Stranraer Marina Expansion Project

Environmental Impact Assessment Report (EIAR)

Volume 1 – Main Technical Assessments

August 2025

FAIRHURST

CONTROL SHEET

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Acronyms/ Abbreviations /Units

AA	Annual Average
AADT	Annual Average Daily Traffic Flow
AAWT	Annual Average Weekly Traffic
ADMS	Atmospheric Dispersion Modelling System
AFBI	Agri-Food and Biosciences Institute
AIS	Automatic Identification System
AGG	Aggregate
AL	Action Level
AL1	Action Level 1
AL2	Action Level 2
ALARP	As low as reasonably practicable
ATC	Automatic Traffic Counts
ATL	Active Travel Links project
AQD	Air Quality Database
AQMA	Air Quality Management Area
AQS	Air Quality Strategy
AtoN	Aid to Navigation
AUD INJ	Auditory Injury (synonymous with deprecated “PTS”)
AWBs	Artificial Water bodies
BAP	Biodiversity Action Plan
BBCEL	Balfour Beatty Civil Engineering Limited
bgl	Below ground level
BGS	British Geological Survey
BNL	Basic Noise Level
BoCC	Birds of Conservation Concern
BPEO	Best Practicable Environmental Option
BS	British Standard
BTO	British Trust for Ornithology
c.	Circa, i.e., approximately
cSAC	Candidate Special Area of Conservation
CAR	Controlled Activities Regulations
CAT	Community Asset Transfer
+ CC	Plus Climate Change
CCRA	Climate Change Risk Assessment
CCTV	Closed Circuit Television
CEA	Cumulative Effects Assessment
CEMP	Construction Environmental Management Plan
CD	Chart Datum
CDM	Construction Design and Management
CFB	Coastal Flood Boundary
CIBSE	Chartered Institution of Building Services Engineers
CIRIA	Construction Industry Research and Information Association
CIEEM	Chartered Institute of Ecology and Environmental Management
CM	Centimetre
CMLI	Chartered Member of the Landscape Institute
COMAH	Control of Major Accident Hazards
CoPA	Control of Pollution Act
CO_{2e}	Carbon Dioxide Equivalent
CP	Core Path
CP18	Climate Projections 18
CRTN	Calculation of Road Traffic Noise
CSD	Cutter Suction Dredger
CSO	Combined Sewer Overflow
CTMP	Construction Traffic Management Plan
dB	Decibel
DDV	Drop down video
Defra	Department for Environment Food and Rural Affairs
D&G	Dumfries and Galloway
DGC	Dumfries and Galloway Council
DHI	Danish Hydraulic Institute
DIA	Drainage Impact Assessment
DMOY	Do Minimum Opening Year
DMP	Dust Management Plan
DMRB	Design Manual for Roads and Bridges
DNO	Distribution Network Operator
DO	Dissolved Oxygen
DSFY	Do Something Future Year
DSOY	Do Something Opening Year
DTM	Digital Terrain Model
EA	Environment Agency
EC	European Commission
EcIA	Ecological Impact Assessment
ECoW	Ecological Clerk of Works

ECMWF	European Centre for Medium-Range Weather Forecasts
EEC	European Economic Community
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EMODnet	European Marine Observation and Data Network
EPA	Environmental Protection Act
EPD	Environmental Product Declaration
EPUK	Environmental Protection UK
EQS	Environmental Quality Standards
ER	Environmental Report
ESAS	European Seabirds at Sea
ESL	Extreme Sea Level
EU	European Union
EVA	Extreme value analysis
FBC	Full Business Case
FFL	Finished Floor Level
FRA	Flood Risk Assessment
FRMP	Flood Risk Management Plan
FRM Act	Flood Risk Management (Scotland) Act 2009
FRMT	Flood Risk Management Team
FSA	Formal Safety Assessment
FSS	Food Standards Scotland
FTE	Full Time Equivalent
GBR	General Binding Rule
GCN	Great Crested Newt
GD	General Direction
GeMS	Geodatabase of Marine features adjacent to Scotland
GHG	Greenhouse Gas
GI	Ground Investigation/s
GLA	General Lighthouse Authority
GLVIA	Guidelines for Landscape and Visual Impact Assessment
GPPs	Guidance for Pollution Prevention
GTGP	A Guide to Good Practice on Port & Marine Facilities
GVA	Gross Value Added
GWP	Global Warming Potential
ha	Hectares
HCA	Homes and Communities Agency
HCO	Harbour Confirmation Order
HDV	Heavy Duty Vehicles
HEO	Harbour Empowerment Order
HER	Historic Environment Record
HES	Historic Environment Scotland
HF	High Frequency (Cetaceans)
HGV	Heavy Goods Vehicle
HMWBs	Heavily Modified Water Bodies
HRA	Habitats Regulations Appraisal
HRO	Harbour Revision Order
H&S	Health and Safety
HSE	Health and Safety Executive
Hz	Hertz (Frequency)
IALA	International Organization for Marine Aids to Navigation
IAQM	Institute of Air Quality Management
IBA	Important Bird Area
ICE	Inventory of Carbon and Energy
ICES	International Council for the Exploration of the Sea
ID	Identification
IEMA	Institute of Environmental Management and Assessment
IMO	International Maritime Organisation
INNS	Invasive Non-Native Species
IPCC	Intergovernmental Panel on Climate Change
iRSS	Indicative Regional Spatial Strategy
ISO	International Organisation for Standardisation
JNCC	Joint Nature Conservation Committee
kg/m³	Specific density (of water, sediment or air)
kHz	Kilohertz (Frequency)
kJ	Kilojoule (Energy)
km	Kilometres (Distance)
km^2	Kilometre squared (Area)
kn	Knots (speed), 1 kn = 0.514 m/s, 1 m/s = 1.944 kn
kV	Kilovolt
L_{A90}	Equivalent continuous A-weighted noise level exceeded for 90% of the time
$L_{Aeq,T}$	Equivalent continuous A-weighted noise level, over time period T
LAT	Lowest Astronomical Tide
LAT	Lowest Astronomic Tide
LB	Land based

LCA	Landscape Character Area
LCA	Life Cycle Assessment
LCT	Landscape Character Type
LDP	Local Development Plan
LDP 2	Local Development Plan 2
LDV	Light Duty Vehicles
LED	Light-emitting diode
LF	Low Frequency (Cetaceans)
LHEES	Local Heat and Energy Efficiency Strategy
LiDAR	Light Detection and Ranging
LLA	Local Lighthouse Authority
LNR	Local Nature Reserve
LOA	Length overall
L_P	Peak Pressure Level, [dB]
LPA	Local Planning Authority
LPD	Local Plan District
LVIA	Landscape and Visual Impact Assessment
m	Metres
m^2	square metres
MAC	Maximum Allowable Concentration
MAGIC	Multi-Agency Geographic Information for the Countryside
mAOD	Metres Above Ordnance Datum
MAU	Marine Analytical Unit
MB	Marine based
MCA	Marine Consultation Area
MCA	Maritime & Coastguard Agency
MCLs	Morphological Condition Limits
MD-LOT	Marine Directorate – Licensing Operations Team
MDS	Maximum Design Scenario
MD-SEDD	Marine Directorate - Science, Evidence Data and Digital
Medin	Marine Environmental Data and Information Network
MF	Mid Frequency (Cetaceans) – DEPRECATED only for reference to NOAA/NMFS 2018 groups
MHWS	Mean High Water Springs
MIED	Member of Institute for Economic Development
MImAS	Morphological Impact Assessment
ML	Monitoring Location
ML	Most Likely
MLWS	Mean Low Water Spring
MMO	Marine Mammal Observer
MP	Member of Parliament
MPA	Marine Protected Areas
MPS	Marine Policy Statement
ms	Millisecond (10-3 seconds) (Time)
ms-1 or m/s	Metres per second (Velocity or speed)
MS	Marine Scotland
MSI	Maritime Safety Information
MSL	Mean Sea Level
MSMS	Marine Safety Management System
MSS	Marine Scotland Science
MSP	Member of the Scottish Parliament
MS-LOT	Marine Scotland – Licensing Operations Team
MD-LOT	Marine Directorate – Licensing Operations Team
MHWS	Mean High Water Springs
ML	Monitoring Location
MLWS	Mean Low Water Springs
MOHC	Met Office Hadley Centre
MOU	Memorandum of Understanding
MW	Marine Works
NAABSA	Not Always Afloat But Safely Aground
NEWT	Not Environmentally Worse Than
NGR	National Grid Reference
NLB	Northern Lighthouse Board
NLS	National Library Scotland
NMFS	National Marine Fisheries Service
NMP	National Marine Plan
NMP	Noise Management Plan
NMPi	National Marine Plan interactive maps
NMU	non-motorised user
NNR	National Nature Reserve
No.	Number
NPF4	National Planning Framework 4
NRA	Navigational Risk Assessment
NTM	Notice to Mariners
NS	NatureScot
NTS	Non-Technical Summary
NTS2	National Transport Strategy

