HES

HISTORIC ENVIRONMENT SCOTLAND | ÀRAINNEACHD EACHDRAIDHEIL ALBA

By email to:
MS.MarineLicensing@gov.scot

Marine Scotland
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AB11 9DB

Longmore House
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Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMConsultations@hes.scot

Our case ID: 300047640

09 June 2022

Dear Marine Scotland

The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017
Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017
Stranraer Marina Development, Dumfries and Galloway
EIA Scoping Report

Thank you for your consultation which we received on 12 May 2022 about the above EIA scoping report. We have reviewed the details in terms of our historic environment interests. These include land-based heritage assets such as world heritage sites, scheduled monuments and their setting, category A-listed buildings and their setting, and gardens and designed landscapes (GDLs) and battlefields in their respective inventories. We have also considered the effects of the proposals on marine heritage assets including Historic Marine Protected Areas (HMPAs) and undesignated marine cultural heritage features.

We also recommend that you seek advice from Dumfries and Galloway Council's archaeology and conservation service on the historic environment impacts of the proposals. This may include matters such as undesignated land-based archaeology, and category B and C-listed buildings.

Proposed Development

We understand that the proposals comprise revisions to the marina layout to include more berths, increased dredging and breakwater provision, land reclamation, parking and harbour facilities.

Scope of Assessment

No land-based heritage assets in our remit are located inside the site boundary for the development. While there are some such heritage assets located in the vicinity of the proposals, we are content that significant impacts on their settings are unlikely. We therefore consider that land-based heritage assets in our remit can be scoped out of any environmental impact assessment (EIA) undertaken in support of the proposals.

We note that Chapter 12 of the EIA scoping report identifies several marine heritage assets that have been recorded in the vicinity of the harbour area. We acknowledge that the level of land reclamation and ongoing dredging within and around the harbour is likely to have already impacted any assets which may have been within those areas. It is therefore unlikely that the proposals will lead to significant impacts.

However, there remains the possibility, as acknowledged in the EIA scoping report, that some elements of known marine assets or potentially previously unidentified assets survive. We therefore welcome the commitment in the scoping report to assessment of available data to further understand the possibility of direct impacts. Appropriately experienced and qualified historic environment professional with relevant marine expertise should undertake this assessment. The data used should be clearly identified in any assessment along with the assessment methodology and conclusions. Details of areas which have previously been reclaimed/buried or dredged should also be provided. Appropriate mitigation strategies should be identified for the possibility of encountering any surviving marine historic environment assets. This could include a Protocol for Archaeological Discoveries, for example.

Further information

Guidance about national policy can be found in our 'Managing Change in the Historic Environment' series available online at www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes. Technical advice is available on our Technical Conservation website at https://conservation.historic-scotland.gov.uk/.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Alison Baisden and they can be contacted by phone on 0131 668 8575 or by email on Alison.Baisden@hes.scot.

Yours faithfully

Historic Environment Scotland

MAU

marinescotland

Stranraer Marina Development

Marine Analytical Unit Response

The Stranraer Marina Development scoping report includes descriptions of a range of potential impacts. This response focuses only on the assessment of social and economic impacts.

Marine Scotland is producing guidance on how to carry out Socio-Economic Impact Assessments for licensing and consenting of offshore development projects. The guidance is still in draft form and so cannot be shared, but the recommendations included in this response align with the broad contents of the guidance document and the principle of a proportional approach.

Population, Human Health and Socio-Economics

The assessment of socio-economics is considered in the 'Population, Human Health and Socio-Economics' section of the scoping report. This response focuses only on socio-economics and does not intend to comment on the population or human health aspects of this section.

The scoping report proposes that an assessment of socio-economics is scoped out of the EIA. The report rightly highlights that the development could result in potentially high socio-economic impacts to the local area and seems to suggest that, as impacts are expected to be positive, they need not be assessed. It is our opinion that the scoping report does not provide a sufficient justification for scoping out an assessment of these potential impacts. Therefore, we recommend that a Socio-Economic Impact Assessment (SEIA) is scoped in to the EIA. Further guidance on carrying out an SEIA is provided in Annex 1 and 2.

Consideration of Positive and Negative Impacts

While the scoping report highlights that there could be potentially high socio-economic benefits as a result of the development, it should also consider the possibility of negative socio-economic impacts. An assessment of socio-economics should assess both positive and negative impacts and we recommend that this is done in the SEIA. For example, potential negative impacts could include impacts such as disruption to local business during the construction phase or changes in character and perceptions of the local area as a result of the expansion of the marina. Positive and negative impacts should be considered over the life and stages of the development (e.g. development, construction, operation).

Stakeholder engagement

Engaging with stakeholders, checking assumptions and asking them whether they anticipate impacts from the development is crucial for impact assessment. Consultation with relevant

stakeholders should be carried out to inform the SEIA. Relevant stakeholders includes all the businesses, groups and people who may be impacted by the development.

We appreciate that the project involves extending an existing project, and the impacts may be relatively small, however stakeholder engagement is an important part of socio-economic impact assessment and we would expect a comprehensive list of consultees to be engaged with.

Annex 1

*Table **Error! No text of specified style in document.** Types of socio-economic impact (taken from Glasson 2017[1])*

1. **Direct economic:**
   - employment, including employment cohort and safeguarding of existing employment;
   - unemployment and underemployment
   - characteristics of employment (e.g. skill group);
   - labour supply and training; and
   - other labour market effects, including wage levels and commuting patterns
2. **Indirect/induced/wider economic/expenditure:**
   - employees' retail expenditure (induced);
   - linked supply chain to main development (indirect);
   - labour market pressures;
   - wider multiplier effects;
   - effects on existing commercial activities (eg tourism; fisheries);
   - effects on development potential of area; and
   - GVA and GNP.
3. **Demographic:**
   - changes in population size; temporary and permanent;
   - changes in other population characteristics (e.g. family size, income levels, socio-economic groups); and
   - settlement patterns
4. **Housing:**
   - various housing tenure types;
   - public and private;
   - house prices and rent / accommodation costs;
   - homelessness and other housing problems; and
   - personal and property rights, displacement and resettlement
5. **Other local services:**
   - public and private sector;
   - educational services;
   - health services; social support;
   - others (e.g. police, fire, recreation, transport); and
   - local authority finances
6. **Socio-cultural:**
   - lifestyles/quality of life;
   - gender issues; family structure;
   - social problems (e.g. crime, ill-health, deprivation);
   - human rights;
   - community stress and conflict; integration, cohesion and alienation; and
   - community character or image
7. **Distributional effects:**
   - effects on specific groups in society (eg: by virtue of gender, age, religion, language, ethnicity and location); environmental justice

[1] Glasson J (2017a) "Socio-economic impacts 2: Overview and economic impacts" in Therivel R and Wood G (eds.), Methods of Environmental and Social Impact Assessment, Abingdon: Routledge

Annex 2

Key components of a socio-economic impact assessment

Participatory approach

Creating participatory processes and a deliberative space to facilitate community discussions about desired futures, the acceptability of likely negative impacts and proposed benefits, and community input into the SEIA process.

- Assess community capacity to engage – capacity building may be necessary
- Appoint Community Liaison Officer(s) for each affected community
- Set up governance structures so that communities feel they can voice opinions and be listened to
- Begin community engagement as soon as possible, brief communities on project with as much detail as possible so that they can prepare
- Ensure that community engagement is done with sensitivity to avoid causing stress or anxiety

Baseline

This is the starting point for the socio-economic assessment and the benchmark against which to measure impacts. It is important to gain a good understanding of the communities and stakeholders likely to be affected by the project (i.e. profiling) including their needs and aspirations and any key social issues that may arise as a result of the project.

