

BERWICK BANK WIND FARM ONSHORE ENVIRONMENTAL IMPACT ASSESSMENT REPORT

Chapter 14: Land Use, Tourism and Recreation

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14. LAND USE, TOURISM AND RECREATION

14.1. INTRODUCTION

1. This chapter presents the assessment of the likely significant effects (as per the “EIA Regulations”) on the environment of the Berwick Bank Wind Farm onshore transmission works (OnTW) (the Proposed Development) on land use, tourism and recreation. Specifically, this chapter considers the potential impact of the Proposed Development landward of Mean Low Water Springs (MLWS) during the construction, operational and maintenance, and decommissioning phases.
2. This chapter also assesses the likely significant effects of the Proposed Development on receptors within the intertidal zone (between Mean High-Water Springs (MHWS) and MLWS) during the construction, operational and maintenance, and decommissioning phases. The likely significant effects of the offshore components of the Project (Berwick Bank Wind Farm and offshore transmission infrastructure seaward of MHWS) on tourism and recreation are assessed within the Offshore EIA (Volume 2, Chapter 17). Given the Project is using trenchless technology at the landfall (i.e. Horizontal Directional Drilling (HDD)) there will be no visible infrastructure located within the intertidal area. Therefore, there is no potential for any direct impacts on receptors in the intertidal zone.

14.2. PURPOSE OF THIS CHAPTER

3. This chapter:
 - Presents the existing environmental baseline established from desk studies, site-specific surveys and consultation with stakeholders;
 - Identifies any assumptions and limitations encountered in compiling the environmental information;
 - Presents the potential environmental effects on Land Use, Tourism and Recreation arising from the Proposed Development, and reaches a conclusion on the likely significant effects on land use, tourism and recreation based on the information gathered and the analysis and assessments undertaken;
 - Evaluates likely significant environmental effects; and
 - Highlights any necessary monitoring and/or mitigation measures recommended to prevent, minimise, reduce or offset the likely significant adverse environmental effects of the Proposed Development on land use, tourism and recreation.

14.3. STUDY AREA

4. As set out within the EIA Scoping Report (Volume 4, Appendix 2.1), the land use study area comprises the Planning Application Boundary, hereafter referred to as the site (Volume 2, Figure 14.1).
5. The tourism and recreation study area comprises two study areas (Volume 2, Figure 14.1):
 - Inner tourism and recreation study area: comprising the site. Assets relevant to tourism and recreation which have the potential to be directly impacted by the Proposed Development.
 - Outer tourism and recreation study area: comprising a 5 km buffer from the site. Assets which are relevant to tourism and recreation with potential visibility of the Proposed Development, as informed by the zone of theoretical visibility (ZTV), and which therefore have the potential to be indirectly impacted by the Proposed Development.

14.4. POLICY AND LEGISLATIVE CONTEXT

6. A summary of the policy provisions relevant to land use, tourism and recreation are provided in Table 14.1 below. A summary of the legislative provision relevant to land use tourism and recreation are provided in Table 14.2.

Table 14.1: Summary of Policy Provisions Relevant to Land Use, Tourism & Recreation

Relevant Policy	Summary of Relevant Policy Framework	How and Where Considered in the Onshore EIA Report
National Planning Framework 4 (NPF4) (Scottish Government, 2023)	<p>This sets out national planning policies which reflect the Scottish Ministers' priorities for the development and use of the land. The following policies are relevant to this assessment:</p> <p>Policy 5 – Soils – development on prime agricultural land will be supported if for the generation of energy from renewable sources and there is a secure provision for restoration, and the layout and design minimises the amount of protected land required.</p> <p>Policy 11 – Energy – consideration of impacts on public access, including impact on long distance walking and cycle routes and scenic routes.</p> <p>Policy 20 – Blue and Green Infrastructure - safeguard access rights and core paths, including active travel routes, and encourage new and enhanced opportunities for access linked to wider networks.</p>	<p>The tourism and recreation assessment, within this chapter, has assessed the potential impact of the Proposed Development on the use of core paths, the local path network and long-distance walking and national cycling routes within the tourism and recreation study area during construction and operation.</p> <p>The land use assessment within this chapter has assessed the impact of the Proposed Development on the change in availability of prime agricultural land as a result of temporary and permanent infrastructure.</p>
East Lothian Council Local Development Plan (LDP) (2018)	<p>East Lothian Council Local Development Plan (LDP) (2018) sets out policies to guide future development in the East Lothian area. The following policies- are relevant to this assessment.</p> <p>Policy NH7 – Development on prime quality agricultural land will not be permitted unless (amongst other matters) the layout, design and construction methods of development minimises the amount of such land that is affected.</p> <p>Policy DC6 – 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.</p>	<p>The land use assessment within this chapter has assessed the impact of the Proposed Development on the change in availability of prime agricultural land as a result of temporary and permanent infrastructure.</p>

Table 14.2: Summary of Legislative Provisions Relevant to Land Use, Tourism and Recreation

Relevant Legislation	Summary of Relevant Legislative Framework	How and Where Considered in the Onshore EIA Report
Land Reform (Scotland) Act 2003	The Land Reform (Scotland) Act 2003 establishes a statutory framework of public access rights to most land and inland water.	The tourism and recreation assessment within this chapter has assessed the potential impact of the Proposed Development on core paths.

14.5. CONSULTATION

7. A summary of the key issues raised during consultation activities undertaken to date specific to land use, tourism and recreation is presented in Table 14.3 below, together with how these issues have been considered in the production of this chapter. Further detail is presented within Volume 1, Chapter 2 of the Onshore EIA Report and the Pre-Application Consultation (PAC) Report.

Table 14.3: Summary of Key Consultation Undertaken for the Proposed Development Relevant to Land Use, Tourism and Recreation

Date	Consultee and Type of Consultation	Issue(s) Raised	Response to Issue Raised and/or Where Considered in this Chapter
Consultation on the Proposed Development: Scoping Opinion			
October 2020	ELC Scoping Response	Any loss of prime agricultural land should be considered, and the impacts included. Where agricultural land is lost, the EIAR should include any proposals for mitigation such as re-use of the topsoil.	Loss of prime agricultural land as a result of the Proposed Development and the potential impacts are given consideration in Section 14.11. Proposals for mitigation are outlined in Table 14.11.
October 2020	ELC Scoping Response	The Scoping Report notes that both direct and indirect impacts on recreation receptors will be considered. 'Receptors' should include those people doing the recreating, both tourists and local people. The EIAR should consider whether recreational experience of the area around the proposal including Core Paths, the John Muir Link Way, Thorntonloch Beach and Skateraw, will be affected and whether users will be displaced to other area, or deterred.	Indirect and direct impacts on recreation receptors (tourists and local people) are given consideration in Section 14.11. Potential impacts on recreational experience of Core Paths, the John Muir Link Way, Thorntonloch Beach and Skateraw Beach by tourists and local people are considered in Section 14.11.
Relevant Consultation Undertaken to Date			
April 2021	ELC Community and Access Officer – consultation meeting	Ensure routes are protected during construction, with diversions put in place and reinstated following completion. Visual impacts on receptors.	Tertiary mitigation measures in regard to public access is outlined in Table 14.11. The potential landscape and visual impacts are assessed within Volume 1, Chapter 6.

Date	Consultee and Type of Consultation	Issue(s) Raised	Response to Issue Raised and/or Where Considered in this Chapter
January 2021	Scottish Surfing Federation (SSF) - email	SSF noted their preference for Thorntonloch rather than Skateraw.	Potential impacts from the offshore infrastructure on recreational activities seaward of MHWS, including surfing, are considered within the Offshore EIA Report (Volume 2 Chapter 17).
January 2022	ELC Community and Access, Jamie Baker and Elaine Carmichael – virtual meeting	Requested 3D visualisations of substation/ permanent infrastructure. Recommended the East Lammermuir Community Council should be consulted. ELC noted they would welcome improvement of access within the area, including the local path network on the coastline.	3D model fly over video provided to ELC. Consultation was issued to East Lammermuir Community Council. No response has been received at the time of writing.
December 2021	Scottish Borders Council	Request Southern Upland Way and Berwickshire Coastal Path to be included in the list of receptors in the tourism and recreation impact assessment.	An assessment of potential impacts on the Southern Upland Way/ Berwickshire Coastal Path is provided in Section 14.11.
December 2021	Coast to Coast Surf School	Advised that they are in consultation with the offshore assessment project team.	Potential impacts from the offshore infrastructure on surfing are considered within the Offshore EIA Report (Volume 2, Chapter 17).
December 2021	Scottish Wildlife Trust	Advised that the Scottish Wildlife Trust manages 4 Wildlife Reserves within the site boundary (Pease Dean, East Lammermuir Deans, Woodhall Dean, Thornton Glen), and 1 Wildlife Reserve just outside the site boundary (Brock wood).	Direct impacts on these reserves have been avoided through site selection and design. Further detail on ecological impacts is provided within Volume 1, Chapter 7.
December 2021	ScotWays	ScotWays advised that they have records of rights of way within the area and would provide the data for these.	At the time of writing no data had yet been received. Section 14.11.122 to 14.11.150 has considered the impact on identified rights of way.
December 2021	British Horse Society (BHS)	Advised that the East Lothian coastline has off-road riding routes and is visited by riders on a daily basis. There are a number of stables and yards located close to Dunbar and the surrounding area. BHS noted that there is an opportunity to improve countryside access and connections in the community.	Section 14.11.122 to 14.11.150 has considered the impact on horse riders within the study area.
December 2021	Sustrans	Noted that Route 76 of National Cycle Network that runs through	The assessment of potential impact on recreational users

Date	Consultee and Type of Consultation	Issue(s) Raised	Response to Issue Raised and/or Where Considered in this Chapter
		<p>the vicinity of the Site now terminates at Torness. Realignment of Route 76 is underway at Whitesands quarry.</p> <p>Request for project to support community's aspirations for safe crossing of A1.</p> <p>Concern if works may place restrictions on potential future crossing.</p>	of the National Cycle Route 76 and the locally designated cycle path is provided in Section 14.11.

8. Consultation emails were also issued to the following stakeholders from December 2021 to January 2022 to invite feedback on the identified baseline and proposed impact assessment methodology.

- Dunbar Community Council
- Cycling Scotland
- Scottish Canoe Association
- Ramblers Scotland
- East Lammermuir Community Council
- Thorntonloch Caravan Park
- Thurston Manor Leisure Park
- Visit Scotland

9. At the time of writing, no responses from these stakeholders had been received.

14.6. METHODOLOGY TO INFORM BASELINE

10. This section sets out a summary of the methodology to inform analysis of the baseline environments of the land use and tourism and recreation study areas.

14.6.2. DESKTOP STUDY

Land Use

11. Information on land use within the land use study area was collected through a detailed desktop review of existing studies and datasets. These are summarised in Table 14.4 below. The assessment considers how land use may be impacted and the temporal scope of any change.

Table 14.4: Summary of Key Desktop Studies & Datasets for Land Use Assessment

Title	Source	Year	Author
Land Capability for Agriculture maps of Scotland at a scale of 1:50,000	https://soils.environment.gov.scot/maps/capability-maps/	1981	Macaulay Institute for Soil Research
Aerial Imagery	Google Earth	2021	Google
OS mapping	Ordnance Survey	2021	Ordnance Survey
Historic Land Use Assessment Data for Scotland (HLAmap)	https://map.hlamap.org.uk/	2017	Historic Environment Scotland

Tourism and Recreation

12. Information on tourism and recreation within the tourism and recreation inner and outer study areas was collected through a detailed desktop review of existing studies and datasets.
13. Relevant assets to consider were identified through consultation with relevant parties as outlined in Section 14.5 as well as analysis of publicly available tourist information through a desktop study and site-specific survey.
14. The tourism and recreation desktop study identified the following potential receptors within the inner and outer tourism and recreation study areas:
 - Tourist attractions: includes permanent fixtures as well as temporary events
 - Tourist accommodation
 - Core paths
 - Recreational areas and users: including those on land and using inshore waters, such as surfers, swimmers or sea kayakers.