NVSR	Noise and Vibration Sensitive Receptors
OBC	Outline Business Case
OSPAR	Oslo and Paris Agreement
OW/OCW	Otariid pinnipeds/Other Carnivores in water (refers to the same weighting and animal groups)
pSPA	Potential Special Protection Area
Pa	Pascal (Pressure: newton/m²)
PAC	Pre-Application Consultation
PAH	polycyclic aromatic hydrocarbon
PAH	Polyaromatic Hydrocarbon
PAN	Planning Advice Note
PCB	Polychlorinated Biphenyl
PDE	Pre-Development Enquiry
PEA	Preliminary Ecological Appraisal
PMF	Priority Marine Feature
PMSC	Port & Marine Facilities Safety Code
PPE	Personal Protection Equipment
PPV	Peak Particle Velocity
PRoW	Public Right of Way
PSA	Particle Sieve Analysis
psu	Practical Salinity Units (parts per thousand of equivalent salt in seawater, weight-based)
PTS	Permanent Threshold Shift – DEPRECATED, see “AUD INJ”
PW/PCW	Phocid pinnipeds
PVA	Potentially Vulnerable Area
OBC	Outline Business Case
ONS	Office of National Statistics
OP	Operational phase
OS	Ordnance Survey
OSPAR	Oslo and Paris Agreement
PAHs	Polyaromatic Hydrocarbons
PMF	Priority Marine Features
R&A	Review and Assessment
RBD	River Basin District
RBMP	River Basin Management Plan
RCP	Representative Concentration Pathway
Ref	Reference
RICS	Royal Institution of Chartered Surveyors
RIM	Reservoirs Inundation Map
RMS	Root Mean Square
RTPI	Royal Town Planning Institute
RYA	The Royal Yachting Association
SCAMPP	Solway Coast and Marine Pilot Project
SAC	Special Areas of Conservation
SBL	Scottish Biodiversity List
SCRC	Stranraer Coastal Rowing Club
SDT	Stranraer Development Trust
SEIA	Socio Economic Impact Assessment
SEL	Sound Exposure Level, [dB]
SEPA	Scottish Environment Protection Agency
SHA	Statutory Harbour Authority or Statutory Harbour Area
SIC	Standard Industrial Classification
SIRA	Simplified IALA Risk Assessment
SL	Source Level [dB]
SLM	Sound Level Meter
SLVIA	Seascape, Landscape and Visual Impact Assessment
SM	Scheduled Monument
SMC	Social Mobility Commission
SME	Small and medium sized enterprises
SMP	Shoreline Management Plan
SNH	Scottish Natural Heritage
SNMP	Scottish National Marine Plan
SOM	Soil Organic Matter
SPA	Special Protection Area
SPL	Sound Pressure Level, [dB]
SPP	Scottish Planning Policy
SPMT	Self-Propelled Modular Transporter
SSCs	Suspended Sediment Concentrations
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Urban Drainage System
SVOC	Semi-Volatile Organic Compounds
SW	Scottish Water
SWPA	Shellfish Water Protected Area
SWSA	Stranraer Water Sports Association
SWSEIC	Southwest Scotland Environmental Information Centre
SWestrans	South West Scotland Regional Transport Partnership
TEMPro	Trip End Model Presentation Program
T	Ton

TA	Transport Assessment
TBT	Tributyltin
TAG	Transport Assessment Guidance
TAN	Technical Advice Note
TraC-MImAS	Transitional and Coastal Waters Morphological Impact Assessment
TN	Target Note
TPH	Total Petroleum Hydrocarbons
TTWA	Travel to Work Area
TTS	Temporary Threshold Shift
TSHD	Trailing Suction Hopper Dredger
TZVI	Theoretical Zone of Visual Influence
UK	United Kingdom
UK Hab	UK Habitat Classification survey methodology
UKHO	UK Hydrographic Office
UKCP	UK Climate Projections
UKCP18	UK Climate Projections 2018
µPa	Micro Pascal
UKCP18	UK Climate Projections
UKWIR	UK Water Industry Research
UNFCCC	United Nations Framework Convention on Climate Change
VHF	Very High Frequency (Cetaceans)
VHF	Very High Frequency (radio)
VOC	Volatile Organic Compounds
Vol.	volume
VMS	Vessel Monitoring System
WADAG	Water Assessment and Drainage Assessment Guide
WaFD	Waste Framework Directive
WBCSD	World Business Council for Sustainable Development
WC	Worst Credible
WeBS	Wetland Bird Survey
WEWS	Water Environment & Water Services (Scotland) Act 2003
WFD	Water Framework Directive
WWTWs	Waste Water Treatment Works
WRI	World Resources Institute
Z	Acoustic impedance [kg/(m²·s) or (Pa·s)/m³]
ZoI	Zone of Influence
95%ile	95th Percentile

1.0 Introduction & Background

1.1 Fairhurst have been appointed to prepare an Environmental Impact Assessment (EIA) Report (EIAR) which sets out the findings of an EIA relating to a project for the expansion and redevelopment of Stranraer Marina, including dredging ("hereafter referred to as the proposed development"). Fairhurst's appointment is by Balfour Beatty Civil Engineering Limited (BBCEL) who in turn are appointed by Dumfries and Galloway Council (DGC) ('the Applicant'). This EIAR documents the findings of the EIA process, which has been applied to the proposed development, which will accompany the following consent applications:

- Planning Permission from the Local Planning Authority (LPA) under the Town and Country Planning (Scotland) Act 1997 (As amended)[1] for licensable activities above Mean High Water Springs (MHWS); and
- Marine Licences from Marine Directorate – Licensing Operations Team (MD-LOT)[2] under the Marine (Scotland) Act 2010[3] for licensable activities below MHWS, including for construction works below the MHWS tide level, and for the associated capital and maintenance dredging and disposal of sediment for beneficial use.

1.2 The EIA seeks to identify and assess the likely significant effects resulting from both the construction and operation of the proposed development, with the aim of ensuring that, where possible appropriate mitigation has been incorporated into the design of the project (embedded mitigation), and where necessary additional mitigation measures are identified to help alleviate significant adverse effects.

1.3 Due to elements of the proposed development falling both below and above MHWS, the EIA has been undertaken in accordance with The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017[4] and The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017[5].

1.4 Throughout this EIAR the terminology 'consenting authority' is used to refer succinctly to both MD-LOT and DGC. This makes reference to the fact that in their respective jurisdictions, each of these authorities is the decision-making authority with regard to the granting of consent for the progression of the project.

[1] Town and Country Planning (Scotland) Act 1997
[2] Marine Directorate - Licensing Operations Team (MD-LOT) is the regulator responsible for determining marine licence applications on behalf of the Scottish Ministers in the Scottish inshore region (between 0 and 12 nautical miles (nm)) under the Marine (Scotland) Act 2010, and in the Scottish offshore region (between 12 and 200 nm) under the Marine and Coastal Access Act 2009.
[3] Marine (Scotland) Act 2010
[4] The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017
[5] The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017

The Need for the Proposed Development

1.5 Stranraer has had a significant maritime history based around fishing, the armed forces, and an historic long-standing ferry service to and from Northern Ireland. The relocation of the ferry terminal to Cairnryan has reduced the flow of visitors to the town which has had a significant effect, but also creates an important opportunity to reconnect the town to the waterfront through new development in and around the harbour area.

1.6 The opportunity has emerged for the expansion of the existing Stranraer Marina ("the proposed development"), a key element in the regeneration of Stranraer waterfront, to be included as a project within the Borderlands Inclusive Growth Deal[6]. The Borderlands Inclusive Growth Deal is a joint initiative to secure investment for priority projects that will deliver accelerated economic growth for the benefit of individuals, businesses and communities across the Borderlands region, Stranraer included.

1.7 The Stranraer Marina Expansion project has been included within the Destination Borderlands theme of the Growth Deal, which aims to promote tourism as a priority sector. Stranraer Marina has a provisional Growth Deal funding allocation, subject to satisfactory approval of the Full Business Case (FBC).

1.8 The original Outline Business Case (OBC) was produced in 2020 and was approved when the Borderlands Inclusive Growth Deal was signed in March 2021.

1.9 An updated Outline Business Case (OBC) (2024)[7] for the proposed development was then produced by ARUP, on the development of the FBC, which confirms that "*the aim of the project is to repurpose Stranraer and Loch Ryan as a distinctive and successful marine leisure destination and act as a catalyst for the wider regeneration of Stranraer town and its waterfront. The project was identified as a priority project through the Destination Borderlands programme and funding of £16 million has been committed through the Borderlands Inclusive Growth Deal".*

1.10 The refreshed OBC (2024) set out a 'Five Case Model' for the proposed development, including:

- **Strategic Case** - In 2011, the ferry operator moved operations up the coast to Cairnryan, leaving Stranraer without ferry services. This loss of the primary attractor for visits and spend in the local economy left Stranraer, an area that already faces relatively high deprivation levels, vulnerable and requiring transformational investment to regenerate the

[6] The Borderlands Inclusive Growth Deal was formally signed in March 2021, bringing up to £452 million of financial investment to the Borderlands area (Source: Gov.uk)
[7] Ove Arup & Partners Limited: Stranraer Marina Expansion Outline Business Case: April 2024

town and ensure a sustainable, inclusive and resilient economy. The proposed development was therefore identified as a priority project for the regeneration of the waterfront and town, and £18.023M of funding was committed with £16M from Borderlands and £2.023M from DGC. The OBC states that the proposed development "*has transformational potential and will be the anchor in reimagining the waterfront, under a collaborative 'One Waterfront' approach. The range of projects that will be delivered by One Waterfront will offer opportunities to boost tourism and create a more vibrant cultural and leisure destination offer. The marina expansion will act as a catalyst for waterfront development and wider regeneration, contributing to Stranraer becoming a water sports and eco-tourism destination, and also supporting wider investment and regeneration within Stranraer to deliver economic and social value".*

- **Economic Case** – Following an assessment of five shortlisted options, scored against factors including value for money, it was concluded that the design of a 223-berth comprehensive service marina was the preferred option. The OBC for the proposed development noted that a place-based appraisal was completed for the preferred option, estimating that it will support 30 net additional, permanent jobs, with an associated Gross Value Added (GVA) over 25 years of £25.3m. The review of the economic case found that the project represents value for money from a public investment perspective.
- **Commercial Case** - The commercial case sets out the procurement and contract strategy and how the SCAPE framework is being used to deliver value for money and wider community benefits. The Design Build Development Agreement will deliver the proposed development but the decision on the operational model for the marina is yet to be agreed and will be explored further at detailed design stage with the preferred option informing the financial modelling and commercial considerations within the Full Business Case.
- **Financial Case –**This OBC explores other potential funding sources, including local, regional and national, to identify potential opportunities to fund certain elements of the proposed development, predominantly focussed on potential for direct contributions to landside infrastructure and public realm, but also additional features that are not currently costed in – for example, digital infrastructure and clean energy generation.
- **Management Case –** The OBC notes that the management case presents a viable plan for delivery, and one that is aligned with recent strategic developments such as the Stranraer Place Plan and One Waterfront approach.