- Develop social and economic profile of the area including:
    - History, culture and context
    - Industrial structure i.e. existing businesses in the area
    - Socio-economic conditions i.e. levels of employment, income etc.
    - Related industries i.e. fishing, tourism
    - Local planning policies, where relevant
- Select a range of indicators, e.g.:
    - Employment and unemployment levels
    - Structure of working age population/skills/qualifications
    - GVA
    - Wellbeing
    - Community cohesion
- Engage with community to learn of any other important features/indicators to include in baseline. There may be useful local datasets
- Analysis may draw on a combination of existing datasets and primary data

Prediction or Appraisal

Forecasting the social and economic changes that may result from the project and the impacts these are likely to have on different groups of people. A list of potential socio-economic impacts can be seen in Table 1. Many of these impacts can be considered from a social and economic perspective. In the following sections we describe in more detail how this could be done.

- Identify potential/anticipated socio-economic impacts including:
    - Impacts related to GVA
    - Impacts related to employment, skills and training
    - Impacts on related industries – tourism, fishing, etc.

    - Impacts relating to wellbeing
    - Impacts relating to culture

- Identify suitable method for predicting impacts
- Collect necessary evidence to conduct analysis
- Engage with community to check predictions and assign significance to predicted impacts
- Impact prediction should include
    - Assessment of different phases of the project (development, construction, operation & maintenance, decommissioning) and phases within phases (early construction, peak construction)
    - Consideration of transition between phases
- Impacts may be direct, indirect and induced
- It is important to look at the distribution of impacts at the national, regional and local level, and across different groups e.g. businesses, individuals, income levels, organisation, women, youth, elderly, disadvantaged etc.

Other economic considerations may include:

- Displacement - an assessment of the effect of the intervention on the structure of local factor and final goods markets
- Substitution - where the intervention causes an employed factor to be replaced by a currently unemployed factor
- Deadweight - This is the net impact, after taking into account what would have happened in the absence of the intervention
- Cumulative effects - effects from multiple pressures and/or activities

Mitigation and enhancement

Identifying ways of mitigating potential negative impacts and maximising positive opportunities.

- Engage with community to develop strategy for enhancing benefits and mitigating against impacts
- This may involve Community Benefit Agreement (CBA)
- Care should be taken to ensure that CBA and any associated funds should have accessible application procedures so that allocated funds can be used

Monitoring and management

Developing a monitoring and management plan to track and manage implementation, success of mitigation actions, and any unanticipated social changes, especially negative impacts.

- Develop management plan and monitoring strategy
- Engage with community – especially with regard to both
    - Community may have concerns that they particularly want to be monitored
    - There may be local considerations regarding timing of monitoring and methods used e.g. access to internet for particular groups

- Link management plant to governance structures so that community can continue to engage with the project

MCA

From:	Helen Croxson
To:	MacLeod N (Neil) (MARLAB)
Cc:	MS Marine Licensing; Sam Chudley
Subject:	RE: Dumfries and Galloway Council (Per RPS) – Stranraer Marina Development – Stranraer, Dumfries and Galloway - Scoping Request - Consultation - Response required by 04 June 2022
Date:	09 June 2022 12:06:41
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png image007.png

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Dear Neil,

Thank you for your email dated 11 May 2022 inviting the Maritime and Coastguard Agency (MCA) to comment on the Scoping Report for the Dumfries and Galloway Council (Per RPS), Stranraer Marina Development. It is my understanding that the works comprise of but not limited to:

1. Revised marina layout;
2. Increased dredging and breakwater provision;
3. Land reclamation;
4. Extension to harbour facilities; and
5. Renewable energy provsions.

The MCA has an interest in the works associated with the marine environment, and the potential impact on the safety of navigation, access to ports, harbours and marinas and any impact on our search and rescue obligations. On this occasion, it is my understanding that Dumfries and Galloway Council are the responsible navigation authority for both Stranarer West Pier and the Stranraer Marina. They therefore have responsibility for maintaining the safety of navigation during the works and the operational phase of the new marina.

I note the report states "*The presence, movement and navigation of vessels during both construction and operational phases, has the potential to result in accidents; collision with other vessels or with natural and / or manmade features, may result in damage to the environment through accidental discharge of sensitive substances such as fuels and cargo materials. However, the existing navigational systems and controls in the harbour will be adhered to and remain in place during and post construction. The movement and navigation of vessels will be described in the EIA and the need for a Major Disasters and Accidents Chapter is scoped out.*

The MCA would expect the impact of the construction works, revised layout and new breakwaters on marine users to be considered as this project progresses, with a relevant and proportionate Navigation Risk Assessment undertaken in accordance with the Marine Safety Management System under the Port Marine Safety Code and its Guide to Good Practice. The MCA would also expect any works in the marine environment to be subject to the appropriate consents under the Marine (Scotland) Act 2010 before carrying out any marine licensable works.

I hope you find this information useful at Scoping Stage.

Kind regards

Helen

Helen Croxson

Marine Licensing and Space Launch Lead
Marine Licensing and Consenting
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Safer Lives, Safer Ships, Cleaner Seas
www.gov.uk/mca

Please note my working days are **Tuesday to Friday mornings.**
I work flexible hours and I do not expect any action or reply outside of your normal office hours.

From: Neil.MacLeod3@gov.scot <Neil.MacLeod3@gov.scot>
Sent: 11 May 2022 22:00
To: southern_scotland@nature.scot; planning.sw@sepa.org.uk; contact@dumgal.gov.uk; navigation safety <navigationsafety@mcga.gov.uk>; Helen Croxson <Helen.Croxson@mcga.gov.uk>; Nick Salter <Nick.Salter@mcga.gov.uk>; navigation@nlb.org.uk; hmconsultations@hes.scot; Robert Merrylees <rmerrylees@ukchamberofshipping.com>; DIO-safeguarding-offshore@mod.gov.uk; marine@crownestatescotland.com; info@stincharfishing.co.uk; brian@fms.scot; alan@fms.scot; Lesley.Smith@dumgal.gov.uk; pe.harbours@dumgal.gov.uk; freight.cairnryan@poferries.com; info.lt@stenaline.com; FO.Ayr@gov.scot; secretary@marinesafetyforum.org; [Redacted]; Jim.Watson@gov.scot; Vanessa.Brown@gov.scot; Stuart.Bell@gov.scot; David.Pratt@gov.scot; Karl.Zaczek@transport.gov.scot; pauline.mcgrow@ryascotland.org.uk; planning.scotland@rspb.org.uk; m.morrison@sff.co.uk; planningconsultations@scottishwater.co.uk; reception@scottishwildlifetrust.org.uk; scollin@scottishwildlifetrust.org.uk; development_management@transport.gov.scot; Dario.dallaCosta@transport.gov.scot; Chris.Wilcock@transport.gov.scot; Beth.Thoms@visitscotland.com; sarah.dolman@whales.org; fiona.read@whales.org
Subject: Dumfries and Galloway Council (Per RPS) – Stranraer Marina Development – Stranraer, Dumfries and Galloway - Scoping Request - Consultation - Response required by 04 June 2022

Dear Sir/Madam,

The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 ("the EIA Regulations")

Dumfries and Galloway Council (Per RPS) – Stranraer Marina Development – Stranraer, Dumfries

MSS

T: +44 (0)131 244 2500
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Lauren Cowan
Marine Scotland Licensing Operations Team
Marine Laboratory
375 Victoria Road
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AB11 9DB

29 July 2022

STRANRAER MARINA DEVELOPMENT

Marine Scotland Science (MSS) have reviewed the relevant documentation and have provided the following comments.