Table 14.5: Summary of Key Desktop Studies & Datasets for Land Use Assessment

Title	Source	Year	Author
Recreation Receptors			
Core Paths	https://www.eastlothian.gov.uk/info/210569/countryside_and_wildlife/12044/core_paths/2	2021	East Lothian Council
	https://www.scotborders.gov.uk/downloads/download/416/core_paths	2021	Scottish Borders Council
OS mapping	Ordnance Survey	2021	Ordnance Survey
Heritage Paths	http://www.heritagepaths.co.uk		ScotWays
Tourism Receptors			
Tourist accommodation and visitor attractions	https://www.tripadvisor.co.uk/	2021	Trip Advisor
	https://www.visitscotland.com/destinations-maps/	2021	Visit Scotland
	Google Maps	2021	Google Maps
ELC Visitor/ Tourism Statistics¹			
Edinburgh and Lothians Factsheet 2019	https://www.visitscotland.org/binaries/content/assets/dot-org/pdf/research-papers-2/regional-factsheets/edinburgh-and-lothians-factsheet-2019.pdf	2019	Visit Scotland
Scotland Visitor Survey 2015 & 2016	https://www.visitscotland.org/binaries/content/assets/dot-org/pdf/research-papers/scotland-visitor-survey-lothians-2016.pdf	2016	Visit Scotland
The East Lothian Economic Development Strategy for 2012-2022	https://www.eastlothian.gov.uk/downloads/file/28074/east_lothian_economic_development_strategy_2012-2022	2018	East Lothian Partnership
	https://www.eastlothian.gov.uk/downloads/file/28174/east_lothian_visitor_survey_2021	2022	

¹ Utilising most recent published information at the time of writing.

Title	Source	Year	Author
East Lothian Visitor Survey 2021	https://www.eastlothian.gov.uk/downloads/file/23154/east_lothian_tourism_action_plan_2016-18	2018	East Lothian Council
The East Lothian Tourism Action Plan 2016-2018			East Lothian Council

14.6.3. SITE-SPECIFIC SURVEYS

15. To inform the tourism and recreation assessment, a site-specific survey was undertaken.
16. A detailed walkover survey of the inner and outer tourism and recreation study areas was undertaken in December 2021. The purpose of this study was to confirm the location and status of potential tourism and recreation receptors identified in the desktop study and to identify any additional receptors.

14.7. BASELINE ENVIRONMENT

14.7.1. OVERVIEW OF BASELINE ENVIRONMENT

Land Use

17. The land use study area is predominantly composed of a patchwork of largely arable agricultural fields, with localised areas of industry including a historic use open cast mine (Volume 2, Figure 14.2).
18. The land use study area has predominantly been used for agriculture and settlement since the 18th century (Volume 2, Figure 14.2). There are several small areas of woodland and forestry in the south of the land use study area. It was noted during the tourism and recreation site survey that some areas of land historically noted as being of moorland and rough grazing are areas of established shrub and trees. There are also localised areas of shelter belt and woodland margins planted across the site. A small area of land at Skateraw has had a land use as a recreation area since the 19th century. Approximately 4.17km of the A1 runs through the site, parallel to the East Coast Main Line.
19. Table 14.6 provides a breakdown of the classification of the existing land use under the Macaulay Land Capability for Agriculture (LCA) system. This breakdown within the land use study area is presented in Volume 2, Figure 14.3. The extent of Macaulay LCA data does not include the intertidal area, which is predominantly rocky foreshore, therefore is considered to be land of very limited or no agricultural value (i.e., equivalent of Class 7), of no sensitivity, and is not considered further within the land use assessment.
20. The majority of the land use study area is prime agricultural land (57.8%), which is primarily made up of Class 2 land (capable of producing a wide range of crops) or Class 3.1 land (capable of producing consistently high yields of a narrow range of crops and/or moderate yields of a wider range) (Macaulay Institute for Soil Research, 1984-87). The majority of the remaining land within the land use study area is Class 3.2 land (capable of average production though high yields of barley, oats and grass can be obtained).

Table 14.6: LCA within the Land Use Study Area

LCA Classes		Area (ha)	Composition of Land Use Study Area (%)
Land Capable of Supporting Arable Agriculture (Prime Agricultural Land)			
1	Land capable of producing a very wide range of crops.	55.28	9.7
2	Land capable of producing a wide range of crops.	117.61	20.6
3.1	Land capable of producing consistently high yields of a narrow range of crops and/ or moderate yields of a wider range. Short grass leys are common.	157.18	27.5
Land Capable of Supporting Mixed Agriculture			
3.2	Land capable of average production though high yields of barley, oats and grass can be obtained. Grass leys are common.	171.86	30
4.1	Land capable of producing a narrow range of crops, primarily grassland with short arable breaks of forage crops and cereal.	0	0
4.2	Land capable of producing a narrow range of crops, primarily on grassland with short arable breaks of forage crops.	0	0
Land Capable of Supporting Improved Grassland			
5.1	Land capable of use as improved grassland. Few problems with pasture establishment and maintenance and potential high yields.	32.79	5.7
5.2	Land capable of use as improved grassland. Few problems with pasture establishment but may be difficult to maintain.	10.42	1.8
Land Capable of Supporting only Rough Grazing			
6.1	Land capable of use as rough grazings with a high proportion of palatable plants.	26.13	4.6
Total		571.27²	100%

Tourism and Recreation

Tourism Baseline

21. Tourism is an important business in Scotland bringing in \$4.5 billion annually through overnight visitors and over £6.2 billion annually through day visitors (Tourism Scotland, 2020).
22. The East Lothian Council region is a popular holiday destination by visitors. The East Lothian Economic Development Strategy for 2012-2022 has noted strong progress within the East Lothian tourism sector. With over 40 km of coastline, it is branded as 'Edinburgh's Coast and Countryside'. Tourism is a key sector in East Lothian and has been identified as a strength within the East Lothian Economy.
23. The East Lothian Tourism Action Plan (2018) refers to key areas for growth in the sector such as expansion of existing areas of strength such as golf and increasing opportunities within other areas such as wildlife, cycling and walking.
24. According to the East Lothian Visitor Survey (2022), the most popular activity for visitors in 2021 was visiting the beach (77%). The Survey identified five key target segments of the tourism industry in East Lothian which include: rural relaxers, sightseers, active explorers, visiting friends and relatives, and event goers. The most common group was 'rural relaxers'

² This value may vary from the total Planning Boundary Site area due to LCA data extent.

(26% of visitors), for which the key motivations for visiting East Lothian were accessing the coast and green spaces.

25. A high proportion of visitors are repeat visitors and the average length of stay for overnight visitors is 4.5 days. Caravan parks and rented accommodation were the most popular forms of accommodation.

Visitor Attractions, Beaches and Tourist Accommodation

26. The only receptor within the inner tourism and recreation study area is the beach at Skateraw Harbour (Volume 2, Figure 14.4). Skateraw Harbour is located in the northern area of the site, partially within the intertidal area. It is a small beach with public visitor facilities including a car park, picnic benches and public toilets.
27. Within the outer tourism and recreation study area there are six visitor attractions. Torness Power Station is located approximately 0.2 km from the site, on the coastline to the north-east (Volume 2, Figure 14.4). Torness Power Station has an interactive visitor centre and provides tours of the power plant although, at the time of writing this, it is noted that tours are currently suspended, and the exhibition centre is closed. In the west of the outer tourism and recreation study area visitor attractions include the town of Dunbar, the Dunbar Golf Course and garden centre, and a historical landmark known as Doon Hill. Cove Harbour is located within the east of the outer tourism and recreation study area.
28. Approximately 16 km of the outer tourism and recreation study area runs along the coastline. There are four beaches located in the outer tourism and recreation study area: Thorntonloch Beach, White Sands Beach, Pease Bay Beach and Dunbar East Beach. These all fall partially within the intertidal area.
29. There are 28 tourist accommodation receptors within the outer tourism and recreation study area, the majority of which are split around Cockburnspath and towards Dunbar (Volume 2, Figure 14.4). These include hotels, bed and breakfasts, self-catering accommodation as well as caravan and camping parks. Thorntonloch Caravan Park is located approximately 0.4 km from the site. The car park at Thorntonloch Caravan Park provides access on foot to Thorntonloch Beach.
30. Volume 4, Appendix 14.1 provides a full list of tourism receptors, and Volume 2, Figure 14.4 demonstrates their location in relation to the Proposed Development.

Recreation Receptors

31. There are several recreational paths and rights of way located within the tourism and recreation study areas (Volume 2, Figure 14.4). The John Muir Link long distance route runs along the coastline from Dunbar to Cockburnspath and is an extension of the popular John Muir Way Coastal Path which runs for 134 miles from Musselburgh/Helensburgh to Dunbar. The John Muir Link runs through both the inner and outer tourism and recreation study area. There are two core paths, 309 and 310, which run along a section of the site boundary in parallel with a stretch of the A1 Road. Core path 18, a minor road from Innerwick, meets the site boundary at the western extent. Within the outer tourism and recreation study area there are several other core paths (shown in Volume 2, Figure 14.4), including the Southern Upland Way (SUW) in the western extent of the outer tourism and recreation study area. This is one of Scotland's waymarked Long-Distance Routes which runs from Portpatrick in the south-west coast of Scotland to Cockburnspath. A 45 km stretch of the Berwickshire Coastal Path from Cockburnspath is also present within the eastern extent of the outer tourism and recreation study area. Its route within the study area primarily overlaps with that of the SUW.
32. There is one heritage path, The Herring Road, that runs through the north-eastern extent of the outer tourism and recreation study area. A heritage path is an old path or road that

has been used historically for a specific purpose and is defined by ScotWays. The Herring Road is a 45 km trade route that travels from Dunbar to Lauder. The section between Dunbar and Whiteadder Water is the original road, of which 4 km runs through the outer tourism and recreation study area.

33. National Cycle Route 76 of the National Cycle network runs from Berwick-upon-Tweed to Edinburgh, Stirling and St Andrews. The National Cycle Route 76 runs through both the inner and outer tourism and recreation study areas, primarily following the route of the A1 and along a minor road and path. The National Cycle Route 76 currently terminates at Torness and there are ongoing improvements to the cycle route near Whitesands quarry as advised by Sustrans. A local cycle route that is a continuation of the National Cycle Route 76 runs through the tourism and recreation study areas travelling southeast.
34. The water at Thorntonloch Beach is a designated bathing water protected area (SEPA, 2021), and is noted as being used by bathers, fishermen and windsurfers.
35. The area of East Lothian is well used by horse riders, as advised by the British Horse Society. It is assumed horse riding routes overlap with the core path network and minor local roads within the tourism and recreation study areas.
36. Volume 4, Appendix 14.1 provides a full list of tourism and recreation receptors, and Volume 2, Figure 14.4 demonstrates their location in relation to the Proposed Development.

14.7.2. FUTURE BASELINE SCENARIO

37. The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, require that “*a description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without development as far as natural changes from the baseline scenario can be assessed with reasonable effort, on the basis of the availability of environmental information and scientific knowledge*” is included within the Onshore EIA Report.
38. In order to ensure that the Proposed Development is assessed against a realistic baseline scenario, i.e., what the baseline conditions are likely to be once the Proposed Development is operational, a description of the likely future baseline conditions is provided within this section.
39. The baseline data is considered to provide a representative stable baseline of past, present and likely future scenarios. Given the historic and current land use across the land use study area being predominantly agricultural, and there being no plans to increase or improve tourism and recreation facilities within the tourism and recreation study area, it is expected that there will be no substantial change in the future land use or tourism and recreation baseline from that currently reported, or if the Proposed Development were not to go ahead.

14.7.3. DATA ASSUMPTIONS AND LIMITATIONS

40. While the impact assessment methodology process aims to identify all receptors which may be affected by the Proposed Development, there is potential for smaller or less well-known receptors to have not been identified as a result of data limitations. In addition, although the assessment is based on measurable data, a degree of professional judgement has been applied in reference to the maximum design scenario defined in Section 14.8.1.
41. The data limitations which are relevant to land use, tourism and recreation include:
 - The land use and tourism and recreation assessments relied primarily on information provided by desktop study and consultation which is assumed to be accurate as provided.
 - The tourism and recreation site-specific survey was undertaken outside of peak tourism season. Therefore, representative visitor numbers were not observed. It was therefore assumed all tourism receptors were well used.

- Data on local visitor numbers was not available. Data was therefore used for the entire East Lothian Council area and assumed to be representative of the study areas. It is acknowledged that this may not capture all tourism and recreation users.