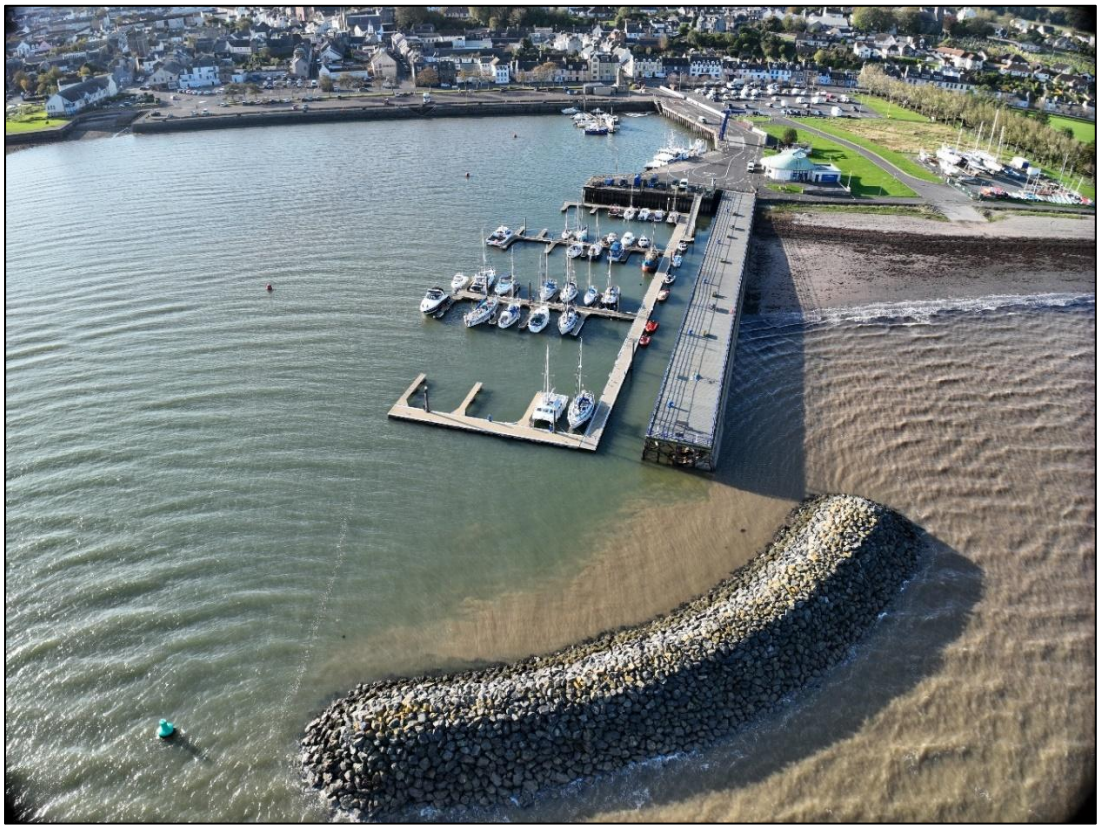
One Waterfront – Embracing and Unlocking the Area

1.11 The area presents a transformative opportunity to instill positive change and deliver upon the wider ambition of a 'One Waterfront' approach for Stranraer. Embracing the Waterfront, arguably Stranraer 's greatest natural asset, has the potential to unlock economic, social and environmental opportunities for both locals, visitors and wildlife. Positively planned and implemented change could transform it into a people-centric destination that is lively, diverse, accessible and well-connected, with links to the Marina, the wider waterfront and Rhins of Galloway, Stranraer Town Centre, and surrounding communities.

1.12 Dumfries and Galloway Council commissioned the waterfront engagement work that was undertaken by The Stove and Creative Stranraer, which has helped gather thoughts from communities across the town and celebrate the past, present and future of Stranraer 's Waterfront. Reflecting the views gathered, the proposals are intended to reimagine and reconnect the Waterfront to the heart of Stranraer and its people, enabling the area to become a multifunctional, high quality, vibrant and representative public space. The area of reclaimed land could become a place to play, reconnect with the water, and socialise through improved public realm, art installations, and space for mixed community uses.

The Proposed Development Site

1.13 Stranraer is located in Dumfries and Galloway in southwest Scotland and lies at the south of Loch Ryan. The site is situated to the north of the town centre. The site is adjacent to Market Street, with access into the marina from the junction of Market Street and Agnew Crescent.



Photograph 1-1: View of existing Marina, West Pier and Breakwater

1.14 The site of the proposed development will comprise of both land (terrestrial) and marine development. The existing marina is located in the north of the town of Stranraer and is operated by the applicant, Dumfries and Galloway Council. All of the areas that are part of the marina that are not 'on land' are owned by Crown Estate Scotland.

1.15 The existing marina serves the southern end of Loch Ryan and has historically been one of the busiest ports in the region. The marina itself currently consists of dogleg quay, and a finger pontoon, which is used by smaller fishing vessels, excursions and recreational craft. The current marina has approximately 70 berths over two locations within the harbour. One area is mainly set aside for commercial operators and there are 7 dedicated berths for visitors. The existing harbour also includes a number of larger commercial and fishing vessel berths against the harbour wall. Ferry terminals are also located north of the harbour in Cairnryan, giving access to the Clyde, the Solway, Isle of Man and the North Channel, and beyond to the Irish Sea.

1.16 Public access through the harbour and along the promenade is via the Coastal Walkway path, which forms part of the Rhins of Galloway Coast Path Core Path (No: 544)[8].

[8] Dumfries and Galloway Council: Core paths | Dumfries and Galloway Council (dumgal.gov.uk)

1.17 Land within the western section of the site, includes the existing boat yard, and adjacent grassed areas, which now benefits from planning permission (LPA Reference: 23/0976/FUL) for the erection of a boat shelter, extension of boat yard area, and instructor platform, etc.

Photograph 1-2: View towards Existing Boat Yard to the west of the site

1.18 Further north-east in this area, is an existing public pier and pontoon, alongside the Harbourmaster and Coastguard building and Fisherman's compound. Land within this part of the site also benefits from planning permission (LPA Reference: 23/0970/FUL) for the erection of a new watersports centre, formation of an additional parking area with associated hard and soft landscaping.

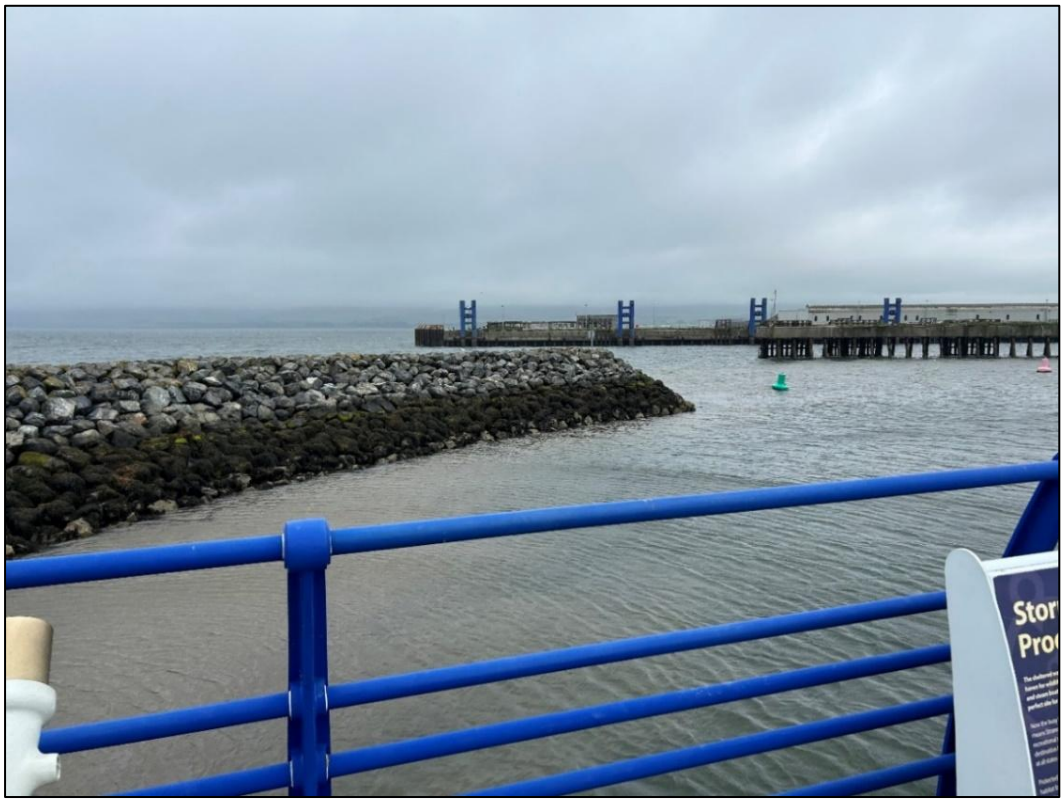
1.19 Vehicular access into this area is via an existing road, providing access to a public carpark, the West Pier and boat yard.

Photograph 1-3: views from access road towards existing Pillar Crane and Harbourmaster and Coastguard building

Photograph 1-4: View from Coastal Walkway path towards the beach and existing slip way to the west of the existing Marina

Photograph 1-5: View from Coastal Walkway path towards the existing West Pier and existing Breakwater

Photograph 1-6: Boats in the Marina



Photograph 1-7: View from West Pier towards existing Breakwater and East Pier

Photograph 1-8: View from West Pier back towards Harbourmaster building

1.20 To the south of the marina is the Breastworks public car park, which includes the 1930s harbour office (former harbourmaster's office) and weighbridge, which is a Category C Listed Building. Two slipways provide access into the water in this part of the site.

Photograph 1-9: View of Listed Harbour Office (former harbourmaster's office) within Breastworks Car Park

1.21 Whilst the site of the proposed development is located within the existing townscape associated with Stranraer, it lies adjacent to two landscape character types, identified from NatureScot[9] as Peninsula (LCT 156) and Coastal Flats – Dumfries and Galloway (LCT 158). Both of these identified LCT's are influenced by the existing built form of Stranraer at a local level.