**No Comments = "We have considered the request and have no advice to provide."*

Marine Ornithology

MSS have reviewed the Stranraer Marina Environmental Impact Assessment scoping report in relation marine ornithology (Section 7.2.3) and received comments from NS on 27/7/2022. The response letter from NS contained no comments pertaining specifically to ornithology and MSS advise that clarification is sought from NS on whether this was an unintentional omission or because NS had no ornithology comments.

MSS are broadly content with the scoping of impacts with regards to marine ornithology. Given that piling activities are proposed, MSS advise that underwater noise impact is scoped in for marine ornithology, as diving birds were identified to be present within the vicinity of the harbour during Through The Tide Counts (TTTCs), and a great northern diver was seen to be actively foraging within the harbour during walkover surveys. Furthermore, MSS advise that temporary loss of foraging habitat is scoped in for diving waterbirds due to dredging activities in the construction phase, as suspended sediments may have an impact on water clarity and as such impede foraging opportunities for these species.

Given the predicted increase in leisure vessel traffic during the summer months ("220% increase"), MSS recommend that disturbance from this source is included in the rationale for the scoping in of waterbirds in its own right (i.e. over and above "temporary disturbance/loss of foraging and roosting habitat arising from *construction activities* … causing noise, vibration and visual disturbance to waterbirds using the harbour and wider Loch Ryan").

With regards to nesting birds, MSS are supportive of proposed breeding bird checks prior to the commencement of any works, and remind that bird nesting locations may occur in places other than those identified (trees and the harbour walls).

Section 2.4 Outline Project Programme states that delivery of the proposed development would be phased over five years, but does not provide detail as to at what times of the year the proposed activities would be scheduled to take place. Given the seasonality of ornithological receptors within the vicinity of the proposed development, MSS advise that further information is sought as to which months activities would be likely to take place, and that steps are taken to minimise impacts to ornithology during key breeding and wintering periods.

Marine Mammals

MSS have reviewed the Stranraer Marina Environmental Impact Assessment scoping report in relation to section 5.2.5 on marine mammals. We agree with the species mentioned and with the potential impacts identified in section 5.3. However, until specific details of the construction work are available we are unable to advise if all potential impacts have been scoped in. If piling is planned then noise assessment and a quantitative analysis of the species and number of individuals potentially affected may be required. Therefore, more detail on the distribution and abundance of marine mammals in the area should be presented in the planned desk-based study. Information on the type of dredging to be carried out will also help gauge potential impacts on marine mammals. MSS recommend the risks associated with direct dredge deposit onto marine mammals are scoped in and suggest the mititgative measure of dedicated marine mammal watches during dredge deposit and breakwater construction are considered.

Marine fish ecology

MSS have reviewed the Stranraer Marina Development scoping opinion and associated maps in relation to marine fish ecology. MSS note that there are spawning areas for sprat, whiting, herring and *Nephrops* and nursery areas for whiting, saithe, plaice and herring within or near the Stranraer marina. Out of this list, spawning grounds for sprat and *Nephrops* coincide with the development site. However, a large percentage of the development works are taking place within the existing marina area which already experiences vessel traffic, noisy activities and dredging so it is unlikely to be an important area for spawning for sprat and *Nephrops*. Sprat are also pelagic spawners and therefore do not rely on the benthic habitat for spawning.

MSS agree with all of the potential impacts identified for marine fish species however would like to highlight that underwater noise can also impact marine fish species for example sprat and herring and not just migratory fish species and marine mammals as mentioned in the scoping opinion. Although underwater noise impacts on marine fish are not included in the potential impacts list, the spawning grounds for herring are situated approximately 17 km north of Stranraer and therefore any noise impacts from construction are unlikely to cause significant impacts on spawning herring. As mentioned above, the spawning area for sprat coincides with the development area and as sprat are a close relative of herring and have similar hearing apparatus, they may also be sensitive to underwater noise. However, sprat spawning grounds are very widespread across the UK and therefore construction noise is unlikely to cause significant impacts to spawning sprat populations.

A potential impact that hasn't been considered in the scoping opinion for marine biodiversity which is relevant to both benthic, fish and shellfish species is the creation of new artificial habitat surrounding the new berths and breakwater extension or additions. This creation of new habitat can influence fish aggregation. MSS recommends that it is included in the potential impacts list of the EIA.

Commercial fisheries

MSS note that the existing commercial quay for fishing boats will be safeguarded and retained as complementary to the new marina. The scoping document also states that the proposed pontoon layout has been configured in a way that will provide additional manoeuvring space for commercial vessels accessing the quay such that operations for commercial vessels can be safely integrated. MSS have no further comments with regards to commercial fisheries.

Diadromous fish

As the Scoping Report indicates, some local streams and rivers have populations of Atlantic salmon and sea trout. In addition, Loch Ryan is likely to be used by foraging sea trout associated with rivers further afield, possibly including Northern Irish rivers, and by adult salmon which will ultimately return to rivers not in the immediate locality, again possibly including Northern Irish rivers.

Information on the catches of any salmon and sea trout netting stations which existed in the past would indicate extent of use of Loch Ryan in the past by sea trout and returning salmon.

The Stinchar District Salmon Fishery Board should be able to advise on whether there are any salmon and sea trout netting rights which could be affected by the proposed development.

MSS agree with what is to be scoped in, in 5.3 Key Issues and Scope of EIA, is appropriate for diadromous fish. However, MSS request that the potential for underwater noise and disturbance arising from the operation of the development to impact on diadromous fish is also scoped in.

Benthic Ecology

MSS agree with the key issues identified in relation to benthic species and habitats in the Scoping Report with the exception that habitat creation should be included as mentioned above under marine fish ecology.

In addition to NMPi and the information on Priority Marine Features provided by NatureScot, SeagrassSpotter is an additional and potentially useful source of information for seagrass records. Records of native oyster or native oyster habitat are considered sensitive and therefore not publically available. If these data are required, MSS recommend communication with NatureScot who manage the Geodatabase of Marine features adjacent to Scotland (GeMS).

MSS agree that INNS should be scoped into the EIA given the boat traffic in the area and that a number of INNS have been identified in the region. MSS welcome the benthic environment survey planned for the site. Settlement panels can also be used to monitor the settlement of benthic species and identify potential INNS at an early stage.

Physical environment / coastal processes

We have reviewed the relevant documents and agree with chapter 3 of the scoping report covering the coastal processes. Coastal processes need to be scoped in as the proposed project will have an impact on coastal processes in all areas around the harbour during both the construction and operation phase. The focus needs to be on the wave climate, the local flow regime and sedimentation, as proposed.

Dredging: During the construction phase the dispersion and fate of sediment plumes from the dredging and reclamation works need to be investigated, especially (but not limited to) if pollutants exist in the sediment. The documents mention on-going maintenance dredging, and this needs to be properly evaluated and disposal options being discussed. What happens if not all dredged material during the construction phase can be used in the reclamation works, is a back-up plan in place?