14.8. KEY PARAMETERS FOR ASSESSMENT

14.8.1. MAXIMUM DESIGN SCENARIO

42. The maximum design scenario(s) summarised here have been selected as those having the potential to result in the greatest effect on an identified receptor or receptor group. These scenarios have been selected from the details provided in Volume 1, Chapter 5 of the Onshore EIA Report. Effects of greater adverse significance are not predicted to arise should any other development scenario, based on details within the Project Design Envelope (e.g. different infrastructure layout), to that assessed here, be taken forward in the final design scheme.
43. The maximum footprint of the proposed development, including areas of permanent and temporary infrastructure, has informed the land use assessment. The anticipated construction programme of 40 months and the maximum onshore substation height zone of theoretical visibility (ZTV) has informed the tourism and recreation assessment.
44. Potential impacts considered within this assessment are the following:
 - temporary loss of agricultural land due to the maximum temporary construction and decommissioning footprint of the Proposed Development;
 - permanent loss of agricultural land due to the maximum permanent footprint of the Proposed Development;
 - direct effects on paths and changes in recreational access due to the presence of works over the construction phase;
 - temporary effects on the amenity of tourism and recreational receptors during construction as a result of reduced visual amenity, increase in traffic levels on access routes to the receptors, or general disturbance due to construction activities; and
 - indirect effects on tourism and recreation receptors during operation due to visual impacts of the Proposed Development onshore substation.

14.8.2. IMPACTS SCOPED OUT OF THE ASSESSMENT

45. Impacts scoped out of the assessment were agreed with key stakeholders during consultation including the scoping process (refer to Volume 4, Appendix 2.1 and Appendix 2.2). These, together with a justification, are presented in Table 14.7.
46. Based on the ZTV and construction footprint, receptors which were identified as having no visibility or not susceptible to a direct impact due to the extent of the Proposed Development footprint have been scoped out of further assessment.
47. Details of those receptors scoped out during the assessment are listed in Volume 4, Appendix. 14.2.

Table 14.7: Impacts Scoped Out of the Assessment for Land Use, Tourism and Recreation (tick confirms scoped out)

Potential Impact	Phase ³			Justification
	C	O	D	
Impacts on Land Use		✓	✓	Potential impacts associated with operation or decommissioning are expected to be no greater, in EIA terms, than those during construction. All temporary and permanent impacts are considered within the construction phase.
Direct Impacts on tourism		✓	✓	Potential impacts associated with decommissioning are expected to be no greater, in EIA terms, than those during construction. There will be no direct impacts during the operational phase. Only direct impacts on receptors within the site have been scoped in for the construction phase.
Direct impacts on recreation		✓	✓	Potential effects of impacts associated with decommissioning are expected to be no greater, in EIA terms, than those during construction. There will be no direct impacts during the operational phase. Only direct impacts on receptors within the site have been scoped in for the construction phase.
Indirect impacts on tourism			✓	Potential effects of impacts associated with decommissioning are expected to be no greater, in EIA terms, than those during construction. Those receptors with either no visibility of the Proposed Development or no overlap of access routes with construction traffic have been scoped out.
Indirect impacts on recreation			✓	Potential effects of impacts associated with decommissioning are expected to be no greater, in EIA terms, than those during construction. Those receptors with either no visibility of Proposed Development or no overlap with construction traffic have been scoped out.

48. As per Section 14.1, due to the use of trenchless technology (e.g. HDD) within the intertidal area, there are no potential impacts on land use, tourism, or recreation receptors as a result of proposed infrastructure within this area.

14.9. METHODOLOGY FOR ASSESSMENT OF EFFECTS

14.9.1. OVERVIEW

49. The land use, tourism and recreation assessment of effects has followed the methodology set out in Volume 1, Chapter 2 of the Onshore EIA Report.

14.9.2. IMPACT ASSESSMENT CRITERIA

50. Determining significance of effects is a two-stage process that involves defining the magnitude of the potential impacts and the sensitivity of the receptors. This section describes the criteria applied in this chapter to assign values to the magnitude of potential impacts and the sensitivity of the receptors. The terms used to define magnitude and sensitivity are based on those which are described in further detail in Volume 1, Chapter 2 of the Onshore EIA Report.

51. The criteria for defining magnitude in this chapter are outlined in Table 14.8 below.

³ C = Construction, O = Operational and maintenance, D = Decommissioning

Table 14.8: Definition of Terms Relating to the Magnitude of an Impact

Magnitude of Impact Definition	
High	<p>A major change to baseline land use environment i.e. permanent loss of more than 50 ha of prime agricultural land, and agricultural production affected at a regional level.</p> <p>A major change to visitor numbers/recreation users, or to the key characteristics of the receptor.</p>
Medium	<p>A medium change to baseline land use environment i.e. permanent loss of more than 20 ha of prime agricultural land, and agricultural production affected at a local level.</p> <p>A moderate change to visitor numbers/recreation users or to the key characteristics of the receptor.</p>
Low	<p>A minor change to baseline land use environment i.e. permanent loss of between 5 ha and 19 ha of prime agricultural land, and very little change to agricultural production at a local level.</p> <p>A minor change to visitor numbers/recreation users or to the key characteristics of the receptor.</p>
Negligible	<p>A barely noticeable change to baseline land use environment i.e. permanent loss of less than 5 ha of prime agricultural land, and no discernible change to agricultural production.</p> <p>A negligible change to visitor numbers/recreation users or to the key characteristics of the receptor.</p>

52. The criteria for defining sensitivity in this chapter are outlined in Table 14.9 below.

Table 14.9: Definition of Terms Relating to the Sensitivity of the Receptor

Value (Sensitivity of the Receptor)	Description
Very High	The receptor has no ability to absorb change and/or is of very high tourism/recreational value i.e. very high importance and rarity at international scale.
High	<p>The receptor has a very low ability to absorb change and/or is of high tourism/recreational value i.e. high importance and rarity at national scale.</p> <p>Class 1 and 2 prime agricultural land, capable of producing a wide range of crops. Of national value.</p>
Medium	<p>The receptor has a low ability to absorb change and/or is of medium tourism/recreational value i.e. medium importance and rarity at regional scale.</p> <p>Class 3.1 prime agricultural land, capable of producing high yields of a narrow range of crops or moderate yields of a wider range. Of regional value.</p>
Low	<p>The receptor has some ability to absorb change and/or is of low tourism/recreational value i.e. low importance and rarity at local scale.</p> <p>Class 3.2 to 4.2 land, capable of supporting mixed agricultural. Of local value.</p>
Negligible	<p>The receptor has the ability to absorb change and/or is of little tourism/recreational value i.e. very low importance and rarity, local scale.</p> <p>Class 5.1 and below land, capable of supporting improved grassland, rough grazing, or of no agricultural value. Of negligible value.</p>

53. The significance of the effect upon land use, tourism and recreation is determined by correlating the magnitude of the impact and the sensitivity of the receptor, as outlined in Table 14.10 below. Where two outcomes are possible (e.g. Minor to Moderate) professional judgement is applied to determine the outcome.

Table 14.10: Matrix Used for the Assessment of the Significance of the Effect

		Magnitude of Impact			
		Negligible	Low	Medium	High
Sensitivity of Receptor	Negligible	Negligible	Negligible to Minor	Negligible to Minor	Minor
	Low	Negligible to Minor	Negligible to Minor	Minor	Minor to Moderate
	Medium	Negligible to Minor	Minor	Moderate	Moderate to Major
	High	Minor	Minor to Moderate	Moderate to Major	Major
	Very High	Minor	Moderate to Major	Major	Major

14.10. PRIMARY & TERTIARY MITIGATION

54. As part of the project design process, a number of measures have been proposed to reduce the potential for impacts on land use, tourism and recreation (see Table 14.11). These include measures which have been incorporated as part of the Proposed Development's design (referred to as 'primary mitigation') and measures which will be implemented regardless of the impact assessment (referred to as 'tertiary mitigation'). As there is a commitment to implementing these measures, they are considered inherently part of the design of the Proposed Development and have therefore been considered in the assessment presented in Section 14.11 below (i.e. the determination of magnitude and therefore significance assumes implementation of these measures). These measures are considered standard industry practice for this type of development.

Table 14.11: Measure Adopted as Part of the Proposed Development (Primary & Tertiary Mitigation)

Measures Adopted as Part of the Proposed Development (Primary & Tertiary Mitigation)	Justification
Primary Mitigation	
Onshore substation site selection and design	The onshore substation has been carefully sited so that it is located out with the busiest tourist area of the regions. The building materials for the onshore substation will be of a colouring that are sympathetic to the surrounding landscape and aid in visually blending the buildings into the background and ensuring the Proposed Development is visually attractive. The height of the onshore substation and its location within the landscape mean the Proposed Development will minimise the disruption to view beyond the site.
Landfall site selection	The site for landfall has been selected so that potential direct impacts on Thorntonloch Caravan Park, Thorntonloch Beach and associated Bathing Waters designation are avoided.
Development footprint	The footprint of the Proposed Development has been refined and minimised through the design work to date to ensure that temporary and permanent direct impacts on land use are minimised.

Measures Adopted as Part of the Proposed Development (Primary & Tertiary Mitigation)	Justification
Trenchless techniques (e.g. HDD) at landfall during construction	It is proposed that trenchless techniques (i.e. HDD) will be used to install the cables at landfall to minimise the impact on coastal habitats including the intertidal area, and the John Muir Link Path.
Tertiary Mitigation	
An access management plan with various control measures e.g. path diversions and signage for core paths that fall within the site boundary, will be agreed with ELC prior to construction.	Measures will be adopted to manage access in the area and ensure access to paths are maintained throughout construction. Relevant sections of the John Muir Way will be restricted and appropriate diversions put in place if deemed necessary for health and safety during construction. These will be discussed and an access management plan agreed with ELC prior to construction.
Stakeholder consultation	<p>The Applicant will consult with local tourism receptors, so they are aware of timing and duration to construction works in the area.</p> <p>The Applicant will work with ELC to promote other attractions and areas for recreation to visitors. This will minimise public use of recreational/tourist areas within the vicinity of the site during construction.</p>
Temporary Screening will be erected during construction	This measure will minimise disruption from construction activities.
Construction Traffic Management and Routeing Plan (CTMRP) will be in place with various control measures e.g., speed limits on road network will be introduced for construction vehicles	Traffic calming measures on access roads during construction will minimise disruption to the local residents and visitors.
Restoration of land use	Areas of land where there is a temporary direct impact to land use will be restored to their prior use following construction.

14.11. ASSESSMENT OF SIGNIFICANCE

55. An assessment of the likely significance of the effects of the Proposed Development on land use, tourism and recreation receptors caused by each identified impact is given in this Section.
56. Potential effects on the tourism and recreational receptors are categorised as
 - Direct: where construction activities may affect accessibility or footprint of the receptor; or
 - Indirect: where the Proposed Development may affect visual and recreational amenity of receptors during construction and/or operation.
57. As set out in Section 14.8.2, receptors which are not directly impacted by the Proposed Development, and which have no visibility of the onshore substation have been scoped out. Details of these receptors are listed in Volume 4, Appendix 14.2. Tourism and recreation receptors in relation to the ZTV are presented in Volume 2, Figure 14.5.

CHANGES IN LAND USE WITHIN LAND USE STUDY AREA

58. The potential impact of changes in land use is applicable to the construction phase. Potential construction effects include temporary changes in land use as a result of the footprint of construction works and potential for changes in land use through construction due to the footprint of the permanent infrastructure (i.e. onshore substation and permanent access roads) of the Proposed Development. Volume 2, Figure 5.7 & 5.8 detail the permanent and temporary infrastructure associated with the Proposed Development.

Construction phase

59. During construction a total/maximum area of 42.58 ha will be subject to temporary land take. Table 14.12 and Volume 2, Figure 14.6 detail the temporary land take of the entire Proposed Development footprint across each LCA class.

Table 14.12: Temporary Land Take During Construction

LCA Classes	Proposed Development Site (ha)	Area of temporary land take (ha)	Composition of Land Take Area (%)
Prime Agricultural Land			
1	55.28	5.63	10.18
2	117.61	10.13	8.61
3.1	157.18	16.46	10.47
Other Land Classes			
3.2	171.86	5.84	3.39
5.1	32.79	3.4	10.37
5.2	10.42	0	0
6.1	26.13	1.12	4.29
TOTAL	571.27	42.58	7.45

60. During construction the majority of permanent land take will be a result of the onshore substation footprint. Other permanent infrastructure includes the sustainable urban drainage systems (SuDS) pond and access tracks. The construction of permanent infrastructure will result in the loss of approximately 16.81 ha of prime agricultural land.
61. Table 14.13 and Volume 2, Figure 14.7 detail the permanent land take from each LCA class.