1.22 No international or nationally designated sites are located within 2km of the proposed development boundary. The open water within Stranraer Marina is part of a Marine Consultation Area which denotes an area identified as deserving particular distinction in respect to the quality and sensitivity of the marine environment within them.

[9] NatureScot: Landscape Character Types 2019

1.23 The southern and western parts of the site fall within Stranraer Conservation Area[10]. Immediately to the south-east of the site are the Category B-listed 28 and 30 Harbour Street. The setting of all of these Listed Buildings is dominated by the existing numerous car parks.

1.24 The geological map[11] evidence has recorded the presence of Made Ground within the on-shore area of the site, which is considered to relate to the former reclamation in this area.

1.25 The southern on-shore area is recorded to be underlain by Raised Marine Beach deposits comprising gravel, sand and silt. The British Geological Survey (BGS) online Geo-index[12] records the off-shore superficial deposits as Marine Beach deposits. It is expected that both on and off shore the Marine Deposits will be underlain by Glacial Deposits.

1.26 The Geological Survey (BGS) online Geo-index viewer records the bedrock underlying both the onshore and offshore areas as belonging to the Loch Ryan Formation of Permian Age.

1.27 Potential sources of contamination have been recorded within the boundaries of the site, including the material used in the land reclamation exercise and the historical warehouses. Potential off-site sources of contamination have been noted, including the activities on the East Pier (including Ross Pier), the gas works and the slaughterhouse. The East Pier is leased by Stena from Crown Estate Scotland, and owned in part by Network Rail.

1.28 Due to its harbourside location, the proposed site is located within an area identified as being at risk of coastal flooding.

[10] Historic Environment Scotland: Listed Building search maps
[11] Map reference – BGS Map Sheet NX06SE 1:10,000 date 1986
[12] BGS Geology Viewer (BETA)

Introduction to the Proposed Development

1.29 The proposed development consists of a series of upgrades and expansion works to the existing infrastructure at Stranraer Marina, to accommodate more and larger vessels. The proposed works are situated both on land (terrestrial) and marine based, including:

- Revised Marina layout - inclusion of up to an additional 185 new berths, in addition to the 45 existing berths, which gives a total of 230 berths (existing and proposed). It is considered that circa 14 of these berths will be for commercial use;
- An extension to the existing breakwater, in addition to a second breakwater (which will also serve as a berthing area for large vessels);
- Capital and maintenance dredging to accommodate new marina layout;
- Fuel Berth;
- New linkspan to new berth pontoons (also referred to as marina access bridge);
- New Workshops, as well as a vessel wash down bay;
- New floating harbour/marina facilities for users of the new berth pontoons;
- Retrofitting of the existing harbour reception building to enhance energy efficiency;
- New Fishermen's compound;
- New quay wall to replace the existing wall at Breastworks car park and that of the west quay area;
- New Coastguard and marine research building (Solway Coast and Marine Pilot Project – also referred to as SCAMPP);
- Upgrading and installation of new lighting through the project area, including navigational lighting e.g. port hand light;
- The installation of a new substation area within the Breastworks car park area;
- The upgrading of the existing slipway adjacent to Breastworks car park;
- New car parking and green open space on reclaimed land area – with a new linked revetment between the land and water providing a seating area and view point; and
- Upgrades to both Breastworks and Marine Lake car parks, including motorhome stances.

1.30 It is considered that the overall construction period of the project will be up to 24 months, with a forecast year/ year of opening to be 2028.

1.31 A more detailed description of the proposed development is set out in **Chapter 2.0** of this EIA Report. **Chapter 3.0** then outlines the evolution of the layout and design of the proposed development.

EIA Screening

1.32 In respect of the proposed development comprising of both marine and terrestrial development, an EIA Screening Opinion request was submitted to both Marine Scotland - Licensing Operations Team (MS-LOT) (now Marine Directorate - Licensing Operations Team (MD-LOT)) and DGC as the Local Planning Authority (LPA). The requests for EIA Screening Opinions were submitted in accordance with the relevant requirements, as set out in the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017.

1.33 An EIA Screening Opinion was received from MS-LOT in February 2021. It was determined by MS-LOT that the "*proposed works are an EIA project under the 2017 MW Regulations and, therefore, an EIA is required".* This can be found within **Appendix 1.1** (**Volume 2**) of this EIA Report.

EIA Scoping

1.34 The main function of the EIA scoping exercise is to identify potentially significant issues for detailed assessment and those that can be 'scoped out' of future assessments.

1.35 An EIA Scoping Report (March 2021)[13] setting out the proposed scope of the EIA for the proposed development was submitted to MS-LOT, and received in June 2021 (**Appendix 1.2 – Volume 2**). In accordance with regulation 14 of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 ("2017 MW Regulations"), the Scottish Ministers considered the content of the Scoping Report as sufficient and issued their Scoping Opinion, (February 2023)[14], which has been used to help inform the contents of this EIA Report (EIAR).

Pre-Application Consultation

1.36 The proposed development falls within the prescribed classed of licensable activities, which require pre-application consultation (PAC), in accordance with The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013[15] and with the Town and Country Planning

[13] RPS Group: Environmental Impact Assessment Scoping Report – Stranraer Marina (March 2021)
[14] Marine Scotland: Scoping Opinion adopted by the Scottish Ministers under Part 4 of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 Dumfries and Galloway Council Stranraer Marina Development: February 2023
[15] The Marine Licensing (Pre-application consultation) (Scotland) Regulations 2013

(Development Management Procedure) (Scotland) Regulations 2013[16] (as amended by the Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021[17].

1.37 Public consultation events were therefore undertaken at the Stranraer Millennium Centre on the 28th November 2024 and 24th April 2025.

1.38 A PAC report, which summarises the consultation exercises undertaken to date and responses received has been prepared in support of both the planning application and applications for marine licences, as mentioned above. Further details are contained within **Chapter 5.0**.

The Environmental Impact Assessment (EIA) Report (EIAR)

1.39 The Environmental Impact Assessment (EIA) Report (EIAR) records the findings of the EIA process, which has considered all the likely significant effects of the proposed development, in order to suitably address the requirements of both consenting regimes.

1.40 Where potential significant adverse effects on the environment are identified, the EIAR records the appropriate standard and additional mitigation measures, identified by the EIA topic specialists to help prevent, reduce, and where possible, off-set and compensate for, the potential adverse effects. In-combination effects and cumulative effects are considered for each environmental topic, within each technical chapter, based on the cumulative projects identified in **Chapter 25.0** of this EIAR.

1.41 The EIAR consists of three volumes:

- **Volume 1** – Main Technical Assessments;
- **Volume 2** – Appendices to the Main Technical Assessments; and
- **Volume 3** – Drawings and Figures.

1.42 In order to present an accurate and detailed assessment of the likely significant adverse impacts of the proposed development, the content of this EIAR is, by its very nature, particularly technical in detail. As required by Schedule 4 of the Town and Country and Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and Schedule 4 of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 a Non-Technical Summary (NTS) has also been prepared to accompany this EIAR. The NTS explains the findings of the technical chapters in a non-technical manner.

[16] The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013
[17] Scottish Statutory Instruments: 2021 No. 99: The Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021

Availability of the EIA Report

1.43 Copies of this EIAR (including the NTS) can be obtained for a charge of £500.00.

1.44 Contact details for copies are as follows:

Michael Jones
Fairhurst
1 Arngrove Court
Barrack Road
Newcastle-Upon-Tyne
NE4 6DB
Tel: 0191 221 0505
E-mail [Redacted]

Technical Competence

1.45 The EIAR has been co-ordinated and compiled by Fairhurst Group LLP on behalf of the Applicant, with input from various technical experts. In accordance with both The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 the EIAR has been prepared by competent experts as set out in **Table 1.1** below.

Table 1.1 Competent Experts

Chapter/ Topic	Competent Experts	Company
EIA Co-ordination & Introductory Chapters 1-6	Michael Jones BA(Hons) DipTP MRTPI Stephen Raggett-Batchen BEng (Hons) CEng MICE Simon Shillington BEng (Hons) MEnvS CEng MICE	Fairhurst Group LLP
7. Coastal Processes	Adrian Bell BSc CEng FIEI FIAE MICE MIStructE Kristopher Calder BSc (Hons) MSc C. Sci MCIWEM C.WEM AMICE Dr Naomi Shannon BEng (Hons), PgCHET, MSc, PhD	RPS
8. Navigation and Safety	Martin R Latimer Dip YBM Cameron MacPhail DipHM DipPM Ross MacDonald BEng (Hons)	Bluesea Consulting LLP
9. Major Accidents and Disasters	Stephen McAfee BSc MSc AIEMA IAQM MIEnv S	RPS
10. Flood Risk 11. Water Quality	Vanora Ford BEng (Hons) CEng MICE Laurent Glasson BSc MSc CWEM MCIWEM Jenny Kirkpatrick BSc MSc CWEM CEnv MCIWEM Louise Connolly MEng GMICE	Fairhurst Group LLP
12. Benthic Ecology 13. Fish and Shellfish Ecology	Bethany Reed – BSc in Marine Biology and MSc in Marine Science Luke Goodall – BSc and MSc in Marine Science David Alexander – BSc in Marine Science and MSc in Coastal Management	Eco Marine Consultants
14. Marine Mammals 15. Terrestrial Biodiversity and Ornithology	John Thompson BSc MSc MCIEEM Claire Snowball BSc MSc MCIEEM Niamh Quirk BSc MSc Qualifying member of CIEEM Thomas Wilson BSc MSc Qualifying member of CIEEM	EcoNorth
16. Transportation	John Craft MCIHT	Fairhurst Group LLP
17. Air Quality	Dr Steven Lees BSc (Hons) PhD MIAQM MIEnv Sc Jinho Looi MSci, MA (Cantab), AMIAQM, AMIEnvSc.	RPS
18. Climate Change	Andrew Tasker BSc (Hons) MSc GradIEMA Alice Paynter BSc (Hons) PIEMA	RPS
19. Noise and Vibration	Pamela Lowery MSc MEng MIOA PIEMA Emily Forster BSc (Hons) AMIOA	RPS
20. Underwater Noise	Rasmus Sloth Pedersen MSc, MIOA, MIEnvSc, CSci	RPS
21. Soils, Geology and Contamination	Kirsty Walker BSc, CGeol, Rogep Craig Laughlan BSc (Hons) Lauren Buchanan BSc (Hons) MSc	Fairhurst Group LLP
22. Cultural Heritage	Richard Conolly MA(Hons) MCIfA FSA Scot	RPS
23. Landscape and Visual	Emily Russell BA (Hons) MLA CMLI	Fairhurst Group LLP
24. Socio Economics	Chijioke Anosike MSc, MIED, AssocRTPI	RPS
25. Cumulative Effects 26. Mitigation and Monitoring 27. Significance and Conclusions	See Above	See Above

Other Supporting Documentation

1.46 In addition to this EIAR and associated NTS, there are other supporting documents, which have been submitted to the different consenting authorities as part of the applications for marine licences and planning permission. These comprise:

- Marine Supporting Statement;
- Planning Supporting Statement;
- Framework Construction Environmental Management Plan (CEMP);
- Pre-Application Consultation (PAC) Report;
- Energy Statements;
- Placemaking Report;
- Design and Access Statement;
- Photos Pack; and
- Crown Estate Scotland Interest Statement.

