0%						
03.00	11	1	0	0	0.0%	0.0%							9	0	0	0	0.0%	N/A						
04.00	8	1	0	0	0.0%	0.0%							18	0	0	0	0.0%	N/A						
05.00	40	0	0	0	0.0%	0.0%							29	0	0	0	0.0%	N/A						
06.00	103	1	68	0	66.4%	0.0%							59	0	12	0	20.5%	N/A						
07.00	262	8	2	2	0.7%	23.8%							86	1	58	2	67.9%	188.6%						
08.00	365	15	9	9	2.6%	62.2%							213	2	9	9	4.4%	479.5%						
09.00	401	11	9	9	2.3%	85.3%							366	5	9	9	2.5%	182.5%						
10.00	391	13	9	9	2.4%	70.4%							451	14	9	9	2.1%	68.4%						
11.00	404	13	9	9	2.3%	72.6%							453	11	9	9	2.1%	83.3%						
12.00	431	16	9	9	2.2%	59.1%							434	15	9	9	2.1%	60.3%						
13.00	401	15	9	9	2.3%	62.2%							380	5	58	2	15.3%	34.2%						
14.00	375	14	9	9	2.5%	65.3%							360	7	2	2	0.5%	25.1%						
15.00	443	16	9	9	2.1%	58.9%							347	10	2	2	0.5%	17.9%						
16.00	470	15	9	9	2.0%	60.9%							332	4	2	2	0.6%	47.1%						
17.00	505	16	2	2	0.4%	11.4%							366	16	2	2	0.5%	11.8%						
18.00	449	16	2	2	0.4%	11.8%							368	9	2	2	0.5%	19.8%						
19.00	352	7	68	0	19.4%	0.0%							320	9	12	0	3.8%	0.0%						
20.00	254	6	0	0	0.0%	0.0%							249	4	0	0	0.0%	0.0%						
21.00	188	4	0	0	0.0%	0.0%							146	0	0	0	0.0%	N/A						
22.00	106	2	0	0	0.0%	0.0%							138	1	0	0	0.0%	0.0%						
23.00	58	0	0	0	0.0%	N/A							79	1	0	0	0.0%	0.0%						
12 hr	4898	168	113	89	2.3%	53.4%							4156	100	196	59	4.7%	59.5%						
18hr	5958	188	226	89	3.8%	47.6%							5146	115	196	59	3.8%	51.8%						
24 hr	6061	190	226	89	3.7%	47.1%							5285	116	196	59	3.7%	51.4%						

9	B6371 - between South Lorimer Place and B1348																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
	5 Day Average						7 Day Average						Saturday						Sunday					
Time Begin	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	26	0	0	0	0.0%	N/A							36	0	0	0	0.0%	N/A						
01.00	12	0	0	0	0.0%	N/A							27	0	0	0	0.0%	N/A						
02.00	6	0	0	0	0.0%	0.0%							16	1	0	0	0.0%	0.0%						
03.00	10	0	0	0	0.0%	0.0%							9	0	0	0	0.0%	N/A						
04.00	7	0	0	0	0.0%	0.0%							15	0	0	0	0.0%	N/A						
05.00	38	0	0	0	0.0%	N/A							27	0	0	0	0.0%	N/A						
06.00	91	1	68	0	74.8%	0.0%							54	0	12	0	22.3%	N/A						
07.00	232	6	2	2	0.8%	28.8%							80	1	58	2	72.8%	167.2%						
08.00	341	12	9	9	2.7%	80.2%							207	3	9	9	4.5%	283.5%						
09.00	381	8	9	9	2.4%	121.5%							364	8	9	9	2.6%	121.5%						
10.00	380	11	9	9	2.5%	83.4%							453	14	9	9	2.1%	65.4%						
11.00	399	9	9	9	2.3%	103.7%							452	16	9	9	2.1%	56.7%						
12.00	418	10	9	9	2.2%	90.5%							462	12	9	9	2.0%	77.3%						
13.00	388	10	9	9	2.4%	90.5%							386	4	58	2	15.1%	41.8%						
14.00	371	11	9	9	2.5%	86.8%							375	5	2	2	0.5%	33.4%						
15.00	430	11	9	9	2.2%	86.8%							357	16	2	2	0.5%	11.1%						