Table 14.13: Permanent Land Take During Construction

LCA Classes	Proposed Development Site (ha)	Area of permanent land take (ha)	Composition of Land Take Area (%)
Prime Agricultural Land			
1	55.28	0.29	0.52
2	117.61	16.37	13.91
3.1	157.18	0.15	0.10
Other Land Classes			
3.2	171.86	0.002	0.001
5.1	32.79	0.001	0.002
5.2	10.42	0	0
6.1	26.13	0	0
TOTAL	571.27	16.81	2.94

Magnitude of impact

Temporary Land Take

62. The potential for change in land use as a result of temporary land take during construction of the Proposed Development has been assessed as a direct impact. On the basis of a 40 month construction period, with construction works taking place in stages (with the land then being restored as appropriate) across the site, the duration of the impact is defined as short term and intermittent. The temporary land take will be 7.45% of the total land area of the land use study area, and 9.76% of the prime agricultural land within the study area. This is 0.09% of the total prime agricultural land within the East Lothian area (Macaulay Institute for Soil Research, 1984-87).
63. The impact of temporary change in land use is predicted to be of local spatial extent, short term duration, intermittent and with high reversibility. This will result in a temporary loss of

32.22 ha of prime agricultural land and will have little change to agricultural productivity within the local scale. The magnitude is therefore considered to be low.

Permanent Land Take

64. The potential for permanent loss of agricultural land due to the construction of permanent infrastructure has been assessed as a direct impact. On the basis of a 35 year operational period, the impact is assessed as long-term and continuous. The permanent land take will be 2.94% of the total land area of the study area, and 5.09% of the prime agricultural land within the study area. This is 0.05% of the total prime agricultural land within East Lothian area
65. The impact of permanent change in land use is predicted to be of local spatial extent, long term duration, continuous and low reversibility. The permanent loss of prime agricultural land will be less than 17 ha. The magnitude is therefore considered to be low.

Sensitivity of the receptor

66. The land use within the land use study area is considered to be of low vulnerability to change and is considered to be highly recoverable. All areas of temporary impacts will be restored to their prior land use or managed under an ecological habitat management regime following construction and following agreement with the landowner.
67. The area of temporary and permanent land take is a matrix of land classes, with the majority being prime agricultural land (Classes 1, 2 and 3.1) and accounting for 14.85 %⁴ of the prime agricultural land within the study area. The area of land take is considered to be of regional to national value.
68. Overall, the land use within the land use study area is deemed to be of low vulnerability, high recoverability and ranges from local to national value. The sensitivity of the receptor is therefore, considered to be medium.

Significance of the effect

69. The magnitude of the impact of temporary changes to land use is deemed to be low, and the sensitivity of the land use is considered to be medium. The effect will, therefore, be of **minor** adverse significance, which is not significant in EIA terms.
70. The magnitude of the impact of permanent changes to land use is deemed to be low, and the sensitivity of the receptor is considered to be medium. The effect will, therefore, be of **minor** adverse significance, which is not significant in EIA terms.

Secondary mitigation and residual effect

71. No secondary mitigation is considered necessary in relation to land use because the likely effect in the absence of secondary mitigation is not significant in EIA terms.

IMPACT ON VISITOR NUMBERS TO VISITOR ATTRACTIONS

72. The number of visitors to tourist attractions in the inner and outer tourism and recreation study areas may be impacted during the construction period of the Proposed Development as a result of reduced visual amenity, increase in traffic levels on access routes to the receptors, or general disturbance due to construction activities. Operational effects may arise as a result from changes in the visual amenity of the receptor.

⁴ 49.03 ha total temporary and permanent prime agricultural land take. 330.07 ha total study area

Construction phase

Magnitude of impact

73. Torness Power Station is located approximately 0.2 km from the site (Volume 2, Figure 14.4). Sections of all access routes to the Power Station via the A1 trunk road may overlap with construction traffic. Construction traffic associated with the Proposed Development may therefore have a potential impact on these access routes around the Power Station. As noted in Table 14.11, consultation will be undertaken with local stakeholders, including Torness Power Station, to inform them of the programme for construction activities. As the visitor centre is fully inside, there will be no visibility of the construction works from the receptor itself and therefore no visual amenity impacts. As such, construction activities are likely to result in a negligible change to visitor numbers. The potential impact of change in visitor numbers to Torness Power Station is predicted to be short-term duration, intermittent and will affect the receptor indirectly. The magnitude is therefore considered to be negligible.
74. Dunbar Golf Course is located 2.5 km from the site (Volume 2, Figure 14.4). Due to the distance from the site, Dunbar Golf Course is unlikely to be affected by general disturbance from construction activities. Small areas of Dunbar Golf Course will have some visibility of the construction of the onshore substation and wider cable corridor construction works according to the ZTV and may reduce recreational/visual amenity. However, the construction works and onshore substation will sit within the wider landscape consisting of Torness Power Station and the cement works, and as such the baseline is unlikely to be changed considerably in relation to visual amenity or disturbance for this receptor. Therefore, construction activities are likely to result in a negligible change to visitor numbers. The impact is predicted to be short-term duration, intermittent and will affect the receptor indirectly. The magnitude is therefore considered to be negligible.
75. Barns Ness Lighthouse is located 1.8 km west of the site (Volume 2, Figure 14.4). This receptor will have high visibility of the site and construction works which may reduce the visual amenity and setting from the receptor. However, the construction works and onshore substation will sit within the wider landscape consisting of Torness Power Station and the cement works, and as such the baseline is unlikely to be changed considerably in relation to visual amenity or disturbance for this receptor. In addition, the primary focal view from Barns Ness Lighthouse will be along the coastline and out to sea, not back into the mainland. As such, construction activities are likely to result in a minor change to visitor numbers. The impact is predicted to be short-term in duration, intermittent, and will affect the receptor indirectly. The magnitude is therefore considered to be low.
76. Doon Hill is located 3.2 km from the site (Volume 2, Figure 14.4). Part of the receptor will have high visibility of the site and construction works which may reduce the visual amenity and setting from the receptor. However, the construction works and onshore substation will sit within the wider landscape consisting of Torness Power Station and as such the baseline is unlikely to be changed considerably in relation to visual amenity or disturbance for this receptor. Construction activities are therefore likely to result in a minor change to visitor numbers. The impact is predicted to be short-term in duration, intermittent, and will affect the receptor indirectly. The magnitude is therefore considered to be low.

Sensitivity of the receptor

77. Torness Power Station is an indoor based visitor attraction, and its tourism value is not based on visual amenity. The visitor centre is inside the station and therefore will not be sensitive to views of or disturbance from construction. The receptor is deemed to be of low vulnerability, high recoverability and low value. The visitor attraction at Torness Power Station is considered to be able to absorb change and is of local importance. The sensitivity of the receptor is therefore negligible.

78. Dunbar Golf Course is of regional importance and therefore of medium tourism/recreational value to visitors. However, the receptor sits within the wider landscape, consisting of Whitesands Quarry, Torness Power Station and cement works, and as such it is considered to be able to absorb change. The receptor is deemed to be of low vulnerability, high recoverability and medium value. The sensitivity of the receptor is therefore, considered to be low.
79. Barns Ness Lighthouse and Doon Hill are of local importance. They both lie within a modified setting which is dominated by Torness Power Station. Barns Ness is an end point of a recreational walk from Dunbar, from which the view will include Torness Power Station. As such, these receptors are considered to be able to absorb change. These receptors are deemed to be of low vulnerability, high recoverability and low value. The sensitivity of the receptor is therefore, considered to be low.

Significance of the effect

80. In relation to Torness Power Station the magnitude of the impact is deemed to be negligible, and the sensitivity of the receptor is considered to be negligible. The effect will, therefore, be of **negligible** adverse significance, which is not significant in EIA terms.
81. In relation to Dunbar Golf Course the magnitude of the impact is deemed to be negligible, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
82. In relation to Barns Ness Lighthouse, the magnitude of the impact is deemed to be medium, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **minor** adverse significance, which is not significant in EIA terms
83. In relation to Doon Hill, the magnitude of the impact is deemed to be low, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.

Secondary mitigation and residual effect

84. No secondary mitigation is considered necessary because the likely effect of change in visitor numbers to visitor attractions during construction of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

Operation and maintenance phase

Magnitude of impact

85. Torness Power Station Visitor Centre is located inside the power station, with the visitor centre focused on nuclear power and the power station, therefore any change in setting due to the presence of the onshore substation is likely to result in a negligible change to visitor numbers. The impact of changes in visitor numbers to Torness Power Station Visitor Centre as a result of the addition of the Proposed Development during operation is predicted to be of local spatial extent, long term duration, continuous and high reversibility. It is predicted that the impact of changes to visitor numbers will affect the receptor indirectly. The magnitude is therefore considered to be negligible.
86. Due to low visibility of the onshore substation from Dunbar Golf Course, it is likely there will be a negligible change in visitor numbers to Dunbar Golf Course during operation. The impact is predicted to be of long-term duration, continuous and high reversibility. It is predicted that the impact of changes to visitor numbers may affect the receptor indirectly. The magnitude is therefore considered to be negligible.

87. Due to high visibility of the onshore substation from Doon Hill and Barns Ness Lighthouse, there may be a minor change in visitor numbers to Doon Hill and Barns Ness Lighthouse due to reduced visual amenity. However, due to primary mitigation of the onshore substation design, set out in Table 14.11, the impact on visual amenity is likely to be minimal. The impact is predicted to be of long-term duration, continuous and high reversibility. It is predicted that the impact of changes to visitor numbers may affect the receptor indirectly. The magnitude is therefore considered to be low.

Sensitivity of the receptor

88. The sensitivities of Torness Power Station Visitor Centre, Dunbar Golf Course, Doon Hill and Barns Ness Lighthouse during operation are considered to be no greater than that described in the construction phase of impact. The sensitivity of Torness Power Station Visitor Centre is considered to be negligible. The sensitivities of Dunbar Golf Course, Barns Ness Lighthouse and Doon Hill are considered to be low.

Significance of the effect

89. In relation to Torness Power Station Visitor Centre the magnitude of the impact of changes to visitor numbers is deemed to be negligible, and the sensitivity of the receptor is considered to be negligible. The effect will, therefore, be of **negligible** adverse significance, which is not significant in EIA terms.
90. In relation to Dunbar Golf Course the magnitude of the impact of changes to visitor numbers is deemed to be negligible, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
91. In relation to Barns Ness Lighthouse, the magnitude of the impact of changes to visitor numbers is deemed to be low, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
92. In relation to Doon Hill, the magnitude of the impact of changes to visitor numbers is deemed to be low, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.

Secondary mitigation and residual effect

93. No secondary mitigation is considered necessary because the likely effect on visitor numbers to visitor attractions during operation of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

IMPACT ON VISITOR NUMBERS TO BEACHES

94. There is the potential for visitor numbers to beaches within the inner and outer tourism and recreation study areas to be reduced during construction period of the Proposed Development as a result of disruptive construction activities. Adverse construction effects may include general disturbance, increased traffic levels on access roads to beaches or visual amenity effects from construction activities. These receptors are partially located within the intertidal area.

Construction phase

Magnitude of impact

95. Skateraw Beach is the only beach within the inner tourism and recreation study area (Volume 2, Figure 14.4). Due to proximity to the infrastructure and construction works there is the potential for the beach to be impacted by construction activities. Access to Skateraw may also be disrupted as the old A1 access road will be used for construction traffic. As part of tertiary mitigation detailed in Table 14.11, traffic calming measures on this access road will be in place during construction to minimise disruption to the local residents and visitors to the beach. The Applicant will work with ELC to provide advance notice to potential visitors of the construction works around Skateraw and to advise of alternative areas within East Lothian to visit during construction. As such, there may be a moderate change to visitor numbers during construction. The impact of changes to visitor numbers is predicted to be short-term in duration, intermittent, and will affect the receptor indirectly. The magnitude is therefore considered to be medium.
96. Thorntonloch Beach is located 0.2 km from the site (Volume 2, Figure 14.4). The access route to the beach is within the site boundary and may overlap with construction traffic on the old A1 that passes the Thorntonloch beach turn-off, therefore potentially disrupting access to the beach. As such, there may be a minor change to visitor numbers during construction. The impact of changes to visitor numbers is predicted to be short-term in duration, intermittent and will affect the receptor indirectly. The magnitude is therefore considered to be low.

Sensitivity of the receptor

97. Skateraw Harbour is the only visitor attraction within the inner tourism and recreation study area. The facilities here include picnic benches and public toilets. ELC advised during consultation (January 2022, Table 14.3) that Skateraw Harbour is not considered to be well-used and visitor numbers are low in comparison to other beaches and attractions within the region. Skateraw Harbour is deemed to be of low tourism/recreational value, vulnerability and high recoverability. The sensitivity of the receptor is therefore, considered to be low.
98. Thorntonloch beach is a popular area for visitors and recreation users. Due to the designated bathing waters and easy access via footpath from Thorntonloch Caravan Park Car Park it is considered to be of medium tourism/recreational value. The receptor is deemed to be of low vulnerability, high recoverability and medium value. The sensitivity of the receptor is therefore, considered to be medium.