Breakwater construction: The documents mention that either the existing breakwater will get extended or two new breakwaters will get built. The decision depends on wave modelling and detailed design work and the modelling output might be quite different between the two options. Once this decision has been made further hydrodynamic modelling will be required to compare existing conditions with those once the new development is in place. If field studies are possible to collect data for model validation this is strongly encouraged, but historical data might also exist in the region that could get utilised. The model needs to get validated appropriately and details of the model, boundary conditions and forcing, including sensitivity analysis, provided.

Hopefully these comments are helpful to you. If you wish to discuss any matters further, then please contact the REEA Advice inbox at MSS_Advice@gov.scot.

Yours sincerely,

Renewable Energy Environmental Advice group
Marine Scotland Science

NatureScot

NatureScot
Scotland's Nature Agency
Buidheann Nàdair na h-Alba

Lauren Cowan
Marine Planning & Policy
Scottish Government
Marine Laboratory
375 Victoria Road
Aberdeen, AB11 9DB.

21 July 2022

Our ref: CEA167008

Dear Lauren

1336625 – THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 AND THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS (AMENDED 2017)

STRANRAER MARINE DEVELOPMENT - SCOPING REQUEST- CONSULTATION

Thank you for your request to outline the scope and level of detail to be provided in the Environmental Impact assessment (EIA) in support of the proposed marine licence applications.

This proposal is significant and ongoing phased over five years, which involves a new Marina layout, increased dredging and breakwaters to accommodate the new marina layout; proposed water sports building; extension to boatyard; extension to the overspill car park; proposed new pavilion; extension to reception building; proposed ancillary buildings; proposed restaurant/bar and a proposed new bridge, repurposing Stranraer and Loch Ryan as a distinctive and successful marine leisure destination.

Please find my further relevant comments supporting our initial scoping advice in our letter dated 19th November 2020 Our ref: CEA160934 to Jill Simpson RPS Group.

Protected Species advice

Otter

We note in your EIA Scoping report that otter are present. On the basis of this our advice is that, otter need to be scoped into the EIA.

Marine Biodiversity

Priority Marine Features

Further to our initial scoping advice two years ago we would now like to bring to your attention a range of Priority Marine Feature (PMF) that could be present within Loch Ryan. We request that the EIA report takes account of possible impacts on these. To assist this we have included useful reference links below for assessment and further scoping considerations as required.

https://www.nature.scot/professional-advice/protected-areas-and-species/priority-marine-features-scotlands-seas

https://www.nature.scot/professional-advice/protected-areas-and-species/priority-marine-features-scotlands-seas/feature-activity-sensitivity-tool-feast

https://www.nature.scot/doc/priority-marine-features-scotlands-seas-habitats

Landscape

We consider that it is unlikely that landscape of national significance (NSA or Wild Land Areas) would be impacted upon by this development, however, proposed lighting associated with the development should be taken account of when considering impacts on land and seascape. Landscape impacts of a regional or local scale will be considered by D&G Council.

If you require further clarification on any points of detail please contact me.

Yours sincerely,

Karl Munday

Operations Officer South Scotland

Mob [Redacted]

Karl.Munday@nature.scot

NatureScot
Scotland's Nature Agency
Buidheann Nàdair na h-Alba

Jill Simpson
RPS Group Plc, 3rd Floor
Belford House
59 Belford Road
Edinburgh
EH4 3DE

19 November 2020
Our ref: CEA160934

Dear Jill

1336625 – THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 AND THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS (AMENDED 2017)

PROPOSED STRANRAER MARINA EXPANSION WORKS - REQUEST FOR STRANRAER MARINA ECOLOGY SURVEY SCOPE ADVICE

Thank you for your advice request regards Stranraer Marina ecology survey scoping exercise.

Background
I note these works proposals include development both on land and marine-based activity within the new Marina layout with a total of approximately 223 berths; increased dredging and breakwaters to accommodate new marina layout; an area of reclaimed land onto the south east; proposed water sports building; extension to boatyard; extension to the overspill car park; proposed new pavilion; extension to reception building; proposed ancillary buildings; proposed restaurant/ bar and a proposed new bridge.

Following on from our phone call on the 12th November and you confirming the following proposed scope of works to date.

1. A PEA will be undertaken which includes a Phase 1 Habitat Survey and a desk assessment. This will map habitat types and potential for protected species within the development site boundary (which will be provided by the client) plus a buffer of up to 100m (depending on where access permissions allow). Habitat types will be identified according to defined Phase 1 categories, following standard guidelines, and the presence or potential for presence of protected species and habitats will be identified. Any non-native species which are the subject of legal control (e.g. Japanese knotweed) will be noted and mapped. In addition, we will map any identifiable nuisance plant species such as horse tail. A review of Google Earth,

NatureScot Sitelink (https://sitelink.nature.scot/), Scotland's Environment Web (https://map.environment.gov.scot/sewebmap/) and the Multi Agency Geographical Information Centre (MAGIC) interactive mapping tool and will be undertaken.

2. Given the coastal setting otters are expected to be present in suitable habitat throughout this area of shoreline. Therefore, in addition to the PEA a survey of all suitable habitats will be completed to ascertain presence or absence of otter. Otter surveys can be completed at any time of the year and we would propose to undertake the survey in conjunction with the PEA survey. The survey would follow the Common Standards Monitoring Guidance (2004), comprising of a standard walkover survey would be carried out by two qualified ecologists intensively searching all suitable habitat for signs of otter presence including: spraint, footprints and feeding remains. The survey will identify any otter resting sites within 200m of the site within suitable habitat.
3. The scope of the ornithology surveys would be agreed with NatureScot at the earliest opportunity at commission, but we propose:
    a. Monthly Through the Tide Counts (TTTCs) will be undertaken in a survey area comprising the footprint of the works and in coastal habitats approximately 500m east and west of the works. The objective of the bird survey will be to identify any key high tide roost locations and low tide feeding areas used by waterbird species, as defined by Wetlands International (Rose & Scott, 1997), within the survey area.
    b. TTTC survey methodology follows an adapted version of that used during the British Trust for Ornithology's (BTO) Wetland Bird Surveys (WeBS) core and low tide counts (as described in Bibby et al., 2000).
    c. All birds seen and heard will be recorded on large-scale maps using standard BTO species codes and notes on behaviour (feeding, roosting, or loafing), as well as the number of birds in each corresponding location.
4. Results from the desk study, data search and field surveys will be compiled into an illustrated report, describing the survey methods and results of the surveys. Where relevant, recommendations for further survey and mitigation works will be made. The report will include figures to show the location of any features of botanical interest, the presence of protected species located during the PEA and otter survey, and any stands of problem plant species. As standard, reports will be issued in electronic format by email. The need for further Phase 2 surveys are considered low, though if features within 30m of the site are identified during the PEA to provide roosting opportunities for bat species, there may be a need for bat surveys during May to September 2021, which would not be possible during the current programme.

Summary of Nature Scot Advice

We assume the PEA and Phase 1 habitat surveys are mainly terrestrial, but if there is an intertidal element Nature Scot can provide advice on that if required, please can you confirm if you have or require this information?
We note the basic phase 1 surveys would be sufficient to identify habitat types and presence of any protected species or habitat. We recognise there may be a potential need for bat surveys, in the future.