16.00	457	12	9	9	2.0%	78.7%							351	4	2	2	0.5%	41.8%						
17.00	488	11	2	2	0.4%	16.1%							385	14	2	2	0.5%	12.9%						
18.00	430	12	2	2	0.4%	15.8%							379	10	2	2	0.5%	18.6%						
19.00	344	7	68	0	19.9%	0.0%							334	10	12	0	3.6%	0.0%						
20.00	256	6	0	0	0.0%	0.0%							269	5	0	0	0.0%	0.0%						
21.00	188	3	0	0	0.0%	0.0%							158	0	0	0	0.0%	N/A						
22.00	102	1	0	0	0.0%	0.0%							139	3	0	0	0.0%	0.0%						
23.00	56	0	0	0	0.0%	0.0%							83	1	0	0	0.0%	0.0%						
12 hr	4714	123	113	89	2.4%	72.8%							4250	110	196	59	4.6%	54.2%						
18hr	5752	140	226	89	3.9%	63.7%							5287	129	196	59	3.7%	46.0%						
24 hr	5850	141	226	89	3.9%	63.4%							5419	130	196	59	3.6%	45.6%						

10	B1348 Edinburgh Road																							
Cumulative Development Impact - Peak Construction Traffic 2017																								
Time Begin	5 Day Average						7 Day Average						Saturday						Sunday					
	Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase		Baseline 2020		Peak Cumulative		% Increase	
	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs	Total	HGVs
00.00	40	2	0	0	0.0%	0.0%							64	1	0	0	0.0%	0.0%						
01.00	21	1	0	0	0.0%	0.0%							43	1	0	0	0.0%	0.0%						
02.00	13	1	0	0	0.0%	0.0%							31	2	0	0	0.0%	0.0%						
03.00	14	1	0	0	0.0%	0.0%							14	1	0	0	0.0%	0.0%						
04.00	13	1	0	0	0.0%	0.0%							21	0	0	0	0.0%	N/A						
05.00	47	3	0	0	0.0%	0.0%							24	1	0	0	0.0%	0.0%						
06.00	108	8	68	0	63.3%	0.0%							58	2	12	0	20.7%	0.0%						
07.00	275	16	2	2	0.7%	11.8%							107	8	58	2	54.2%	23.9%						
08.00	453	22	9	9	2.1%	41.7%							242	11	9	9	3.8%	85.0%						
09.00	479	22	9	9	1.9%	42.5%							483	19	9	9	1.9%	50.0%						
10.00	507	21	9	9	1.8%	44.3%							736	30	9	9	1.3%	31.5%						
11.00	588	26	9	9	1.6%	35.7%							727	36	9	9	1.3%	25.8%						
12.00	637	22	9	9	1.5%	41.7%							772	29	9	9	1.2%	32.7%						
13.00	587	21	9	9	1.6%	45.2%							704	21	58	2	8.3%	8.8%						
14.00	609	23	9	9	1.5%	40.9%							694	22	2	2	0.3%	8.4%						
15.00	648	26	9	9	1.4%	36.3%							693	30	2	2	0.3%	6.2%						
16.00	677	22	9	9	1.4%	41.7%							691	24	2	2	0.3%	7.6%						
17.00	692	22	2	2	0.3%	8.3%							675	35	2	2	0.3%	5.2%						
18.00	648	25	2	2	0.3%	7.4%							637	13	2	2	0.3%	13.9%						
19.00	533	20	68	0	12.8%	0.0%							577	21	12	0	2.1%	0.0%						
20.00	419	10	0	0	0.0%	0.0%							456	9	0	0	0.0%	0.0%						
21.00	307	8	0	0	0.0%	0.0%							316	7	0	0	0.0%	0.0%						
22.00	169	6	0	0	0.0%	0.0%							209	3	0	0	0.0%	0.0%						
23.00	94	4	0	0	0.0%	0.0%							153	2	0	0	0.0%	0.0%						
12 hr	6800	268	113	89	1.7%	33.4%							7161	276	196	59	2.7%	21.5%						
18hr	8430	324	226	89	2.7%	27.6%							8930	320	196	59	2.2%	18.6%						
24 hr	8578	334	226	89	2.6%	26.8%							9127	327	196	59	2.2%	18.2%						