Significance of the effect

99. In relation to Skateraw Harbour, the magnitude of the impact of changes to visitor numbers is deemed to be medium, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **minor** adverse significance, which is not significant in EIA terms.
100. In relation to Thorntonloch Beach, the magnitude of the impact of changes to visitor numbers is deemed to be low, and the sensitivity of the receptor is considered to be medium. The effect will, therefore, be of **minor** adverse significance, which is not significant in EIA terms.

Secondary mitigation and residual effect

101. No secondary mitigation is considered necessary because the likely effect on visitor numbers to beaches during construction of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

Operation and maintenance phase

Magnitude of impact

102. According to the ZTV, the onshore substation will only be visible from the far west of Skateraw Harbour. The onshore substation will also sit within the wider landscape consisting of Torness Power Station and as such the baseline is unlikely to be changed considerably in relation to visual amenity or disturbance for this receptor. As such, there is likely to be a negligible change to visitor numbers to Skateraw Harbour during the operational period as a result of reduced visual amenity. The impact of changes to visitor numbers is predicted to be long-term in duration, continuous, and will affect the receptor indirectly. The magnitude of the impact is therefore considered to be negligible.
103. According to the ZTV the onshore substation will be visible from an approximate 200 m stretch of Thorntonloch beach. As such, there is likely to be a negligible change to visitor numbers to Thorntonloch Beach during the operational period as a result of reduced visual amenity. The impact of changes to visitor numbers is predicted to be long-term in duration, continuous, and will affect the receptor indirectly. The magnitude is therefore considered to be negligible.

Sensitivity of the receptor

104. Skateraw Harbour and Thorntonloch Beach are of low and medium tourism/recreational value respectively. However, the primary focal views from Skateraw Harbour and Thorntonloch Beach will be along the beach and out to sea. It was observed during the site survey that Torness Power Station is dominant in the view from Skateraw Harbour. As such these receptors are considered to be able to absorb changes in their setting. The receptors are deemed to be of low vulnerability, high recoverability and medium value. The sensitivity of the receptors is therefore, considered to be low.

Significance of the effect

105. In relation to Skateraw Harbour and Thorntonloch Beach, the magnitude of the impact on visitor numbers during operation is deemed to be negligible, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.

Secondary mitigation and residual effect

106. No secondary mitigation is considered necessary because the likely effect on visitor numbers to beaches during operation of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

IMPACTS TO TOURIST ACCOMODATION

107. There may be impacts on visitor numbers staying at accommodation in the outer tourism and recreation study area due to construction activities. Potential adverse construction effects may include disturbance due to an increase in traffic levels or visual amenity effects from construction activities. Potential beneficial construction effects may include increased visitors to receptors as a result of construction workers using accommodation. Potential operational effects may include reduced visual amenity of accommodation as a result of permanent infrastructure.

Construction phase

Magnitude of impact

108. The separate access routes to Thorntonloch Caravan Park, Dunbar Thorntonloch House Bed and Breakfast, Culzean Cottage and Thurston Manor Leisure Park are all partially within the inner tourism and recreation study area (Volume 2, Figure 14.4). Therefore, access to these tourist accommodation providers may be disrupted during construction. However, the potential impact from construction activities including traffic may be offset by the beneficial impact of increased customer turnover during the construction period as providers have the opportunity to provide services to the developers, contractors, and construction workers. As such, there is likely to be at worst case only a minor change to visitor numbers during construction. The impact of changes to visitor numbers is predicted to be short-term in duration, intermittent, and will affect the receptors directly. The magnitude of impact of changes to visitor numbers on these receptors is therefore considered to be low.
109. All other accommodation facilities have either low to no visibility of the onshore substation according to the ZTV (Volume 2, Figure 14.5) i.e., Dunglass Estate, Dunmuir Hotel and West Meikle Pinkerton Caravan Club CL Site; or the distance is great enough from the site that construction works are unlikely to cause disturbance i.e., The Blue Cabin by the Sea, the Old Coastguard Lookout Cottage and Dunbar Camping and Caravan Club Site. Those which do have visibility of the Proposed Development i.e., those around Cove and Dunbar are likely to have aspects towards the sea which are unlikely to be disrupted by the Proposed Development construction works. Any potential impact from construction activities may be offset by the beneficial impact of increased customer turnover during the construction period. As such, there is likely to be an overall negligible change to visitor numbers during construction. The impact of changes to visitor numbers is predicted to be short-term in duration, intermittent, and will affect the receptors directly. The magnitude of impact on visitor numbers on these receptors is therefore considered to be negligible.

Sensitivity of the receptor

110. Thorntonloch Caravan Park, Thurston Manor Leisure Park and Dunbar Camping and Caravanning Club can provide accommodation for a large capacity of visitors. On-site leisure facilities make the accommodation providers of medium tourism/recreational value. In regard to the sensitivity to change in visual amenity, Thurston Manor has a lot of existing screening from trees and therefore only caravans on the southern edge would potentially have the visibility of the construction works. Thorntonloch Caravan Park has visibility of Torness Power Station. These receptors are therefore considered to have some ability to absorb change. The sensitivity of the receptors is therefore, considered to be low.
111. All other accommodation receptors are likely to have existing visibility of the Torness Power Station and/or the cement works. As such, these receptors are therefore considered to have the ability to absorb change in visual amenity. The sensitivity of these receptors is therefore considered to be negligible.

Significance of the effect

112. In relation to Thurston Manor Leisure Park and Thorntonloch Caravan Park, the magnitude of the impact on visitor numbers is deemed to be low, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
113. In relation to Culzean Cottage, the magnitude of the impact on visitor numbers is deemed to be low, and the sensitivity of the receptor is considered to be negligible. The effect will,

therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.

114. In relation to all other tourist accommodation, the magnitude of the impact on visitor numbers is deemed to be negligible, and the sensitivity of the receptors is considered to be negligible. The effect will, therefore, be of **negligible** significance, which is not significant in EIA terms.

Secondary mitigation and residual effect

115. No secondary mitigation is considered necessary because the likely effect of change in visitor numbers to tourist accommodation during construction of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

Operational and maintenance phase

Magnitude of impact

116. The onshore substation will be of medium to high visibility from Dunbar Thorntonloch House Bed & Breakfast, the Blue Cabin by the Sea, the Old Coastguard Lookout Cottage, Thurston Manor and Dunbar Camping and Caravanning Club Site accommodation (Volume 2, Figure 14.5). The potential impact on visual amenity is likely to be minimal as the primary mitigation of the onshore substation design set out in Table 14.11 and Volume 1, Chapter 5 will aid in visually blending the building into the background and reducing negative changes in visual amenity of the landscape. As such, there is likely to be only a minor change in visitor numbers. The magnitude of impact on visitor numbers as a result of reduced amenity during operation on these receptors is therefore considered to be low.
117. The onshore substation will be of low visibility to Dunglass Estate, Thorntonloch Caravan Park, Culzean Cottage, Dunmuir Hotel and West Meikle Pinkerton Caravan Site (Volume 2, Figure 14.5). The potential impact on visual amenity is likely to be minimal as the primary mitigation of the onshore substation design set out in Table 14.11 and Volume 1, Chapter 5 will aid in visually blending the building into the background and reducing negative changes in visual amenity of the landscape. As such, there is likely to be a negligible change in visitor numbers. The magnitude of impact on visitor numbers as a result of reduced amenity during operation on these receptors is therefore considered to be negligible.

Sensitivity of the receptor

118. All tourist accommodation that will have potential visibility of the onshore substation will already have Torness Power Station and/or the cement works in view within the wider landscape, and as such, these receptors are therefore considered to have the ability to absorb change in visual amenity. The sensitivity of these receptors is therefore considered to be negligible.

Significance of the effect

119. In relation to Dunbar Thorntonloch House Bed & Breakfast, the Blue Cabin by the Sea, the Old Coastguard Lookout Cottage, Thurston Manor and Dunbar Camping and Caravanning Club Site accommodation, the magnitude of the impact on visitor numbers is deemed to be low, and the sensitivity of the receptor is considered to be negligible. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms

120. In relation to Dunglass Estate, Thorntonloch Caravan Park, Culzean Cottage, Dunmuir Hotel and West Meikle Pinkerton Caravan Site, the magnitude of the impact on visitor numbers is deemed to be negligible, and the sensitivity of the receptor is considered to be negligible. The effect will, therefore, be of **negligible** adverse significance, which is not significant in EIA terms.

Secondary mitigation and residual effect

121. No secondary mitigation is considered necessary because the likely effect of a change in visitor numbers to tourist accommodation during operation of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

IMPACTS TO RECREATIONAL USERS OF PATHS

122. There is potential for the number of recreational users of paths within the tourism and recreation study areas to be impacted during construction and operation. Recreational users of core paths are expected to include walkers, cyclists, and horse riders. Construction effects may arise due to changes in amenity, views or from changes to the route of the receptor. Operational effects may arise due to changes in visual amenity of the receptor.

Construction phase

Magnitude of impact

123. Recreational users of the John Muir Link may be impacted during the construction period. As a result of the proposed trenchless technology (e.g. HDD) activity at landfall, crossing underneath the John Muir Link, the path may be temporarily diverted. As set out in Table 14.11, screening and signage will be in place to allow recreational users to follow diversions. The impact of changes in recreational user numbers will be indirect, local in spatial extent and will affect only a small proportion of the path. As such, there is likely to be a minor change in numbers of recreation users. The magnitude of the impact on the John Muir Link is therefore considered to be low.
124. The recreational and visual amenity of the SUW and the Berwickshire Coastal Path may be impacted during construction by views of construction works. Reduced amenity will only effect recreational users travelling the path from east to west. The primary view of affected stretch of SUW will be towards sea rather than towards the area of site which will be sitting in the existing landscape of the Torness Power Station. As such the baseline is unlikely to be changed considerably in relation to visual amenity for the SUW and the Berwickshire Coastal Path. The impact of changes in recreational users will be indirect, local in spatial extent and will affect only a small proportion of the long-distance path. As such, there is likely to be a minor change in numbers of recreation users. The magnitude of the impact on the SUW and the Berwickshire Coastal Path is therefore considered to be low.
125. The recreational amenity of core paths 309 and 310 may be reduced due to disruption from construction works. The ZTV shows there is high visibility of the substation from several stretches of the core paths (Volume 2, Figure 14.5). These core paths run along the A1 which will be used for construction traffic. Since these paths are already within a baseline of heavy traffic use, the change in baseline is expected to be negligible. The duration of visual amenity and disruption impacts during construction will be temporary and short-term. As such, there is likely to be a minor change in numbers of recreation users. The magnitude of the impact of changes in recreational user numbers on these core paths is therefore considered to be low.
126. Recreational amenity of core paths 42, 18 and 93 in the outer tourism and recreation study area may be reduced as a result of potential views of the onshore substation and

construction works. The impact of changes in recreational user numbers will be short-term, intermittent, and indirect. As such there is likely to be a negligible change in numbers of recreation users. The magnitude of the impact on these receptors is therefore considered to be negligible.

127. Users of the local path network in Skateraw (Volume 2, Figure 14.4) may be impacted by construction works at Landfall. Construction works will directly impact parts of this path network. As such, there is likely to be a moderate change in numbers of recreation users. The impact will be short-term, intermittent and direct. The magnitude of the impact is considered to be medium.
128. Impacts to users of the local road network e.g. horse riders and cyclists as a result of construction traffic will be minimised by speed limits and signage as per tertiary mitigation in Table 14.11. As such, there is likely to be a minor change in numbers of recreation users. The magnitude of the impact on recreational users of the local road network is considered to be low.