Marine Advice
On the marina proposal more generally, there's a couple of things you will need to consider from a marine perspective.
Will there be any activities that are likely to produce underwater noise, such as piling (e.g. if they are installing sheet piles, or monopiles for the pontoons)? If so, they will need to consider marine mammals (seals and cetaceans) in the area.
https://www.nature.scot/cetaceans-licence-forms-and-guidance-documents

Marine INNS
Nature Scot will provide full advice regards INNS once the scoping and ecological surveys are complete and advice can be tailored in relation to the findings and proposed marina development.

Extending the marina will likely lead to higher numbers of visiting boats, and they will need to consider the consequences of this for the risk of importing marine non-native species, e.g. attached to boat hulls. There are things that can mitigate this, such as providing contained hull-cleaning facilities.

Protected Species Advice
Please see our standing advice guidance for reference, planning consultations regards

Otter
https://www.nature.scot/sites/default/files/2020-06/Species%20Planning%20Advice%20-%20otter.pdf

Bats
https://www.nature.scot/sites/default/files/2020-06/Species%20Planning%20Advice%20-%20bats_0.pdf

Ornithology Advice
Here are some thoughts below on the marine ornithology aspects of pre-scoping advice on bird surveys for this proposal.

The proposed survey methodology (TTTC), and concentrating on the development footprint plus 500m either side, seems a reasonable approach. Mapping of where the birds are recorded will certainly be useful for our assessment.
Within the scoping report (and/or subsequent EIAR) you should also consider the wider context of Loch Ryan to birds. We suggest the use of additional information by collating WeBS survey data

maybe found online at the BTO website and data within the following report: Lawson et al. 2015 whilst the survey data from the Lawson et al. report is older, it still may be useful contextual data.

The scoping report should provide information on what the increase in vessel traffic would be expected to Loch Ryan, compared to what the baseline is currently. This will help provide us with information on what additional levels of disturbance there might be for some of the more sensitive species of divers, seaduck and grebes which use the Loch's marine waters.

Should you need information on seasonal definitions for birds in the marine environment, this can be found here: https://www.nature.scot/guidance-note-seasonal-definitions-birds-scottish-marine-environment

Please note when considering connectivity to SPAs in terms of marine birds – this is the latest paper we suggest using. We use the mean maximum foraging range to assess connectivity from a SPA to a proposed development area. Woodward, I., Thaxter, C.B., Owen, E., and Cook, A.S.C.P. 2019. Desk-based revision of seabird foraging ranges used for HRA screening. BTO research report number 724.

If you have any questions please do not hesitate to contact me.

Yours sincerely,

Karl Munday
Area Officer Southern Scotland/Strathclyde & Ayrshire
Mob [Redacted]
Email Karl.munday@nature.scot

NLB

Northern Lighthouse Board

84 George Street
Edinburgh EH2 3DA

Tel: 0131 473 3100
Fax: 0131 220 2093

Website: www.nlb.org.uk
Email: enquiries@nlb.org.uk

Your Ref: MSL email dated 11/05/22
Our Ref: GB/ML/D2_01_109

Mr Neil MacLeod
Marine Licensing Casework Manager
Marine Scotland – Marine Planning and Policy
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB

25 May 2022

THE MARINE WORKS (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017 ("THE EIA REGULATIONS")

Dumfries and Galloway Council (Per RPS) – Stranraer Marina Development – Stranraer, Dumfries and Galloway

Thank you for your e-mail correspondence dated 11th May 2022 relating to the EIA Scoping opinion submitted by **Dumfries and Galloway Council (Per RPS)** for their proposals to develop Stranraer Marina, Stranraer.

Northern Lighthouse Board are content with the proposed EIA study and will respond in full to the Marine Licence application.

Yours sincerely

[Redacted]

Peter Douglas
Navigation Manager

RYA

From:	Pauline McGrow
To:	MacLeod N (Neil) (MARLAB)
Subject:	RE: Dumfries and Galloway Council (Per RPS) – Stranraer Marina Development – Stranraer, Dumfries and Galloway - Scoping Request - Consultation - Response required by 04 June 2022
Date:	07 June 2022 11:43:03
Attachments:	image002.jpg image003.jpg image004.png image005.jpg image006.jpg image007.png image008.png

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Hi Neil,

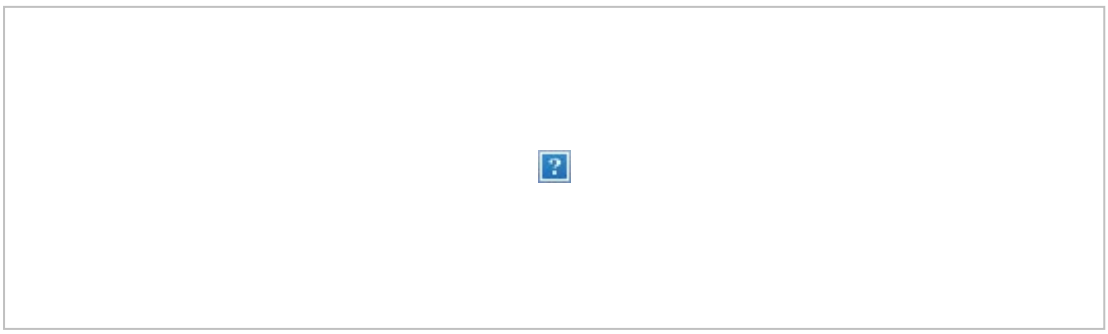
RYA Scotland is aware of this development which should provide benefits to recreational boating. We are happy that *Population, human health and socio-economics*, including impacts on recreational boating, can be scoped out of the EIA.

Kind Regards

Pauline

Pauline McGrow
Senior Administrator
Mob: [Redacted]

Royal Yachting Association Scotland
T: 0131 317 7388
E: pauline.mcgrow@ryascotland.org.uk



-

RYA Scotland, Caledonia House, 1 Redheughs Rigg, South Gyle, Edinburgh, EH12 9DQ
T: 0131 317 7388, Fax: 0844 556 9549

Scottish Water

Thursday, 19 May 2022

Marine Licensing
375 Victoria Road

Aberdeen

Development Operations
The Bridge
Buchanan Gate Business Park
Cumbernauld Road
Stepps
Glasgow
G33 6FB

Development Operations
Freephone Number - 0800 3890379
E-Mail - DevelopmentOperations@scottishwater.co.uk
www.scottishwater.co.uk
Follow Us

Dear Customer,

Stranraer Marina Development, Stranraer
Planning Ref: Scoping Request Stranraer Marina
Our Ref: DSCAS-0065102-NPX
Proposal: Scoping Request - Stranraer Marina Development

Please quote our reference in all future correspondence

Audit of Proposal

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced. Please read the following carefully as there may be further action required. Scottish Water would advise the following:

Asset Impact Assessment

Scottish Water records indicate that there is live infrastructure in the proximity of your development area that may impact on existing Scottish Water assets.

- Various and large diameter infrastructure in the site boundary

The applicant must identify any potential conflicts with Scottish Water assets and contact our Asset Impact Team via our Customer Portal for an appraisal of the proposals.

The applicant should be aware that any conflict with assets identified will be subject to restrictions on proximity of construction. Please note the disclaimer at the end of this response.