2.0 Project Description

Introduction

2.1 This chapter of the Environmental Impact Assessment Report (EIAR) provides a description of the proposed development. The parameters set out within this description have been used to complete the assessment of effects reported in **Chapters 7-25**.

2.2 As discussed in **Chapter 1.0**, the relocation of the ferry terminal to Cairnryan has reduced the flow of visitors to Stranraer, which has had a significant effect. However, the opportunity has emerged for the expansion of the existing Stranraer Marina as a key element in the regeneration of Stranraer waterfront, to be included as a project within the Borderlands Inclusive Growth Deal. The Borderlands Inclusive Growth Deal is a joint initiative to secure investment for priority projects that will deliver accelerated economic growth for the benefit of individuals, businesses and communities across the Borderlands region, Stranraer included.

2.3 This chapter includes information on both the construction and operational phases of the proposed development.

The Proposed Development Site

2.4 Stranraer is located in Dumfries and Galloway in southwest Scotland and lies at the south of Loch Ryan. The site is situated to the north of the town centre and is reached via an access road which begins at the junction of Market Street and Agnew Crescent.

2.5 The site of the proposed development consists of Stranraer Marina and will comprise of both land (terrestrial) and marine development. The existing marina is located in the north of the town of Stranraer and is operated by the applicant, Dumfries and Galloway Council.

2.6 The existing marina serves the southern end of Loch Ryan and has historically been one of the busiest ports in the region. The marina itself currently consists of a dogleg quay, and a finger pontoon, which is used by smaller fishing vessels, excursions and recreational craft. The marina typically caters for 75 Annual Berth holders, and 120 additional annual visitors. Ferry terminals are also located north of the harbour at Cairnryan, giving access to the Clyde, the Solway, Isle of Man and the North Channel, and beyond to the Irish Sea.

2.7 Whilst the site of the proposed development is located within the existing townscape associated with Stranraer, it lies adjacent to two landscape character types, identified from NatureScot as Peninsula (LCT 156) and Coastal Flats – Dumfries and Galloway (LCT 158). Both of these identified LCT's are influenced by the existing built form of Stranraer at a local level.

2.8 No international or nationally designated sites are located within 2km of the Proposed Development boundary. The open water within Stranraer Marina is part of a Marine Consultation Area which denotes an area identified as deserving particular distinction in respect to the quality and sensitivity of the marine environment within them.

2.9 The southern and western parts of the site fall within Stranraer Conservation Area. Immediately to the south-east of the site are the Category B-listed 28 and 30 Harbour Street. The setting of all of these Listed Buildings is dominated by the existing numerous car parks.

The Proposed Development

2.10 As discussed in **Chapter 1.0**, the proposed development consists of a series of upgrades to the existing infrastructure at Stranraer Marina to accommodate more and larger vessels. The fixed layout and design of the proposed expansion, which was used for assessment purposes by the competent experts, is shown on Drawing 'Stranraer Marina Expansion, Extent of Works Plan' (Drawing number: 000001), (**Volume 3** of this EIAR). The final design is also referred to as the 'Design Fix'. A number of drawings, including details of the proposed development were issued to the wider EIA team to inform their assessments and can be found in **Volume 3** of the EIAR.

2.11 It is considered that the overall construction period of the project will be up to 24 months, with a forecast year/ year of opening to be 2028.

2.12 **Chapter 3.0** explains the alternatives to the proposed development, including describing how its design has evolved through design development and consultation stages before concluding to a 'Design Fix'.

2.13 The Project Team and Applicant have considered a range of environmental, social, physical, technical and economic factors during the various design development steps of the project. The final design was informed by an analysis of the environmental baseline, environmental mitigation, technical constraints, financial viability and consultation feedback.

2.14 The project team have considered the potential impacts of the proposed development on the local community, which can be demonstrated through the following examples:

- Reclamation of an area of land which will be used for community activities, as well as ensuring there is no loss of parking provision at the marina. Due to the works and upgrades to existing car parking areas, it was determined that additional parking will likely be needed for visitors and locals alike. This is why an area of the reclaimed land has been developed with additional spaces in mind;
- Enhancements to the area will provide compensation to areas that are being redeveloped. This project has the community at the heart of this, while ensuring the long-term benefits of the project for Stranraer. Any works being undertaken are to better the area, and provide a cohesive and overarching vision to the Stranraer waterfront to ensure it a is a destination people want to visit; and
- The works and overall redevelopment will be done in such a way to minimise impact of visits and locals to the area. The contractor will ensure that works are programmed to reduce the noise and visual disruption of the marina area while it remains open and operational.

2.15 This chapter will now provide further information on the different components of the proposed development, during both the construction and operational phases.

Operational Phase

Revised Marina Layout - inclusion of up to an additional 185 new berths

2.16 The revised marina layout will include up to an additional 185 new berths, in addition to the 45 existing berths. It is considered that circa 14 of these berths will be for commercial use.

2.17 The revised marina layout will also provide for superyachts, and large vessel visitor berthing.

2.18 The addition to these berthing numbers is in relation to the existing marina. Currently this is located to the north of the harbour area. Aspects of this existing area will be reconfigured in order to allow use of this area, alongside the new expanded berths. Commercial berths will be identified and the interface between the commercial and leisure users is to be minimised through the layout proposed.

2.19 Following inspections of the existing harbour and quay walls, repairs have been identified to specific areas, and a replacement wall proposed for the Breastworks quay wall. It is envisioned that the repairs and replacement wall will be undertaken as part of the overall marina works.

Dredging to accommodate new marina layout

2.20 The current marina was last dredged in 2013. Since then, no maintenance dredging has taken place. A dredging plan has been developed for the marina expansion project.

2.21 Maintenance dredging will then occur to keep the access channels and berths at their designed depths. It involves removing recently accumulated sediments such as mud, sand and gravel.

2.22 The proposed dredging will provide a general depth of water of 2.5m with additional 0.5m margin in all states of the tide (measures from LAT, lowest astronomical tide). In the area where larger vessels such as superyachts can berth, the provided depth will be 4.0m with an additional 0.5m margin.

2.23 It is anticipated that dredging would be undertaken using a grab or cutter suction dredger with a split hull hopper, or a similar configuration. Dredging is to various depths between -2.0m CD to -4.5m CD, with over dredge allowance for each dredging activity to suit the method to achieve the design bed levels.

2.24 Material might be placed on land for dewatering or further treatment if required prior to re-use. The disused Stena Line ferry terminal on the East Pier may offer an area of land and quayside that may facilitate such transfer of materials, away from the existing working harbour, as well as a large area of flat land to accommodate stockpiles of materials. ‘Rainbowing’ of dredged materials directly into the deposit area could also be considered if circumstances allow.

2.25 It is anticipated that dredging would be undertaken using a grab or cutter suction dredger with a split hull hopper, or a similar configuration. Dredging is to various depths between -

2.0m CD to -4.5m CD, with over dredge allowance for each dredging activity to suit the method to achieve the design bed levels.

2.26 Material might be placed on land for dewatering or further treatment if required prior to re-use. The disused Stena Line ferry terminal on the East Pier may offer an area of land and quayside that may facilitate such transfer of materials, away from the existing working harbour, as well as a large area of flat land to accommodate stockpiles of materials. 'Rainbowing' of dredged materials directly into the deposit area could also be considered if circumstances allow.

2.27 It is hoped that some of the dredge material will be able to be reused to form the reclaimed land. However, it is anticipated that any surplus material, or material that is deemed geotechnically unsuitable for land reclamation, is subject to offshore sea disposal. Moreover, if it is determined that the land reclamation exercise is not viable for whatever reason, then all the dredged material would be subject to offshore sea disposal If material re-issue can be undertaken, it is anticipated that the dredged material will be disposed of by a combination of disposal to create the reclaimed land (up to 48,340 cubic metres) and at off shore sea disposal (the balance of the total dredge but not less than 84,276 cubic metres). For a total of 132,616 cubic metres of dredged material with a tolerance for over dredge to meet design level for the method used.

2.28 The primary licensed sea disposal site is located to the east of Stranraer within the North Channel (MA010 – North Channel Scotland) – located approximately 38km by sea from the dredge area. An alternative disposal site (MA025 Girvan), located to the north of Stranraer, approximately 47km by sea from the dredge area, is also included within this application. This site would serve as a back-up option which will assist in managing weather / sea condition risk during dredging operations

2.29 The following dredging parameters for the Proposed Development comprise:

- Total dredging volume 132,616m^3
- Use in reclamation 48,340m^3
- Disposal at Beaufort's Dyke 84,276m^3

2.30 The reclaimed land profile will consist of a base layer of imported material if the dredge material cannot be used for this layer, subject to testing to confirm this. Following this, the remaining area to be made up will be through use of treated dredge material.