Sensitivity of the receptor

129. The John Muir Link is an important recreational path at a regional level and is therefore of medium recreational value. In regard to reduced visual amenity, the primary focal view from the path will be out to sea rather than towards the Proposed Development. The path also currently sits within the wider landscape consisting of Torness Power Station and the cement works. As such, the John Muir Link is likely to have a medium sensitivity to change in setting and has some ability to absorb change. Overall, the sensitivity of this receptor is therefore considered to be medium.
130. The SUW is one of Scotland's long-distance routes and is a designated core path. It is important at national level and is therefore of high recreational value. The view of the existing Torness Power Station means the baseline is unlikely to be changed considerably in relation to visual amenity of the SUW and has some ability to absorb change. The sensitivity of this receptor is therefore considered to be medium.
131. The Berwickshire Coastal Path is of regional importance and therefore of medium recreational value. The view of the existing Torness Power Station means the baseline is unlikely to be changed considerably in relation to visual amenity of the SUW and has some ability to absorb change. The sensitivity of this receptor is therefore considered to be low.
132. The other ELC core paths within the outer tourism and recreation study area are of regional importance as part of the network noted within the LDP. However, these paths are not as well used compared to the John Muir Link as per the ELC consultation (Table 14.3) and as such are of low tourism/recreational value. The sensitivity of these receptors is therefore considered to be low.
133. The local path network in Skateraw does not consist of designated paths and they are of low recreational value in terms of local importance. The sensitivity of this receptor is therefore considered to be negligible.
134. The local road network is of low recreational value. The sensitivity of this receptor is therefore considered to be negligible.

Significance of the effect

135. In relation to the John Muir Link, the magnitude of the impact on recreational user numbers is deemed to be low, and the sensitivity of the receptor is considered to be medium. The effect will, therefore, be of **minor** adverse significance, which is not significant in EIA terms.

136. In relation to the SUW, the magnitude of the impact on recreational user numbers is deemed to be low, and the sensitivity of the receptor is considered to be medium. The effect will, therefore, be of **minor** adverse significance, which is not significant in EIA terms.
137. In relation to the Berwickshire Coastal Path, the magnitude of the impact on recreational user numbers is deemed to be low, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
138. In relation to other core paths within proximity to the Proposed Development i.e. core paths 309 and 310, the magnitude of the impact on recreational user numbers is deemed to be low, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
139. In relation to all other core paths within the outer tourism and recreation study area, the magnitude of the impact on recreational user numbers is deemed to be negligible, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
140. In relation to the local path network at Skateraw, the magnitude of the impact on recreational user numbers is deemed to be medium, and the sensitivity of the receptor is considered to be negligible. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
141. In relation to recreational users of the local road network, the magnitude of impact on recreational user numbers is deemed to be low, and the sensitivity of the receptors is considered to be negligible. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.

Secondary mitigation and residual effect

142. No secondary mitigation is considered necessary because the likely effect of change in recreational user numbers of recreational paths during construction of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

Operational and maintenance phase

Magnitude of impact

143. Stretches of the John Muir Link, the SUW, the Berwickshire Coastal Path, core paths 309, 310 and 18, and the local path network at Skateraw will have some level of medium to high visibility of the onshore substation during operation (Volume 2, Figure 14.5). As part of the primary mitigation set out in Table 14.11 the design of the onshore substation will aid in visually blending the building into the background and reducing negative changes in visual amenity of the landscape. As such, there is likely to be a negligible change in numbers of recreation users. The magnitude of impact of changes in recreational user numbers on these receptors is therefore considered to be negligible.
144. The local path network and local road network will have some visibility of the Proposed Development during operation. With the implementation of the primary mitigation set out in Table 14.11, the magnitude of impact of changes in recreational users on local paths and road networks during operation is therefore considered to be negligible.

Sensitivity of the receptor

145. The sensitivities of the various recreational paths to change in visual amenity during operation are considered to be no more than that assessed in the construction phase. The

sensitivity of the John Muir Link and the SUW is considered to be medium. The sensitivity of the Berwickshire Coastal Path and other core paths in the outer tourism and recreation study area is considered to be low. The sensitivity of the local path network and local road network is considered to be negligible.

Significance of the effect

146. In relation to the John Muir Link and the SUW, the magnitude of the impact on recreational users is deemed to be negligible, and the sensitivity of the receptor is considered to be medium. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms
147. In relation to the Berwickshire Coastal Path, the magnitude of the impact on recreational user numbers is deemed to be negligible, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
148. For the other core paths in the outer tourism and recreation study area with visibility of the Proposed Development, the magnitude of the impact on recreational users is deemed to be negligible, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.
149. In relation to the local path network and local road network, the magnitude of the impact on recreational users is deemed to be negligible, and the sensitivity of the receptor is considered to be negligible. The effect will, therefore, be of **negligible** significance, which is not significant in EIA terms

Secondary mitigation and residual effect

150. No secondary mitigation is considered necessary because the likely effect of change in recreational user numbers of recreational paths during operation of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

IMPACT ON NUMBER OF RECREATIONAL USERS ON CYCLE PATHS

151. A cycle route runs through the inner and outer tourism and recreation study area, which is partly a stretch of the National Cycle Route 76 and partly a locally signed route (that is not part of the National Cycle Network) (Volume 2, Figure 14.4). There is potential for impacts on recreational users of the cycle path during construction and operation phases of the development. Construction effects may arise from interaction of recreational users with construction traffic, changes in amenity/views or from changes to the route of the receptor. Operational effects may arise due to changes in visual amenity experienced by cyclists.

Construction

Magnitude

152. During construction trenchless technology (e.g. HDD) will be conducted under a stretch of the National Cycle Route 76 which runs through the inner tourism and recreation study area. As part of tertiary mitigation set out in Table 14.11, appropriate signage and traffic calming measures will be implemented to reduce the impact from construction traffic. The recreational amenity of the cycle route may be reduced during construction as a result of general disruption and views of the construction works. This is likely to result in a minor change to key characteristics of the cycle route and in number of recreation users. The

impact will be direct and will be short-term in duration. The magnitude of the impact of changes in recreational user numbers is therefore considered to be low.

Sensitivity

153. Approximately half of the cycle route that runs through the inner tourism and recreation study area is part of the national cycle network (Route 76) and therefore of national importance. The southern stretch is a local cycle path, not within the national network and therefore of local importance. Approximately 4 km of the National Cycle Route will have visibility of the construction works. The majority of this stretch runs parallel to the A1 and East Coast Main Line, with views of Torness Power Station and the cement works. As it is within a baseline of industrialised traffic use it is anticipated that the receptor has some ability to absorb change. The overall sensitivity of the receptor is therefore considered to be medium.

Significance

154. Overall, the magnitude of the impact on recreational users of the cycle paths during construction is deemed to be low, and the sensitivity of the receptor is considered to be medium. The effect will, therefore, be of **minor** significance, which is not significant in EIA terms

Secondary mitigation and residual effect

155. No secondary mitigation is considered necessary because the likely effect of change in recreational user numbers of cycle paths during construction of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

Operation and maintenance phase

Magnitude

156. Recreational amenity of the cycle route may be reduced during operation as a result of the Proposed Development. Approximately 2 km of the cycle route within the study area is shown on the ZTV to have high visibility of the onshore substation. This is considered to be worst-case and in reality, there is likely to be screening from trees which will limit views from the north of the onshore substation. The impact will be long term and will affect the receptor indirectly. Due to primary mitigation of onshore substation design set out in Table 14.11 and the transitional nature of the recreational users, the magnitude of the impact is therefore considered to be negligible.

Sensitivity

157. The sensitivity of the cycle route to changes in recreational amenity during operation are considered to be no more than that assessed in the construction phase of impact. The sensitivity is considered to be low.

Significance

158. Overall, the magnitude of the impact on recreational users of cycle paths during operation is deemed to be negligible, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.

Secondary mitigation and residual effect

159. No secondary mitigation is considered necessary because the likely effect of change in recreational user numbers on cycle paths during operation of the Proposed Development in the absence of secondary mitigation is not significant in EIA terms.

14.11.2. PROPOSED MONITORING

160. No land use, tourism and recreation monitoring to test the predictions made within the assessment of likely significant effects on land use, tourism and recreation is considered necessary.

14.12. CUMULATIVE EFFECTS ASSESSMENT

14.12.1. METHODOLOGY

161. The Cumulative Effects Assessment (CEA) takes into account the impact associated with the Proposed Development together with other relevant plans, projects and activities. Cumulative effects are therefore the combined effect of the Proposed Development in combination with the effects from a number of different projects, on the same receptor or resource. Please see Volume 1, Chapter 2 of the Onshore EIA Report for detail on CEA methodology.
162. The projects and plans selected as relevant to the CEA presented within this chapter are based upon the results of a screening exercise (see Volume 4, Appendix 2.4). Each project or plan has been considered on a case by case basis for screening in or out of this chapter's assessment based upon data confidence, effect-receptor pathways and the spatial/temporal scales involved.
163. The specific projects scoped into the CEA for land use, tourism and recreation, are outlined in Table 14.14.

Table 14.14: List of Other Projects Considered Within the CEA for Land Use, Tourism and Recreation

Project/Plan	Status [i.e. Application, Consented, Under Construction, Operational]	Distance from Study Area (km)	Description of Project/Plan	Dates of Construction
Tier 1				
Berwick Bank Offshore Wind Farm	Application	Approximately 43 km from inner study area to turbine array area.	Offshore infrastructure and associated works of the Berwick Bank Project	2025-2033
Tier 2				
SPEN Eastern Link - Branxton Grid Substation	Application	Within land use and inner study area	New 400kV Electricity substation and associated works in fields to the south of Thornton Bridge Sealing End Compound Branxton, Dunbar	2023-2026
SPEN Eastern Link Project – Converter Station & Cable Route	Application	Cable route crosses inner study area.	Planning permission in principle for a convertor station and associated development including a landfall at Thorntonloch and connected buried cabling, all in association with the Scottish Power eastern Link 1 project, for a new subsea High Voltage Direct Current (HVDC) link.	2024-2027
Crystal Rig IV Wind Farm	Consented		Construction and operation of crystal rig wind farm (phase iv) – 11 turbines	Unknown, assumed to be overlapping

14.12.2. MAXIMUM DESIGN SCENARIO

164. The maximum design scenario(s) summarised here have been selected as those having the potential to result in the greatest effect on an identified receptor or receptor group. The cumulative effects presented and assessed in this section have been selected from the details provided in Volume 1, Chapter 5 of the Onshore EIA Report as well as the information available on other projects and plans, to inform a 'maximum design scenario'. Effects of greater adverse significance are not predicted to arise should any other development scenario, based on details within the Project Design Envelope, to that assessed here, be taken forward in the final design scheme.
165. For the purposes of this chapter, the maximum design scenario refers to the maximum construction extents Proposed Development and cumulative developments as given in the respective application documents. Operational impacts presume the maximum permanent visible extent as given in the respective application documents.

14.12.3. CUMULATIVE EFFECTS ASSESSMENT

166. An assessment of the likely significance of the cumulative effects of the Proposed Development upon tourism and recreation receptors arising from each identified impact is given below.
167. Berwick Bank Wind Farm is located approximately 43 km north-east from the East Lothian Coast. Given the location of all infrastructure offshore, there is no potential for cumulative impacts on land use, or direct impacts on tourism and recreation receptors. Given the separation distance from the Berwick Bank Wind Farm to the tourism and recreation inner and outer study areas, and the limited visibility of offshore infrastructure onshore, it is anticipated that the addition of the Berwick Bank Wind Farm will not have a cumulative impact on identified tourism and recreation receptors. Any visibility of offshore works during construction will be temporary and consist of offshore vessels, which will not materially alter the baseline environment nor introduce any disruption to visitor access to onshore recreational assets. Operational impacts would be limited to visibility of the offshore infrastructure within the same views as the onshore substation. Given the distance offshore of the offshore turbines, these will have a very limited influence on views and will not be perceptible to visitors at such distances, therefore will have no significant cumulative impacts on onshore tourism and recreation receptors. Tier 1 cumulative impacts have therefore been scoped out of further consideration within the cumulative effects assessment.
168. Given the separation distance of approximately 2.7 km from the Crystal Rig IV Wind Farm to the tourism and recreation study area, it is anticipated that the addition of the Crystal Rig IV Wind Farm will not have a cumulative impact on land use, tourism, and recreation receptors. It has therefore been scoped out of the Tier 2 cumulative effect assessment.

CUMULATIVE IMPACT ON CHANGE IN LAND USE

Tier 2

Construction

Magnitude

Temporary Land Take

169. The construction of SPEN Eastern Link - Branxton Grid Substation will result in a temporary loss of approximately 13 ha of predominantly Class 3.2 land (non-prime agricultural land), and approximately 3.7 ha of Class 2 and Class 5.1 land, with small areas of Class 3.1 land. The construction of the SPEN Eastern Link – Converter Station and Cable Route will result in a temporary loss of approximately 112 ha of predominantly Class 3.1 land with small areas of Class 1 and Class 2 land.
170. The cumulative temporary loss of prime agricultural land of approximately 157 ha. Given the respective proposed mitigation measures of each development, including implementation of soil management plans, the magnitude of temporary land take is therefore considered to be low.