Written permission must be obtained before any works are started within the area of our apparatus

Drinking Water Protected Areas

A review of our records indicates that there are no Scottish Water drinking water catchments or water abstraction sources, which are designated as Drinking Water Protected Areas under the Water Framework Directive, in the area that may be affected by the proposed activity.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

- Scottish Water asset plans can be obtained from our appointed asset plan providers:
    - Site Investigation Services (UK) Ltd
    - Tel: 0333 123 1223
    - Email: sw@sisplan.co.uk
    - www.sisplan.co.uk

I trust the above is acceptable however if you require any further information regarding this matter please contact me on **0800 389 0379** or via the e-mail address below or at planningconsultations@scottishwater.co.uk.

Yours sincerely,

Angela Allison
Development Services Analyst
PlanningConsultations@scottishwater.co.uk

Scottish Water Disclaimer:

“It is important to note that the information on any such plan provided on Scottish Water’s infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."

SEPA

Scottish Environment Protection Agency
Buidheann Dìon Àrainneachd na h-Alba

Our ref: 5241
Your ref: n/a

Neil Macleod
Marine Scotland
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB

SEPA email contact:
planning.sw@sepa.org.uk

27 May 2022

By email only to: MS.marinelicensing@gov.scot

Dear Mr Macleod

The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017
Stranraer Marina Development
Stranraer, Dumfries & Galloway

Thank you for consulting SEPA on the scoping opinion for the above development proposal by your email received on 11 May 2022.

We consider that the following key issues must be addressed in the Environmental Impact Assessment process. To avoid delay and potential objection the following information must be submitted in support of the application.

While all the issues below should be addressed in the Environmental Report (ER), there may be opportunities for several of these to be scoped out of detailed consideration. The justification for this approach in relation to specific issues should be set out within the ER. We would welcome the opportunity to comment on the draft ER. Please note that we can process files only of a maximum size of 25MB and therefore, when the ER is submitted, it should be divided into appropriately sized and named sections.

1. Scope of the ER for marine developments

1.1. From the information submitted it is apparent that the development will include both onshore and offshore components. As such, the development will be subject to a range of different consenting regimes. We encourage you to consider producing a single ER, which covers all aspects of the proposed development. This will enable a full assessment of the potential effects of the development as a whole, rather than assessing certain details of the development individually.

2. Water Framework Directive and River Basin Management Planning

2.1. The Water Framework Directive (2000/60/EC) was implemented in Scotland through the Water Environment and Water Services (Scotland) Act 2003 (WEWS). This legislation requires SEPA to lead and co-ordinate in the Scotland and Solway Tweed river basin districts to protect and improve Scotland's water environment. Further information is available from the River Basin Management Planning section of our website. The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended) (CAR) provide controls over activities affecting the water environment.

2.2. Engineering works in transitional (estuaries) and coastal waters are not regulated by SEPA under CAR. Such works below the Mean High Water Springs mark or in any tidal river up to the tidal influence will require a marine licence from Marine Scotland Licensing Operations Team, designated a Responsible Authority under The Water Environment (Relevant Enactments and Designation of Responsible Authorities and Functions) (Scotland) Order 2011 made under Section 2(8) of WEWS. By this designation Marine Scotland is required to ensure that marine licensing assists in the delivery of River Basin Management Planning objectives. Similarly, planning authorities are designated Responsible Authorities by the Water Environment and Water Services (Designation of Responsible Authorities and Functions) Order 2006. In order to meet the requirements of the Water Framework Directive Responsible Authorities must carry out their statutory functions in a manner that secures compliance with the objectives of the Water Framework Directive (i) preventing deterioration and (ii) promoting improvements in the water environment in order that all water bodies achieve "good" ecological status by 2015.

2.3. River basins comprise all surface waters, including transitional (estuaries) and coastal waters extending to 3 nautical miles seaward from the territorial baseline. Within the River Basin Management context, the ER should identify if the impacts of the proposal are likely to lead to deterioration of the marine environment or present opportunities for improving the marine environment. Marine Scotland and, where applicable, the planning authority, must take this into account in considering the application due to their designation as Responsible Authorities.

2.4. The Water Framework Directive (WFD) requires considerations of Scotland's water bodies in terms of their chemical, biological and hydromorphological parameters and combines these parameters to score each water body in terms of its status, ranging from bad, through poor, moderate, good to high. A system of River Basin Planning has been put in place to ensure delivery of the WFD and manages the current targets set for each water body in support of Directive targets.

2.5. Water body data collated in support of the WFD is available on the Marine Scotland website and should be used in assessing any development proposal. The website provides data on the overall status of all Scotland's water bodies, with the options of filtering by local authority, catchment or water body name or alternatively just panning across the map. A summary table of the 'overall status' and an indication of whether there has been 'change' or 'no change' in status in the last year is provided for each water body in the search results, below the spotfire map. This table can be exported if required. Classification results are updated annually (following any necessary verification requiring to be completed postpublication). If you require further information for a water body which has undergone a change in status in the last year you can request verification of the change by emailing the RBMP Unit (rbmp@sepa.org.uk) entitling your email "Urgent request for data verification". Detailed information on the pressures affecting an individual water body and the measures (actions) set against it to address the pressures are available by accessing the individual water body

datasheet via the relevant hyperlink. This data should form part of the baseline characterisation in the ER.

2.6. In order to meet the objectives of the Water Framework Directive, coastal development should be designed wherever possible to avoid engineering activities in the marine environment.

2.7. We recommend that it be demonstrated in the ER that every effort has been made to leave the marine environment in its natural state. There is a need to protect the remaining areas of intertidal zone along some stretches of the developed coastline as these areas have become fragmented and degraded by the coalescence of development in the past.

2.8. As responsible authorities, planning authorities should promote measures already agreed in respect of relevant water bodies as well as considering other enhancement opportunities to contribute to River Basin Management Plan, Nature Conservation (Scotland) Act 2004 and sustainability development objectives. Examples may include restoration, coastal realignment, soft engineering or the incorporation of naturalistic features in the design of shoreline works, or planting with salt tolerant species. Guidance that may be drawn upon includes:

- Water Framework Directive Mitigation Measures Manual
- Estuary Edges: Ecological Design Guidance

3. Site layout and nature of construction for marine developments

3.1. The ER should contain site plans and cross sections showing the location, footprint, type and design of all the engineering structures, including temporary works, in the marine environment. Information for onshore elements such as access tracks, buildings, temporary works etc. should also be included. Access routes and working compounds for vehicles should be specified during construction. This information will allow us to screen the proposals and determine whether they are likely to present a risk to ecological status.

3.2. For development projects involving **dredging** works, the ER should include information on the dredge footprint area, dredging method, quantities of material to be dredged and a description of the substrate type/habitats and species within the area. Although by its nature dredging is a destructive activity, adverse effects can be minimised (e.g. timing, dredging technique). Options for the subsequent disposal and beneficial reuse of the material should also be considered.

3.3. Where existing discharges exist in the vicinity of the proposals the ER will need to demonstrate that the development will not result in significant changes to the dispersion characteristics of the receiving waters.

3.4. Discharges to marine waters, including those under Pollution Prevention and Control, are usually subject to the CAR supporting guidance document – WAT-SG-11: Modelling Discharges to Coastal and Transitional Waters. The most important part is the Appendix, which explains the mixing zone approach and the calculation of dilution. Typically, we would expect applicants to demonstrate that the discharge will undergo adequate initial dilution (50 times minimum initial dilution as a 95 percentile) and comply with any concentration limits at the edge of the mixing zone.