2.31 The indicative extent of the proposed new dredging areas are:

- General depth of dredge to -3.0mCD (below chart datum) giving nominal depth in all conditions of 2.5m with a 0.5m total provision for wave-induced boat movement and sedimentation measured below LAT;
- Local area dredged to -4.5mCD for vessels with deeper draft including superyachts (4m nominal depth). Access to this area for vessels between 2.5 and 4.0m draft will be tidally constrained at certain times;
- Fuel berth area within existing pontoon area dredged to -3.5mCD;
- Channel between new marina area and former ferry channel dredged to -3.5mCD;
- Gradient of change between depths is typically 1:5, with the area around the existing breakwater extension being 1:4;
- Existing operational areas in south-west corner and existing pontoons notionally dredged to -3.0mCD.

2.32 At the time of writing this Marine Planning Supporting Statement, the specific details of the dredging operations are not fully known, and would be confirmed at the dredging contract stage, and contractors outline which plant they propose to use.

2.33 At the time of writing this EIAR, the specific details of the dredging operations are not fully known, and would be confirmed at the dredging contract stage, and contractors outline which plant they propose to use.

2.34 Therefore, to help inform the EIA, a range of parameters were used, to allow for an assessment of worst case. For example, in terms of the coastal processes assessment, the percentage spill has been set at an upper bound to cover the range of dredging techniques applicable for capital dredging and reclamation works, i.e. cutter suction, backhoe, grab bucket etc. The topic specialists have also used the upper bound dredging rate for the types of plant that may be used at the site. Their assessment is therefore applied to the maximum design scenario related to the impacts they are assessing.

Breakwaters

2.35 An existing breakwater is located immediately north of the existing marina berths. The proposed development comprises of an extension to the existing breakwater and the provision of an additional new breakwater, the final arrangement of which was established following completion of wave modelling (**appendix 2.1** of **Volume 2**) and detailed design works. It is proposed to construct the breakwater extension using dredge material as fill, with a rock armour exterior to match existing, and the additional breakwater will also double up as a superyacht berthing area.

Fuel Berth

2.36 A fuel berth is proposed as part of the revised layout, to be located as part of revisions to the existing marina berths.

New linkspan to new berth pontoons (Marina access bridge);

2.37 The extension of pontoon berthing areas will require an update to the current linkspan (marina access bridge), but also the installation of an additional one. These linkspans (marina access bridges) will be located to aid commercial and leisure users to their respective pontoon areas.

New Workshops, as well as a vessel wash down bay

2.38 The current boatyard compound is being expanded, and delivered outwith this project.

2.39 Ancillary workshops are proposed in this area to provide marine related servicing. The workshops being proposed would provide short to long term lets in the immediate phasing of the project. This would allow for several contractors to lease a workshop to undertake works at the marina. It is hoped that through the development of this marina expansion, that in the long team these workshops would be taken over and ran as one entity. These units would be self-sufficient – being serviced by water and power.

New floating harbour/marina facilities for users of the new berth pontoons

2.40 Due to the inclusion of the Solway Coast and Marine Pilot Project (SCAMPP)/coastguard buildings, additional facilities for the enlarged marina cannot be provided by way of an extension to the existing Harbour reception buildings. Therefore, a new floating WC and showers facilities unit has been developed, floated off the new pontoon area.

2.41 Access will only be possible from the new pontoon area. The facilities will be placed along the southern leg of the new berthing pontoons, adjacent to the new linkspan (marina access bridge) access point.

Retrofitting of the existing harbour reception building to enhance energy efficiency

2.42 The development of retrofitting considerations to the existing harbour reception building is being delivered through the project. Within this, the enhancement of the existing building to provide a better energy efficiency is being considered.

New Fishermen's Compound

2.43 There is an existing small compound area at the marina. As part of the expansion project, this compound area requires to be increased. This is proposed to be located on the existing West Pier area adjacent to the existing Harbourmaster building.

New Quay Wall to replace the existing wall at Breastworks car park and that of the west quay area

2.44 Following the inspection of the existing Breastworks quay wall in 2024, it was found that there were significant defects with this asset. Due to the findings, it was decided that a replacement structure be designed rather than undertaking repairs to the existing, and would form part of the scope of the proposed development.

2.45 A Temporary Construction Platform is proposed to be included as part of the construction phase related to the construction of the South Quay wall. It is a non-permanent structure designed to support heavy construction equipment such as cranes, piling rigs, and tracked excavators. It will also provide safe access across soft ground sea bed conditions during construction operations. The form of construction is to use a SHW Spec Class 6A material, which is granular fill suitable for underwater placement ordinarily formed of crushed stone. It will be virgin material or reused from other project.

2.46 The cantilevered sheet piled wall will be installed approximately 2m to the north of the existing wall, with this left in place. This new wall will replace the quay wall that currently exists. This will be similar in proposal to the west quay area also.

2.47 Upon installation of the new sheet piled wall, the existing wall will be left in place, with fill imported to fill the void between the two.

2.48 This new wall at Breastworks car park will provide a wider coastal pathway as part of the overall benefit to the users of the new marina area. The west quay wall will provide a usable space for the function of the harbour area.

New Coastguard and marine research building (Solway Coast and Marine Pilot Project - SCAMPP)

2.49 The proposed development includes a new coastguard building, and marine research facility on the land directly to the south of the existing harbour reception building.

2.50 This building will incorporate two occupiers; however, both will remain separate in operation so that although one building, they are independently managed.

Redeveloped public slipway, linking into and enhancing the existing coastal walk, connecting to the new reclaimed land area

2.51 Through an optioneering exercise, the location and style of this redevelopment and enhanced slipway were considered – these included options to upgrade the existing, or move the slipway to a more useable space.

2.52 As part of the overall coastal walkway upgrade - enhancing this route to a more desirable place to walk - the slipway redevelopment will be delivered in such a way to meet the active travel requirements of the area, to ensure an enhancement of the existing, creating a more welcoming and useable connection through the harbour, and to the water itself.

Upgrading and installation of new lighting through the project area

2.53 The marina lighting is to be upgraded and enhanced throughout, including navigational lighting e.g. port hand light.

2.54 For areas such as the new coastal walkway, similar feature lighting to the current solution is proposed in order to make the area more attractive to users. Compound areas and car parking zones will also have lighting requirements reviewed and upgraded so as to ensure visibility of these areas.

The installation of a new substation area within the Breastworks car park area

2.55 Within the existing Breastworks car park, a new connection and substation is required for the project.

2.56 This item will be delivered by the DNO team, with full design details for this being delivered directly. This area has been identified to minimise impact on the overall project design, and impact on the overall area of the marina, while achieving the requirements of the DNO team for the area.

The upgrading of the existing slipway adjacent to Breastworks car park

2.57 The public slipway adjacent to Breastworks car park is to be upgraded.

2.58 The design solution has moved the current slipway further north from its current location to ensure all tide access.

2.59 The realignment of this has been developed to ensure vehicle access at the top of the slipway is enhanced to better the current setup.

2.60 The inclusion of an EZDock from Pontoon and Dock Ltd. has also been proposed as part of the design solution in order to maximise the access and use of this slipway.

New car parking and green open space on reclaimed land area – with a new link between the land and water providing a seating area and view point

2.61 In addition to the regeneration and improvement of the Stranraer Waterfront, it is noteworthy that the proposed development includes for an area of reclaimed land, including green open space. The proposed development also includes for the provision of car parking within this new area. The land could also be used in part for the hosting of local events, and community initiatives. The land here will be reclaimed from the dredge material taken from the marina.

2.62 The land here may be reclaimed from the dredge material taken from the marina. A new revetment would face this, with rock armour used to protect the exposed face. A new pedestrian walkway would run along this face, extending the existing walkway taking the public through the harbour, to Agnew Park to the west.

2.63 It is also proposed to include an area of large ‘steps’ within this area, to allow the public to sit and look out into the harbour area – allowing them to connect with the land and the sea. It is considered that the ‘steps’ would take the form of concrete elements, tying in with the rock armour that is proposed in the area too.

Upgrades to both Breastworks and Marine Lake car parks, including motorhome stances.

2.64 This existing car parking areas in both Breastworks and Marine Lake car parks are to be enhanced and landscaping aspects undertaken to ensure a more attractive public realm area.

2.65 Clearly identified pedestrian routes, as well as disabled spaces, motorcycle spaces and bike parking are also being provided.

2.66 The small loss of parking in these areas is being reinstated on the new reclaimed land area as detailed above.

2.67 Within the Marine Lake car park, 15no. motorhome stances are also being proposed.

Embedded Mitigation

2.68 EIA is an iterative process and opportunities for embedded environmental mitigation, have been considered throughout the design process of the proposed development. Where possible, environmental mitigation measures have been developed into the Design Fix, to ensure that the final development design and site layout represents the optimum approach to reduce potential environmental effects.

2.69 The proposed development has been subject to a multi-disciplinary design process, which for example, has included input from Landscape Architects. The assessment approach undertaken as part of the EIA process was to assess the proposed development including embedded mitigation (e.g. landscaping) which is built into the design, identify the potential significance of effects and then, where necessary, define additional mitigation to address the impacts and report the residual significance of effects at the end of each chapter.