Permanent Land Take

171. The construction of the SPEN Eastern Link - Branxton Grid Substation will result in the permanent loss of approximately 2.8 ha of Class 3.2 agricultural land. The construction of the SPEN Eastern Link – Converter Station and Cable Route will result in a permanent loss of approximately 6 ha of land which has been subsequently quarried and backfilled to form rough grassland and scrub vegetation and is not considered to be prime agricultural land.
172. The cumulative permanent loss of prime agricultural land associated with the SPEN Eastern Link - Branxton Grid Substation and the Proposed Development will remain less than 17 ha. The magnitude is therefore considered to be low.

Sensitivity

173. Given the presence of Class 2 and 3.1 land (prime agricultural land) in additional temporary land take, the sensitivity of this receptor is medium.
174. Given the additional permanent land take is of Class 3.2 or less land (not prime agricultural land), sensitivity is low.

Significance of effect

175. The magnitude of the impact of cumulative temporary changes to land use is deemed to be low, and the sensitivity of the land use is considered to be medium. The effect will, therefore, be of **minor** adverse significance, which is not significant in EIA terms.
176. The magnitude of the impact of cumulative permanent changes to land use is deemed to be low, and the sensitivity of the receptor is considered to be low. The effect will, therefore, be of **negligible to minor** adverse significance, which is not significant in EIA terms.

CUMULATIVE IMPACT ON VISITOR NUMBERS TO VISITOR ATTRACTIONS

Tier 2

Construction phase

177. The EIA Report for SPEN Eastern Link - Branxton Grid Substation predicts no direct effects on tourism and recreation attractions, and no change in visual amenity of visitor attractions

as a result of the construction of the development. As a result, it is likely there will be no cumulative effect on the impacts determined for the SPEN Eastern Link - Branxton Grid Substation and the Proposed Development during construction and the magnitude of impacts on visitor attractions will remain unchanged.

178. The construction of the SPEN Eastern Link – Converter Station and Cable Route will potentially overlap with the construction of the Proposed Development. The construction has the potential to reduce visual amenity and accessibility to visitor attractions. Given the proximity of the SPEN Eastern Link – Converter Station and Cable Route to Dunbar Golf Course, Barns Ness Lighthouse, and Doon Hill, the cumulative magnitude of impact on these receptors is considered to be medium. Given the separation distance from Torness Power Station, the cumulative magnitude of impact on this receptor is likely to be negligible. The cumulative effect of change in visitor numbers to Torness Power Station during construction will therefore be of **negligible** adverse significance which is not significant in EIA terms. In relation to Dunbar Golf Course, Barns Ness Lighthouse, and Doon Hill the cumulative effect will be of up to **minor** adverse significance which is not significant in EIA terms.

Operation and maintenance phase

179. The SPEN Eastern Link - Branxton Grid Substation may be visible from Torness Power Station and Barns Ness Lighthouse during operation and will therefore slightly increase the cumulative presence of industrial built form within the existing landscape. Given the separation distance from these receptors, the cumulative magnitude of impact on Torness Power Station and Barns Ness Lighthouse is considered to remain as negligible and low, respectively. The cumulative effect of change in visitor numbers to Torness Power Station during operation will therefore be of **negligible** adverse significance which is not significant in EIA terms. In relation to Barns Ness Lighthouse, the effect of change in visitor numbers will be of **negligible to minor** adverse significance which is not significant in EIA terms.
180. The addition of SPEN Eastern Link – Converter Station and Cable Route will slightly increase the cumulative presence of industrial built form within the existing landscape and has the potential to reduce visual amenity of visitor attractions during operation. Given the proximity of the SPEN Eastern Link – Converter Station and Cable Route to the Dunbar Golf Course, Barns Ness Lighthouse and Doon Hill, the cumulative magnitude of impact on these receptors is considered to be of worst case medium. Given the separation distance from Torness Power Station, the cumulative magnitude of impact on this receptor is likely to be negligible. The cumulative effect of change in visitor numbers to Torness Power Station during operation will therefore be of **negligible** adverse significance. In relation to Dunbar Golf Course, Barns Ness Lighthouse, and Doon Hill, the cumulative effect will be of **minor** adverse significance, which is not significant in EIA terms.

CUMULATIVE IMPACT ON VISITOR NUMBERS TO BEACHES

Tier 2

Construction phase

181. Construction activities associated with SPEN Eastern Link - Branxton Grid Substation and SPEN Eastern Link – Converter Station and Cable Route have the potential to impact access to Skateraw Harbour and Thorntonloch Beach as a result of additional HGV traffic on the A1 which has the potential to affect the number of visitors to these receptors. There will be no additional traffic on direct access routes from the A1 to either receptor, therefore it is anticipated that the cumulative magnitude of impact will remain at medium and low for Skateraw Harbour and Thorntonloch Beach, respectively. The cumulative effect of change

in visitor numbers to Skateraw Harbour and Thorntonloch Beach will be of **minor** adverse significance which is not significant in EIA terms.

Operation and maintenance phase

182. SPEN Eastern Link - Branxton Grid Substation is unlikely to be visible from Skateraw Harbour and Thorntonloch Beach during operation and will therefore have limited impact on the visual amenity of these receptors. Due to limited potential for overlapping views with the Proposed Development and given the existing baseline of industrial infrastructure visible from these receptors, it is considered that there is no potential for a cumulative operational impact on visitor numbers to Skateraw Harbour and Thorntonloch Beach as a result of reduced visual amenity.
183. The SPEN Eastern Link – Converter Station and Cable Route is unlikely to be visible from Skateraw Harbour and Thorntonloch Beach and is therefore unlikely to impact the visual amenity of these receptors. Due to limited potential for overlapping views with the Proposed Development and given the SPEN Eastern Link – Converter Station and Cable Route will be located next to the Tarmac Cement Works and the Dunbar Energy Recovery Facility within the existing baseline of industrial infrastructure, it is considered that there will be no potential for cumulative operational impacts on visitor numbers to Skateraw Harbour and Thorntonloch Beach as a result of reduced visual amenity.

CUMULATIVE IMPACTS TO TOURIST ACCOMMODATION

Tier 2

Construction phase

184. The construction of SPEN Eastern Link - Branxton Grid Substation has the potential to reduce access to Thorntonloch Caravan Park, Dunbar Thorntonloch House Bed and Breakfast and Culzean Cottage due to overlapping construction traffic with the Proposed Development. This has the potential to affect the number of visitors to these receptors. Visitor numbers may also be reduced due to the reduced visual amenity of the accommodation providers as a result of construction activities within the area. However, adverse impacts may be offset by the potential to increase customer turnover at tourist accommodation facilities during the construction period. The cumulative magnitude of impact will therefore remain low. The sensitivity of Thorntonloch Caravan Park, Dunbar Thorntonloch House Bed and Breakfast is low and Culzean Cottage is negligible. Therefore, the cumulative effect of change in visitor numbers to these receptors will be of **negligible to minor** adverse significance which is not significant in EIA terms.
185. All other tourism accommodation providers will either have no visibility of the Branxton Grid Substation construction activities or will be too far from the site that they will not be impacted by overlapping construction traffic with the Proposed Development. It is therefore anticipated that there will be no cumulative impacts on visitor numbers to these receptors during construction.
186. The SPEN Eastern Link – Converter Station and Cable Route has the potential to reduce access to Thorntonloch Caravan Park, Dunbar Thorntonloch House Bed and Breakfast and Culzean Cottage due to potential overlapping construction traffic with the Proposed Development. This has the potential to affect the number of visitors to these receptors. Visitor numbers may also be reduced due to the reduced visual amenity of the accommodation providers as a result of construction activities within the area. However, adverse impacts may be offset by the potential to increase customer turnover at tourist accommodation facilities during the construction period. The cumulative magnitude of impact will therefore remain low. The sensitivity of Thorntonloch Caravan Park, Dunbar

Thorntonloch House Bed and Breakfast is low and Culzean Cottage is negligible. Therefore, the cumulative effect of change in visitor numbers to these receptors will be of **negligible to minor** adverse significance which is not significant in EIA terms.

187. It is likely all other tourism accommodation providers will either have no visibility of the Eastern Link Project construction activities or will be too far from the site that they will not be impacted by overlapping construction traffic with the Proposed Development. It is therefore anticipated that there will be no cumulative impacts on these receptors during construction.

Operation and maintenance phase

188. The addition of the SPEN Eastern Link - Branxton Grid Substation to the cumulative context has the potential to be viewed in conjunction with the Proposed Development from Dunbar Thorntonloch House Bed & Breakfast, the Blue Cabin by the Sea, the Old Coastguard Lookout Cottage, Thurston Manor Leisure Park and Dunbar Camping and Caravanning Club Site accommodation. This may reduce the visual amenity of views from these receptors which has the potential to reduce visitor numbers. The cumulative magnitude of impact on visitor numbers to these receptors will be low and the sensitivity of these receptors is negligible. The cumulative effect of change in visitor numbers to Dunbar Thorntonloch House Bed & Breakfast, the Blue Cabin by the Sea, the Old Coastguard Lookout Cottage, Thurston Manor and Dunbar Camping and Caravanning Club Site accommodation will therefore be of **negligible to minor** adverse significance which is not significant in EIA terms. All other tourism accommodation providers are likely to have low to no visibility of the Branxton Grid Substation in conjunction with the Proposed Development during operation. It is therefore considered that there will be no cumulative impacts on these receptors.
189. The addition of the SPEN Eastern Link – Converter Station and Cable Route to the cumulative context has the potential to be viewed in conjunction with the Proposed Development from West Meikle Pinkerton Caravan Club CL Site. Cumulative visual impact on the amenity of the receptor will be minimal as the SPEN Eastern Link – Converter Station and Cable Route would sit within the context of existing views that include industrial features. The cumulative magnitude of impact on visitor numbers to West Meikle Pinkerton Caravan Club CL Site will be negligible and the sensitivity of the receptor is negligible. The cumulative effect of change in visitor numbers will, therefore, be of **negligible** adverse significance, which is not significant in EIA terms.

IMPACTS TO RECREATIONAL USERS OF PATHS

Tier 2

Construction phase

190. The construction of SPEN Eastern Link - Branxton Grid Substation has the potential to be visible in conjunction with the Proposed Development from some stretches of the John Muir Link and Core Paths 309 and 310. The impact on recreational amenity of the paths as a result of visual disturbance from construction activities will be minimal and temporary. The cumulative magnitude of impact on recreational users of these paths will be low. The John Muir Link is of medium sensitivity and Core Paths 309 and 310 are of low. Therefore, it is considered that the cumulative effect of change in number of recreational users of the John Muir Link will be of **minor adverse** significance and the effect on Core paths 309 and 310 will be of **negligible to minor** significance which is not significant in EIA terms. Due to limited or no visibility of construction activities associated with the SPEN Eastern Link - Branxton Grid Substation in conjunction with that of the Proposed Development, it is

anticipated that there will be no cumulative impacts during construction on the recreational amenity of the SUW, Berwickshire Coastal Path, the local path network at Skateraw and Core paths 42, 18 and 93.

191. The construction activities of SPEN Eastern Link – Converter Station and Cable Route may be visible from John Muir Link and Core Paths 309, 310, 18 and 42. The impact on recreational amenity of the paths as a result of visual disturbance from construction activities will be temporary. The cumulative magnitude of impact on recreational users of the John Muir Link and Core Paths 309 and 310 will remain low. Due to the proximity of Core Paths 18 and 42 to the Eastern Link Project Planning Boundary, the cumulative magnitude of impact on recreational users of these paths will increase to low. The John Muir Link is of medium sensitivity and Core Paths 309, 310, 18 and 42 are of low. Therefore, the cumulative effect of change in numbers of recreational users of the John Muir Link will be of **minor** significance which is not significant in EIA terms. In relation to Core Paths 309 and 310, 18 and 42 the cumulative effect will be of **negligible to minor** significance which is not significant in EIA terms.

Operation and maintenance phase

192. The SPEN Eastern Link - Branxton Grid Substation will not be visible in conjunction with the Proposed Development from the John Muir Link, Core paths 309 and 310, and Core Path 18. As a result, there will be no cumulative interaction with the Proposed Development on the recreational amenity of these receptors.
193. The SPEN Eastern Link – Converter Station and Cable Route may be visible from John Muir Link and Core Paths 310, 18 and 42 in conjunction with the Proposed Development. This may reduce recreational amenity of the receptors which has the potential to impact their recreational users. The magnitude of impact on the recreational users of these receptors will increase to low. The John Muir Link is of medium sensitivity and the Core Paths are of low. Therefore, the cumulative effect of change in number of recreational users of the John Muir Link will be of **minor** significance which is not significant in EIA terms. In relation to Core Paths 310, 18 and 42 the cumulative effect will be of **negligible to minor** adverse significance which is not significant in EIA terms.