3.5. Please submit a detailed modelling method statement early in the application process to the SEPA planner who will forward to oceanmod@sepa.org.uk. By agreeing a modelling methodology before the modelling studies commence, potential problems and unnecessary work can be avoided later.

3.6. Please note that Oil Spill Contingency Plans should be sent directly to SEPA's Emergency Planning Unit to co-ordinate a response.

4. Marine ecological interests

4.1. Advice on designated sites and European Protected Species should be sought from Nature Scot. Marine and transitional Special Areas of Conservation (SAC) and Special Protected Areas (SPA) and Marine Protected Areas (MPA) are also Water Framework Directive Protected Areas. Therefore, their objectives are also River Basin Management Plan objectives which should be taken into account when developing the ER. In such situations, Nature Scot may contact SEPA for input on the consultation.

4.2. The Nature Conservation (Scotland) Act 2004 gives all public bodies, including SEPA and planning authorities, a duty to further the conservation of biodiversity. The developer is recommended to consult both the UK Biodiversity Action Plan and Local Biodiversity Action Plan lists for marine and coastal features found within the proposed areas of development, and consider mitigation measures, as appropriate. During the construction, operation and maintenance phases, it is important that good working practice is adopted and that wider habitat damage is mitigated against or kept to a minimum within defined acceptable limits. These should be controlled through a Construction Environmental Management Plan (see section 6 below).

4.3. Given that the accidental introduction of Marine Non-Native Species (MNNS) has been highlighted as a risk for water body degradation, we recommend that controls should be included in development planning and marine licensing for MNNS in line with Water Framework Directive and Marine Strategy Framework Directive objectives, and EU Biodiversity Strategy targets. Under the Water Framework Directive the presence of MNNS within a water body can constitute a significant pressure on the biological elements. Good status is usually the maximum a water body can achieve if MNNS are detected and this can fall to moderate status if MNNS are present above certain thresholds. Once well established, efforts to eliminate MNNS species have proven to be extremely expensive and so far, no non-native species have been successfully eradicated from the marine environment. Therefore, in view of these difficulties, we support the GB Non-Native Species Secretariat recommendation to put into place effective biosecurity measures to prevent introduction and to stop their spread.

Accidental introduction of MNNS can also occur via attachment to construction plant, specialised equipment and moorings as these are moved from one area to another. Please detail the measures to minimise the risks of introducing of MNNS into the adjacent water bodies within the ER and draft Construction Environmental Management Plan. Guidance that may be drawn upon includes:

- The alien invasive species and the oil and gas industry guidance produced by the Oil and Gas industry;
- Nature Scot web-based advice on Marine non-native species;

- Marine non-native guidance from the GreenBlue (recreation advice).

4.4. For operations that require coastal water abstractions, e.g. new coastal power stations, particular emphasis should be paid to assessing the impacts of fish (all mobile species) entrainment and how this will be mitigated. The assessment should also consider the potential impact of the proposed cooling water abstraction and discharge infrastructure in combination with those already existing in the vicinity. Studies show that the greatest rate of impingement is at low water, as fish are more concentrated than at high water – this effect can be increased where estuaries narrow. The ER should include drawings showing the design of the cooling water intakes and discharge infrastructure. Guidance that may be drawn upon includes British Energy Estuarine and Marine Studies, Scientific Advisory Report Series 2010 No 005 Ed2 - Methodology for the measurement of Entrainment Edition 2.

5. Coastal Processes

5.1. Depending upon the nature, scale and location of the proposed development the potential exists for there to be changes to coastal and sediment transport processes in the adjacent water body on completion of the development. The ER should assess the significance of such alterations and discuss the implications of these with respect to shoreline and seabed morphology, and wider ecosystem health in line with RBMP objectives. Marine Scotland is the responsible authority for licensing coastal development under the Marine Scotland Act 2010, and therefore we recommend that they be consulted with respect to the scope of any assessments.

6. Pollution prevention and environmental management

6.1. One of SEPA's key interests in relation to major developments is pollution prevention measures during the periods of construction, operation, maintenance, demolition and restoration. The construction phase includes construction of access roads, temporary storage areas and any other site infrastructure.

6.2. We advise that the applicant should, through the EIA process, systematically identify all aspects of site work that might impact upon the environment, potential pollution risks associated with the proposals and identify the principles of preventative measures and mitigation. This will establish a robust environmental management process for the development. A draft Schedule of Mitigation should be produced as part of this process. This should cover all the environmental sensitivities, pollution prevention and mitigation measures identified to avoid or minimise environmental effects. Please refer to the Pollution prevention guidelines. Other pollution prevention and environmental best practice guidance that may be drawn upon includes that produced by CIRIA .

6.3. Any application involving large scale beach replenishment and/or dredging works should be cross checked as to whether the proposals lie within or close to a designated bathing water or shellfish growing water. Ideally all physical works should be done outwith the Bathing Water Season (1 June to 15 September) and spatfall periods. Please refer to the Bathing waters section of our website for further guidance on the Bathing Waters Directive (2006/7/EC).

6.4. A Construction Environmental Management Plan is a key management tool to implement the Schedule of Mitigation. We recommend that the principles of this document are set out in the ER outlining how the draft Schedule of Mitigation will be implemented. This document should form the basis of more detailed site-specific Construction Environmental Management Plans

which, along with detailed method statements, may be required by planning condition or, in certain cases, through environmental regulation. Best practice advice developed by The Highland Council (in conjunction with industry and other key agencies) on the Construction Environmental Management Process is available in the guidance note Construction Environmental Management Process for Large Scale Projects.

7. Flood Risk

7.1. Any coastal development should be assessed for flood risk from all sources in line with Scottish Planning Policy (paragraphs 254-268). The Flood Maps for Scotland are available to view online and further information and advice can be sought from your local authority technical or engineering services department and from the planning and flood risk section of our website, which also contains information on SEPA's role in flood risk.

7.2. If a flood risk is identified then a Flood Risk Assessment should be carried out following the guidance set out in the document Technical flood risk guidance for stakeholders.

7.3. Climate change is placing increasing pressures on coastal marine environments. SEPA's guidance within this document helps to demonstrate SEPA's commitment to its public body duties under Section 44 of the Climate Change (Scotland) Act 2009, by assisting in ensuring that a consistent and proportionate approach is taken to maintaining the resilience of our coast to changes in our climate.

8. Onshore engineering activities in the water environment

8.1. In order to meet the objectives of the Water Framework Directive, the onshore components of the development should be designed wherever possible to avoid engineering activities in the water environment. The water environment includes burns, rivers, lochs, wetlands, groundwater, and reservoirs. We require it to be demonstrated that every effort has been made to leave the water environment in its natural state.

8.2. If the engineering works proposed are likely to result in increased flood risk to people or property then a Flood Risk Assessment should be submitted in support of the planning application.

8.3. A site survey of existing water features and a map of the location of all proposed engineering activities in the water environment should be included in the ER. A systematic table detailing the justification for the activity and how any adverse impact will be mitigated should also be included. The table should be accompanied by a photograph of each affected water body along with its dimensions. Justification for the location of any proposed activity is a key issue for us to assess at the planning stage.

8.4. Where developments cover a large area, there will usually be opportunities to incorporate improvements in the water environment required by the Water Framework Directive within and/or immediately adjacent to the site either as part of mitigation measures for proposed works or as compensation for environmental impact. We encourage applicants to seek such opportunities to avoid or offset environmental impacts. Improvements which might be considered could include the removal of redundant weirs, the creation of buffer strips and provision of fencing along watercourses. Fencing off watercourses and creating buffer strips both helps reduce the risk of diffuse water pollution and affords protection to the riparian habitat.