2.70 During design development stages, the EIA topic specialists liaised with the design team, to discuss their embedded environmental mitigation proposals. These proposals were managed by the EIA Co-ordinator and Project Manager and recorded in a centralised EIA Mitigation Tracker. The topic specialists explain within their chapters, what embedded mitigation they have factored into their assessments. Examples of embedded mitigation measures include:

- Extension to the existing breakwater and the provision of an additional new floating breakwater, the final arrangement of which was established following completion of wave modelling and detailed design works;
- Existing breakwater to incorporate shingle, etc. to encourage nesting;
- Nest boxes to be provided on new buildings;
- Flood resilience being delivered within buildings;

- New reclaimed land - A natural profile will be retained that will silt up/dry out at times of low tide as it currently does;

- Climate Change
    - EV charging points that are currently installed in Breastworks car park are to remain in use;
    - With regards to measures implemented to reduce operational emissions, these are largely limited to the implementation of the following design measures associated with the new coastguard and marine research facility, fully detailed within the accompany Statement of Energy reports (individual reports provided for the workshop, coastguard building, and research facility):
        - Installation of all-electric heating and hot water system;
        - Installation of mechanical ventilation with heat recovery;
        - Low energy lighting (e.g. LEDs) will be utilised within buildings at the proposed development;
        - Installation of solar PV on the roofs of the coastguard and marine research facility to enable 20% of regulated energy consumption to be met through low or zero carbon generating technologies;
        - The existing harbour reception building will be retrofit to enhance energy efficiency;

- Landscaping

    - Retention of existing landscape framework around the site;
    - Reclaimed land to have areas of soft landscape including specimen planting (native and semi- native) to soften increased areas of hard landscape/ new built form to provide partial screening for visual receptors to the east;
    - Specimen planting between Marine Lake car park and the extended compound/ workshop area to provide partial screening of increased areas of hard landscape and built form from receptors to the south, as well as tying into the existing landscape framework of Agnew Park;
    - Enhanced areas of soft landscape within Marine Lake Car Park around the proposed coach parking including low level planting.
    - Breastwork car park to be reworked to allow for planting area to the north, as well as some seating areas to look onto the marina.
    - Reclaimed land area to have a revetment to its edge into the sea. Whilst this is an engineered solution, it will provide a softer transition of this land into the sea when compared to a retaining wall.

- Additional soft landscape (including street trees) within Breastworks car park.

Construction Phase

2.71 To help inform the EIA process, this section of the EIAR, provides a summary of the anticipated construction period, with details on associated plant and machinery requirements. It is important to note that there is scope for potential extension or reduction or removal of construction stage requirements as construction methods are development. The construction stage information provided has been informed by professional judgements and best estimates at the time of writing this EIA Report.

Pre-construction enabling works

2.72 The current energy supply to the site is at capacity. The requirements to upgrade this supply are being considered currently, and it is likely that this aspect of the works be accelerated to be installed prior to construction works of the marina expansion project.

Construction Programme and Phasing

2.73 The various elements of the proposed development outlined above will likely be subject to a phased construction, over a predicted 24-month period.

2.74 Inputs from the project team's ecologists in terms of timing of works for dredging and piling activities were discussed with the pre-construction Contractor. This considered potential impacts on: Marine Mammals; Breeding Bird Species; and Fish species.

2.75 It is therefore considered that the following calendar months will be avoided for piling and dredging, where possible:

- February;
- March;
- April;
- May; and
- June.

2.76 In relation to overwintering birds, the most sensitive periods are identified as October to March. Where the programme can not avoid the overwintering period, tidal restrictions will be in place to avoid or minimise impacts on roosting or feeding birds.

Site Specific Construction Activities or elements

2.77 Key construction related activities associated with the proposed development are likely to include, but are not limited to:

- Site establishment – this will take the form of temporary site accommodation units, installed within an agreed secure compound area within the site boundary;
- New sheet piled wall at Breastworks and the west quay – It is considered that this is likely to commence before the dredging commences;
- Temporary Construction Platform -as part of the construction phase related to the construction of the South Quay wall. It is a non-permanent structure designed to support heavy construction equipment such as cranes, piling rigs, and tracked excavators. It will also provide safe access across soft ground sea bed conditions during construction operations
- Install sheet piles – these will be installed using proprietary heavy-duty piling equipment with hydraulic hammer attachments driving the individual steel piles into the existing ground below;
- Concrete Cope – will be formed upon completion of piling process and pile top trimming where required. Utilising an insitu concrete forming process, transported by road;
- Dredging, Breakwater and Reclaimed Land Revetment and Reclamation – This activity will be completed by specialist contractors using marine dredging equipment, stabilisation of the dredge material using a secondary treatment process to alter the properties of the material to the desired specification. Heavy excavation equipment will be used to place and form the rock armour revetment, with subsequent heavy-duty compaction plant used to stabilise the final formation level in layers as infilling progresses to the desired finished level, likely in layers of 250mm to 300mm in depth;
- Extend Breakwater – This will be done using long reach heavy duty excavation plant to place the new rock armour material in the desired location. Materials will be transported using articulated dump trucks;
- New Marina Facility – Specialist marine floating equipment will be required to install new steel piles, with attendant work and safety boats for the duration of the activity;

- Marine plant install & Piling both on land and within the water – this is for buildings and pontoons:
    - The installation of the piles is likely to involve an aspect of vibropiling in order to help with the install of these items. This is where the pile is vibrated at high speed to assist with install into the ground material;
- Installation of new pontoons – these will form the new berthing areas;
- Installation of a new linkspan (marina access bridge) – new and refurbished linkspans (marina access bridge) are needed to allow access to the new/upgraded berthing pontoons;
- Building erection – a number of new buildings or extensions are required;
- Refurbish existing Harbourmaster Building – internal upgrade and refurbishment will be required;
- Car Parks & Hardstandings – final parking surfaces will be constructed and marked out to conform with the desired number of spaces for the expected vehicle types;
- Reclaimed Land Car Park Works – this will be new car parking capacity formed on the newly reclaimed land area;
- Marine Lake Car Park – reconfiguration of the existing car park, with the inclusion of motorhome parking spaces;
- Breastworks Car park – reconfiguration of the main car park to the south of the new marina, to accommodate linkspan (marina access bridge) access to the pontoons and marina welfare block, soft and hard landscaping and to maximise parking spaces in the marina area;
- Extended Boatyard – new hardstanding for provision of boat storage is being provided by others. However, an aspect of remedial/ fit out works are part of the scope of this project;
- Fisherman's Compound – relocated area for storage of the local fisherman's equipment; and
- Demobilise – upon completion of all construction work, all temporary accommodation will be removed, and any area of disturbed ground reinstated to the required standards.

Plant and Machinery

2.78 Although not all specific details of construction activities and associated plant are available at this stage, the below list is anticipated plant, machinery and vehicles that may be in operation during the construction phase:

Plant and Machinery List

- 25t all terrain mobile crane
- JCB 531/70 tele handler, 2.4t,

- Cat d6 dozer
- Cat 953 tracked loader
- Massey Fergusson 3075 (4x4) 90 hp tractor,
- Massey Fergusson 3080 (4x4) 100 hp tractor,
- 2.6t tipping trailer
- JCB 3cx wheeled excavator
- JCB 808 mini excavator (8.0t)
- JCB js130 excavator (13t)
- Cat 320 excavator (22t)
- Cat 330 excavator (33t)
- Large piling rig (50t plus) - new sheet piling
- Piling hammer - new sheet piling
- Komatsu pc800 excavator (80t)
- Cat 345 (65t) longreach exc (24m)
- Cat m318 wheeled excavator (18t)
- Labounty hdr 120 rock grapple (22-30t)
- Hydraulic hammer (20 - 22t)
- Electronic dig profile system
- Thwaites alldrive 6t dumper 4x4
- Thwaites alldrive 9t dumper 4x4,
- Articulated dump truck 25t artic dumptruck (11m3),
- 16t tipper truck,
- Wacker bpu 2540 compaction plate (140kg)
- Bomag bmp 8500 (1.6t) 650mm trench roller
- Bomag bw 135 ad roller (3.6t)
- 140cfm compressor
- Siltbuster fb50 mobile silt trap
- Diesel pressure washer (3000 psi)
- Jumbo bv hydraulic kerb lifter (150kg)
- Marine spud legged pontoon 34m 19m
- Workboat 5.2m steel c/w 40hp outboard
- Workboat 21m steel 400 bhp (including 2 crew)
- Kobleco cke 900g (100t) crane
- Lgp d6 dozer
- Simba harrow
- Mixer spreader

Figure 2.1: Image of Rock Grapple

Bulk Materials

2.79 The below list is the anticipated bulk materials, which will be required during the construction of the proposed development:

- C6/8 concrete 20mm agg (st1 mix)
- C40/50 concrete 10mm agg
- Surplus drainage arisings (soft)
- Unprocessed excavated sand
- Type 1 sub base as cl 803
- Acceptable fill 6f2-coarse capping
- Filter media 40/20mm graded-type b
- As dug sand duct/cable bedding
- Rock armour stone - 60-300 kg
- Rock armour stone - 1-3 tonne

Hours of Working

2.80 To help inform the assessment working during the EIA process, construction activities have been predicted to take place between 07:00-19:00 Monday to Friday; and 07:00 to 13:00 on Saturdays. It is considered that there will be no construction works undertaken on Sundays or Bank Holidays. There will also be occasions when the contractor may have to work outside of the normal windows to hit tide times, which mainly relates to the marine tasks.

2.81 It is considered that any plant on site will be operating for the duration of the full working day for that purpose. However, this is only a prediction at this stage, to help inform the EIA process.

Temporary Construction Facilities

2.82 A typical temporary site set up will consist of a series of 32ft x 10ft containerised cabins, with self-contained office and welfare facilities for the staff and workers involved in delivery of the project. These will be powered from the mains power where a suitable connection is possible or alternatively from a temporary generator, water and foul connections will also be made to mains where possible, if not possible, waste will be contained in tanks for removal at regular intervals. They are commonly double stacked to save space, contained within a secure fenced off or fully hoarded compound.

A Temporary Construction Platform is a non-permanent structure designed to support heavy construction equipment such as cranes, piling rigs, and tracked excavators. It will also provide safe access across soft ground sea bed conditions during construction

operations The form of construction is to use a SHW Spec Class 6A material, which is granular fill suitable for underwater placement ordinarily formed of crushed stone.