IMPACT ON NUMBER OF RECREATION USERS OF CYCLE PATHS

Tier 2

Construction phase

194. The construction activities associated with the SPEN Eastern Link - Branxton Grid Substation will be visible in conjunction with the Proposed Development from the NCN 76 and local cycle route. Reduced recreational amenity of the NCN 76 and local cycle route as a result of visual disturbance and construction traffic on the A1 will have the potential to impact number of recreational users of the cycle path. The cumulative impact on number of recreational users will be temporary and of low magnitude. The sensitivity of the receptors is considered to be medium. The cumulative effect of change in number of recreational users of cycle paths will, therefore, be of **minor** significance, which is not significant in EIA terms
195. A section of the NCN 76 runs parallel to the Planning Boundary for the SPEN Eastern Link – Converter Station and Cable Route. Therefore, there is potential for the construction activities associated with the Eastern Link project be visible in conjunction with the Proposed Development from the NCN 76 and reduce the recreational amenity of the receptor. This has the potential to impact number of recreational users of the path. Cumulative impacts during construction on number of recreational users of the NCN 76 will

be temporary and given its proximity to the SPEN Eastern Link – Converter Station and Cable Route, be of low magnitude. The sensitivity of the receptor is considered to be medium. Therefore, it is considered that the cumulative effect of change in number of recreational users of cycle paths will be of **minor** significance during construction which is not significant in EIA terms.

196. The construction of the SPEN Eastern Link – Converter Station and Cable Route may have a direct impact on a short section of the local cycle route due to overlapping with the Planning Boundary. As a result, there is the potential for a temporary reduction in numbers of recreational users of the route. Due to the temporary nature of the impact, the magnitude of impact is considered to be low. The sensitivity of the receptor is medium. Therefore, it is considered that the cumulative effect of change in numbers of recreational users of cycle paths will be of **minor** significance during construction which is not significant in EIA terms.

Operation and maintenance

197. The SPEN Eastern Link - Branxton Grid Substation will not be visible from the NCN 76 or the local cycle route. It is therefore considered that there will be no cumulative impacts on these receptors.
198. The SPEN Eastern Link – Converter Station and Cable Route convertor is likely to be visible from sections of the NCN 76 and local cycle route. Therefore, there is the potential for cumulative impacts on recreational amenity of the cycle paths as a result of a change in views inland. This has the potential to impact number of recreational users of the paths. Given the baseline of industrial infrastructure within the existing view inland, the cumulative magnitude of impact is considered to be negligible. The sensitivity of the receptor is considered to be low. Therefore, the cumulative effect of change in number of recreational users of cycle paths will be of **negligible to minor** significance, which is not significant in EIA terms.

14.12.4. PROPOSED MONITORING

199. No monitoring to test the predictions made within the assessment of likely significant effects on land use, tourism and recreation is considered necessary.

14.13. INTER-RELATED EFFECTS

200. A description of the likely inter-related effects arising from the Proposed Development on land use, tourism and recreation is provided in Volume 4, Appendix 15.2 of the Onshore EIA Report.

14.14. SUMMARY OF IMPACTS, MITIGATION MEASURES, LIKELY SIGNIFICANT EFFECTS AND MONITORING

201. Information on land use within the land use study area was collected through a desktop review.
202. Information on tourism and recreation within the tourism and recreation study areas was collected through a desktop review, a site survey and consultation.
203. Table 14.15 presents a summary of the potential impacts, mitigation measures and the conclusion of likely significant effects in EIA terms in respect to land use, tourism and recreation. The impacts assessed include:
- Changes in land use within the land use study area;
 - Changes in visitor numbers to visitor attractions;
 - Changes in visitor numbers to beaches;

- Changes to visitor numbers to tourist accommodation;
 - Changes in numbers of recreational users of paths; and
 - Changes in numbers of recreational users of cycle paths.
204. Overall, it is concluded that there will be no likely significant effects arising from the Proposed Development during the construction, operation and maintenance or decommissioning phases.
205. Table 14.16 presents a summary of the potential cumulative impacts, mitigation measures and the conclusion of likely significant effects on tourism and recreation in EIA terms. The cumulative effects assessed include:
- Changes in land use within the land use study area;
 - Changes in visitor numbers to visitor attractions;
 - Changes in visitor numbers to beaches;
 - Changes to visitor numbers to tourist accommodation;
 - Changes in numbers of recreational users of paths; and
 - Changes in numbers of recreational users of cycle paths.
206. Overall, it is concluded that there will be no significant cumulative effects from the Proposed Development alongside other projects/plans.

Table 14.15: Summary of Likely Significant Environmental Effects, Mitigation and Monitoring

Description of Impact	Phase Magnitude of Impact		Sensitivity of Receptor	Significance of Effect	Secondary Mitigation	Residual Effect	Proposed Monitoring
	C	O D					
<i>Land Use</i>							
Temporary changes in land use as a result of Temporary Infrastructure	✓	Low	Medium	Minor		Minor	-
Permanent changes in land use as a result of Permanent Infrastructure	✓	Low	Medium	Minor	-	Minor	-
<i>Visitor Attractions</i>							
Impact on visitor numbers to Torness Power Station	✓ ✓	Negligible	Negligible	Negligible	-	Negligible	-
Impact on visitor numbers to Dunbar Golf Course	✓ ✓	Negligible	Low	Negligible to Minor	-	Negligible to Minor	-
Impacts on visitor numbers to Barns Ness Lighthouse	✓	Medium	Low	Minor	-	Minor	-
	✓	Low	Low	Negligible to Minor	-	Negligible to Minor	-
Impacts on visitor numbers to Doon Hill	✓ ✓	Low	Low	Negligible to Minor	-	Negligible to Minor	-
<i>Beaches</i>							
Impacts on visitor numbers to Skateraw Harbour	✓	Medium	Low	Minor	-	Minor	-
	✓	Negligible	Low	Negligible to Minor	-	Negligible	-

Description of Impact	Phase		Magnitude of Impact	Sensitivity of Receptor	Significance of Effect	Secondary Mitigation	Residual Effect	Proposed Monitoring
	C	O D						
Impacts on visitor numbers to Thorntonloch Beach	✓		Low	Medium	Minor	-	Minor	-
		✓	Negligible	Low	Negligible to Minor	-	Negligible	-
<i>Tourist Accomodation</i>								
Impacts on visitor numbers to Thurston Manor Leisure Park	✓		Low	Low	Negligible to Minor	-	Negligible to Minor	-
		✓	Low	Negligible	Negligible to Minor	-	Negligible to Minor	-
Impacts on visitor numbers to Thorntonloch Caravan Park	✓		Low	Low	Negligible to Minor	-	Negligible to Minor	-
		✓	Negligible	Negligible	Negligible	-	Negligible	-
Impacts on visitor numbers to Culzean Cottage	✓		Low	Negligible	Negligible to Minor	-	Negligible to Minor	-
		✓	Negligible	Negligible	Negligible	-	Negligible	-
Impacts on visitor numbers to Dunbar Thorntonloch House Bed & Breakfast	✓		Negligible	Negligible	Negligible	-	Negligible	-
		✓	Low	Negligible	Negligible to Minor	-	Negligible to Minor	-
Impacts on visitor numbers to the Blue Cabin by the Sea	✓		Negligible	Negligible	Negligible	-	Negligible	-
		✓	Low	Negligible	Negligible to Minor	-	Negligible to Minor	-
Impacts on visitor numbers to the Old Coastguard Lookout Cottage	✓		Negligible	Negligible	Negligible	-	Negligible	-
		✓	Low	Negligible	Negligible to Minor	-	Negligible to Minor	-
Impacts on visitor numbers to Dunmuir Hotel	✓	✓	Negligible	Negligible	Negligible	-	Negligible	-
	✓	✓	Negligible	Negligible	Negligible	-	Negligible	-

Description of Impact	Phase C O D	Magnitude of Impact	Sensitivity of Receptor	Significance of Effect	Secondary Mitigation	Residual Effect	Proposed Monitoring
Meikle Pinkerton Caravan Site							
<i>Paths & Cycle Paths</i>							
Impacts on recreational users of the John Muir Link	✓	Low	Medium	Minor	-	Minor	-
	✓	Negligible	Medium	Negligible to Minor	-	Negligible to Minor	-
Impacts on recreational users of the SUW	✓	Low	Medium	Minor	-	Minor	-
	✓	Negligible	Medium	Negligible to Minor	-	Negligible to Minor	-
Impacts on recreational users of the Berwickshire Coastal Path	✓	Low	Low	Negligible to Minor	-	Negligible to Minor	-
	✓	Negligible	Low	Negligible to Minor	-	Negligible to Minor	-
Impacts on recreational users of Core Paths 309 and 310	✓	Low	Low	Negligible to Minor	-	Negligible to Minor	-
	✓	Negligible	Low	Negligible to Minor	-	Negligible to Minor	-
Impacts on recreational users of other Core Paths	✓ ✓	Negligible	Low	Negligible to Minor	-	Negligible to Minor	-
Impacts on recreational users of the Local Path Network at Skateraw	✓	Medium	Negligible	Negligible to minor	-	Negligible to minor	-
	✓	Negligible	Negligible	Negligible	-	Negligible	-
Impacts on recreational users of the Local Road Network	✓	Low	Negligible	Negligible to Minor	-	Negligible to Minor	-
	✓	Negligible	Negligible	Negligible	-	Negligible	-
Impacts on recreational users of cycle paths	✓	Low	Medium	Minor	-	Minor	-
	✓	Negligible	Low	Negligible to Minor	-	Negligible to Minor	-

Table 14.16: Summary of Likely Significant Cumulative Environment Effects, Mitigation and Monitoring

Description of Impact	Phase			Cumulative Impact Assessment Tier	Magnitude of Impact	Sensitivity of Receptor	Significance of Effect	Secondary Mitigation	Residual Effect	Proposed Monitoring
	C	O	D							
<i>Land Use</i>										
Temporary changes in land use	✓			Tier 2	Low	Medium	Minor	-	Minor	-
Permanent changes in land use	✓			Tier 2	Low	Low	Negligible to Minor	-	Negligible to Minor	-
<i>Visitor Attractions</i>										
Visitor numbers to Torness Power Station	✓	✓		Tier 2	Negligible	Negligible	Negligible	-	Negligible	-
Visitor numbers to Dunbar Golf Course, Barns Ness Lighthouse, and Doon Hill	✓	✓		Tier 2	Up to Medium	Low	Up to Minor	-	Up to Minor	-
<i>Beaches</i>										
Impacts on visitor numbers to Skateraw Harbour	✓			Tier 2	Medium	Low	Minor	-	Minor	-
Impacts on visitor numbers to Thorntonloch Beach	✓			Tier 2	Low	Medium	Minor	-	Minor	-
<i>Tourist Accommodation</i>										
Visitor numbers to Thorntonloch Caravan Park, Dunbar Thorntonloch House Bed and Breakfast, Culzean Cottage	✓			Tier 2	Low	Up to Low	Negligible to Minor	-	Negligible to Minor	-
Visitor numbers to Dunbar Thorntonloch House Bed &		✓		Tier 2	Up to Low	Negligible	Negligible to Minor	-	Negligible to Minor	-

Description of Impact	Phase			Cumulative Impact Assessment Tier	Magnitude of Impact	Sensitivity of Receptor	Significance of Effect	Secondary Mitigation	Residual Effect	Proposed Monitoring
	C	O	D							
Breakfast, the Blue Cabin by the Sea, the Old Coastguard Lookout Cottage, Thurston Manor Leisure Park, Dunbar Camping and Caravanning Club Site, and West Meikle Pinkerton Caravan Club Site										
<i>Paths & Cycle Paths</i>										
Recreational users of John Muir Link	✓	✓		Tier 2	Low	Medium	Minor	-	Minor	-
Recreational users of Core Paths 309, 310, 18 and 42	✓	✓		Tier 2	Low	Low	Negligible to Minor	-	Negligible to Minor	-
Recreational users of cycle paths	✓			Tier 2	Low	Medium	Minor	-	Minor	-
		✓		Tier 2	Negligible	Low	Negligible to Minor	-	Negligible to Minor	-

14.15. REFERENCES

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