9. Onshore water abstraction

9.1. Where water abstraction is proposed we request that the ER details if a public or private source will be used. If a private source is to be used the information below should be included. Whilst we regulate water abstractions under CAR, the following information is required at the planning stage to advise on the acceptability of the abstraction at this location:

- Source e.g. ground water, the sea or surface water;
- Location e.g. grid reference and description of site;
- Volume e.g. quantity of water to be extracted; Timing of abstraction e.g. will there be a continuous abstraction?;
- Nature of abstraction e.g. sump or impoundment; Proposed operating regime e.g. details of abstraction limits and hands off flow;
- Survey of existing water environment including any existing water features;
- Impacts of the proposed abstraction upon the surrounding water environment.

9.2. If other development projects are present or proposed within the same water catchment then we advise that the applicant considers whether the cumulative impact upon the water environment needs to be assessed. The ER should also contain a justification for the approach taken.

10. Existing groundwater abstractions

10.1. Roads, foundations and other construction works associated with large scale developments can disrupt groundwater flow and impact on groundwater abstractions. To address this risk a list of groundwater abstractions both within and outwith the site boundary, within a radius of i)100 m from roads, tracks and trenches and ii) 250m from foundations) should be provided.

10.2. If groundwater abstractions are identified within the 100m radius of roads, tracks and trenches or 250m radius from borrow pits and foundations, then either the applicant should ensure that the route or location of engineering operations avoid this buffer area or further information and investigations will be required to show that impacts on abstractions are acceptable. Further details can be found in Appendix 2 (which is also applicable to other types of developments) of our Planning guidance on windfarm developments.

11. Air quality

11.1. The local authority is the responsible authority for local air quality management under the Environment Act 1995, and therefore we recommend that Environmental Health within the local authority be consulted.

11.2. They can advise on the need for this development proposal to be assessed alongside other developments that could contribute to an increase in road traffic. They can also advise on potential impacts such as exacerbation of local air pollution, noise and nuisance issues and cumulative impacts of all development in the local area. Further guidance regarding these issues is provided in Scottish Planning Specific Advice (2004) available on the Scottish Government's Planning website entitled Air Quality and Land Use Planning.

12. Regulatory advice for the applicant

12.1. Proposed engineering works within the water environment will require authorisation under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (as amended).

Management of surplus soils may require an exemption under The Waste Management Licensing (Scotland) Regulations 2011. Proposed crushing or screening will require a permit under The Pollution Prevention and Control (Scotland) Regulations 2012. Consider if other environmental licences may be required for any installations or processes.

12.2. Details of regulatory requirements and good practice advice for the applicant can be found on the Regulations section of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the local compliance team at: SWS@sepa.org.uk.

If you have queries relating to this letter, please contact me by telephone on insert contact number or e-mail at insert area planning office e-mail.

Yours sincerely

Jonathan Werritty
Senior Planning Officer / Planning Officer
Planning Service

E-copy: Neil Macleod, Marine Scotland, Neil.MacLeod3@gov.scot

Disclaimer
This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at this time. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning or similar application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application or similar application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. For planning applications, if you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found on our website planning pages.

Transport Scotland

Development Management and Strategic Road Safety
Roads Directorate

Buchanan House, 58 Port Dundas Road, Glasgow G4
0HF Direct Line: [Redacted], Fax: 0141 272 7350
lain.clement@transport.gov.scot

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

Neil Macleod
Marine Scotland
The Scottish Government
Marine Laboratory
375 Victoria Road
Aberdeen
AB11 9DB

ms.marinelicensing@gov.scot

Your ref:

Our ref:
GB01T19K05

Date:
13/06/2022

Dear Sirs,

MARINE (SCOTLAND) ACT 2010

MARINE LICENCE APPLICATION

EIA SCOPING REQUEST - STRANRAER MARINA DEVELOPMENT

With reference to your recent correspondence on the above development, we acknowledge receipt of the Scoping Report (SR) prepared by RPS Group in support of the above development.

This information has been passed to SYSTRA Limited (SYSTRA) for review in their capacity as Term Consultant to Transport Scotland – Roads Directorate. Based on the review undertaken, we would provide the following comments.

Proposed Development

We understand that the proposed development comprises the development of Stranraer Marina, to include up to 185 new berths and the following elements:

- Revised marina layout;
- Increased dredging and breakwater provision;
- Land reclamation;
- Extension to harbour facilities including reception and offices, car parking, boatyard and ancillary development;
- Renewable energy provision; and
- Enhanced connectivity with town centre.

Assessment of Environmental Impacts

Chapter 8 of the SR presents the proposed methodology of the assessment of potential traffic impacts associated with the development. This indicates that a Transport Assessment (TA) will be prepared in support of the application.

We note that the TA will include:

- A qualitative description of the travel characteristics of the existing site, including a review of the existing pedestrian, cycling and public transport network;
- Details of any committed transport improvements or projects in the vicinity of the site;
- A description of the existing highway network in the vicinity of the site;
- A review of existing accident / collision history in the vicinity of the site.

In addition, baseline traffic surveys will be undertaken to determine existing traffic volumes at the existing site accesses and the surrounding road network. The impacts will be compared against the current baseline scenario which will establish the impact of the proposed development upon the surrounding highway network.

Transport Scotland will require the potential impact on the adjacent A77, A75 and A751 trunk road links and junctions to be quantified and would ask that a threshold assessment be carried out to determine the extent of the study area. We would ask that the thresholds as indicated within the Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Road Traffic be used as a screening process for the assessment of potential trunk road related environmental impacts. Potential impacts such as driver delay, pedestrian amenity, severance, safety etc. should be considered and assessed where appropriate (i.e. where Institute of Environmental Management and Assessment Guidelines for further assessment are breached). These specify that road links should be taken forward for assessment if:

- Traffic flows will increase by more than 30%, or
- The number of HGVs will increase by more than 30%, or
- Traffic flows will increase by 10% or more in sensitive areas.

The assessment of Environmental Impacts can be considered as part of the TA or as part of an EIA chapter covering traffic and transport.

We would also request that base traffic data be factored to the construction year using National Road Traffic Forecasts (NRTF) Low Growth.

In terms of the impact of the development may have on the operation and safety of the trunk road, the TA should take cognisance Transport Scotland's 'Transport Assessment Guidance' 2012. The TA should clearly demonstrate that the proposed development is, or can be made, accessible by sustainable travel modes as required by local and national planning policies. In terms of traffic impacts, the extent of the trunk road network to be included in the TA should be determined from undertaking a threshold assessment with any junctions experiencing 5% or more increase in approach flow requiring detailed capacity assessment.

If required, Transport Scotland can provide baseline traffic data for the A75(T) east and west of the A75(T)/ A751(T) junction in addition to A77(T) data north and south of the A77(T)/ A751(T) junction.

We understand that that the TA will include an assessment of both the construction and operational impacts of the proposed development. This is considered appropriate in this instance.

I trust that the above is satisfactory and should you wish to discuss any issues raised in greater detail, please do not hesitate to contact me or alternatively, Alan DeVenny at SYSTRA's Glasgow Office on 0141 343 9636.

Yours faithfully

Iain Clement

Transport Scotland
Roads Directorate

cc Alan DeVenny – SYSTRA Ltd.