For Phase 1, the material will be imported to site and placed from land on to the existing bed via excavator in a controlled manner and pressed into the bed to achieve embedment. Thereafter the stone will be built up in layers. As the material is granular, and for temporary construction only, it will be self- compacting / will compact under the normal self-weight and construction traffic. On completion of the Phase 1 section of the wall, the bund material will be re-used in Phase 2, and thereafter Phase 3 etc progressively. As the bed in this area will be dredged as part of the permanent works, all stone will be recovered for re-use / recycling. SS the temporary works will be in advance of main piling works, and the South Quay Wall as a critical item will be early in the programme. It is unlikely that the formation of the temporary bund will be concurrent with other marine based works and therefore it is unlikely that the operation will be more onerous than any assessment of construction of the permanent works

2.83 The platform will be removed on completion of the quay wall. The platform will be constructed from virgin material or reused from other projects. Once complete, it will either be re-used in the construction of the project or, as queried stone to a design specification, it will be used elsewhere

Access During Construction

2.84 There will be a requirement to provide construction access across the entire Marina Expansion project area. A logistics and access plan will be developed in cooperation with and for approval by the Local Authority to ensure vehicular and pedestrian access is maintained throughout the project lifecycle. Designated access points will be created and all other construction activity will be securely fenced to ensure that any unauthorised personnel remain in the public areas.

2.85 Clear signage and directional markings will be in place to ensure clear delineation of construction activities from the normal operation of the surrounding harbour and public areas throughout. These will be maintained to the highest standards throughout the construction period and where necessary adjustments will be communicated in advance to local users.

2.86 The existing Marine Lake car park slipway access road is intended to support continued access to the Harbour area for existing users, during the construction phase.

2.87 During the construction phase, the existing shared use path that extends from Agnew Crescent, following a route around the east and north boundaries of the Marine Lake car park, to Agnew Park, will also remain open. Pedestrian and cyclist priority will also be retained over the slipway access road.

Contractor, Site Compound and Site Security

2.88 At the time of writing this EIA Report, the Applicant does not have a location fix for the site compound, however options considered include land adjacent to Agnew Park, or on land next to the East Pier. This is subject to confirmation by the Applicant in due course. Should this not be possible, an area will be clearly designated and secured from the public for the duration of the construction phase of this project.

2.89 The contractor will also likely erect hoarding around the temporary site compound, or as a minimum 2-metre-high temporary fencing (e.g. Heras).

2.90 It is considered that temporary security lighting and fencing will be required during the construction phase of the proposed development.

2.91 The contractor intends to install CCTV systems, backed up with security control room support, possibly using visiting guards.

2.92 There will also be security pods situated around the construction site, possibly around locations where the contractor can't secure plant in a main compound, to ensure these are protected by infrared beams, cameras and linked to the contractor's main security control room. The control room is operated 24 hours a day and the contractor will have access to local security and police in the area should there be any activity out of hours.

Construction Lighting

2.93 Where required during construction works at periods of low light or occasional night time working, there will be a requirement for additional general and task lighting. Large items of plant will have their own permanent lighting fitted and in operation throughout for the purposes of operator and adjacent personnel visibility. Task lighting will be in the form of diesel or electric powered tower lights or smaller handheld high-power task lighting. There will also be a requirement for general lighting to illuminate any covered walkways or within the temporary office compound.

Site Environmental Management

2.94 The Applicant is aware that the contractor will be required to produce and agree a Construction Environmental Management Plan (CEMP) to describe how construction will be managed to avoid, minimise and mitigate any potential construction effects on the environment and existing surrounding receptors. Therefore, a Framework CEMP has been provided in support of the proposed development to help illustrate the environmental measures, which will be considered suitable during the construction phase of the project.

2.95 The Applicant is proposing to ensure that the arrangements in place are appropriate with regards to amenity of sensitive receptors, highway safety, and the surrounding environment during the construction period. The scope of the Framework CEMP includes:

- Site, Surroundings and Proposed Development;
- Key Construction Stages/ Activities;
- Highway and Traffic Management;
- Environmental Control Measures;
- Site Management and Community Liaison; and
- Conclusions.

2.96 During the construction period, the Principal Contractor will employ an Environmental Clerk of Works (ECoW), to help ensure that mitigation measures identified through the EIA process, alongside marine and planning conditions, are appropriately implemented and monitored on site during construction.

Waste Management

2.97 The Applicant is committed to promoting the minimisation of waste and encouraging beneficial re-use and recycling. All construction waste will be segregated at point of disposal into various waste streams (timber/ metal/ plastic/ glass etc), and all other office wastes will be removed to a recycling plant to achieve maximum recycling of all waste. It is considered the contractor will use a specialist waste broker to manage waste on their behalf.

2.98 A suitably qualified person will be appointed to fulfil the Site Waste Management role (i.e. site manager) and will be responsible for overall waste management issues arising from the project.

2.99 All materials will be responsibly sourced, and waste generated will be kept to a minimum and recycled where possible.

2.100 Sources of potential waste generation within the construction process are:

- Packaging, for example plastics, pallets, expanded foams etc.;

- Construction Waste, for example concrete and spoil;
- Waste materials generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc.; and
- Dirty water.

2.101 All relevant contractors involved throughout the construction process will be required to investigate opportunities to minimise the arising of waste at source, and where waste generation is unavoidable, to maximise the recycling and re-use the potential of construction materials where possible. There will also be no burning of waste materials on site and waste will be removed as soon as practicable rather than being stockpiled.

2.102 All waste materials will be managed following the principles of the waste hierarchy as set by the European Waste Framework Directive (Directive 2008/98/EC[18]). Throughout the construction phase of the proposed development, the Applicant and the appointed contractor are to fully implement the below Waste Hierarchy to prioritise the prevention, reuse and recycling of waste:

- Prevention – prevent waste generation;
- Preparing for reuse – reusing materials;
- Recycling – turning waste into new products;
- Other recovery- for example energy recovery; and
- Disposal – landfill and no energy recovery.

Construction Staffing

2.103 The number of construction staff required on site during the construction phase will fluctuate according to the different stages of works and associated specific construction activities or elements as discussed above.

Health and Safety

2.104 A Construction Phase Plan will be prepared in accordance with Construction (Design and Management) (CDM) 2015 regulations by the Principal Contractor. Further method statements and risk assessments are produced to establish safe methods of work and access.

[18] Directive 2008/98/EC of the European Parliament and of the Council

2.105 All new personnel on site will be required to attend a site induction where safety procedures and site rules will be explained and they will be required to sign to acknowledge they have been informed and understand them. This information should also be included on the noticeboards.

2.106 A Site Fire Safety Coordinator should be appointed who will be responsible for producing a Site Fire Safety Plan and assessing the risk of fire on site. The location of emergency assembly points, fire alarms and firefighting equipment will be mentioned during site induction and included on the site noticeboards.

2.107 All users will be kept up to date with developments and advised of emergency procedures.

3.0 Alternatives and Design Evolution

Introduction

3.1 Schedule 4 (Paragraph 2) of The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and Schedule 4 (Paragraph 2) of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017, request that the applicant provides a description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale), which are relevant to the proposed works and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

3.2 This chapter of the EIAR, therefore sets out the main alternative options considered, including design options.

Marina Background

3.3 Stranraer marina has been the subject of development proposals for a number of years. However, the Borderlands Inclusive Growth Deal has provided a key step towards delivery in addition to a renewed focus on project outcomes, including the potential of the project to better connect that waterfront and town centre and act as a catalyst for wider generation in the area[19].

3.4 The previous options proposed in an earlier 2015 Outline Business Case (OBC) and the 2017 Full Business Case were more focussed on the strong links to the East Pier. However, as noted in the options Technical Note "*a strategic priority is that a new marina links more strongly with the existing marina, the town centre and the water sports community. It must not preclude future development of the East Pier, but its delivery is not dependent on the East Pier. The Stranraer Water Sports Association is planning a new watersports centre and the marina expansion project must consider the close interdependencies with this project in order to maximise wider benefits".*

3.5 Dumfries and Galloway Council has invested in marine leisure on an ongoing basis. The marina had a partial refit in 2012, and a new services building was added in 2012, including a boatyard, and slipway in 2015 in addition to a new boat lift crane. The Council intend to continue to develop the marina operations to help attract more visiting leisure craft to Stranraer and to encourage the regeneration of the waterfront area and the town itself.

[19] Arup: Stranraer Marina Expansion Project Technical Note: April 2024

Layout Options

3.6 The development of the OBC in 2015 looked at a large number of options for the extension of the existing marina. The options relating to residential and commercial redevelopment of the East Pier area have been discounted because they have been considered by the Project Team to not connect well with Stranraer town centre. They also required extensive offshore breakwaters and dredging, which would have adversely impacted on the viability of the scheme.

3.7 As explained in the accompanying options technical note, the Project Team considered the following factors when considering options: scale; connectivity; efficiency; accessibility; maintenance; marina offer; infrastructure requirements.

3.8 A summary of the marina development options and alternatives that were considered by the Project Team and as part of an updated OBC and options appraisal process, is set out below. Further information, including illustrations of these options can be found in the accompanying technical note.

Alternative 1: 'Do Nothing' Scenario

- Utilising the alternative 'do nothing scenario', the existing marina facilities at Stranraer would remain the same. This option would mean no investment in the existing marina beyond regular maintenance and renewal.
- Despite there being low cost benefits associated with Alternative 1, its disadvantage is low strategic fit and no potential for transformational outcomes for Stranraer through regeneration of the waterfront area.

Alternative 2: 'Do Minimum' Scenario – additional 30 Berths

- This option fell between the 'Do Nothing' and the larger scale expansion options. This second alternative included the extension of existing walkways and finger pontoon structures to help meet demand without requiring extensive new infrastructure. The additional marina facilities included within this option were a fuelling facility, heavy duty floating breakwater, and the potential provision of an accessible pontoon. This option would have provided a total of 100 berths.
- Disadvantages identified with this option included:
    - Does not help facilitate wider regeneration;
    - Does not add significantly to socio economic value of the project; and
    - Would still require dredging for a small gain in the quantum of berths.

Alternative 3: Additional 183 Berths

- This option looked at an extension of the existing marina to make the total number of berths 253, and create an extended breakwater.
- Despite the advantages of this option, including for example using a single point of access would be more cost effective, its disadvantages outweighed these. Some of identified disadvantages included:
    - The current marina has been developed for predominately smaller craft and therefore a direct extension would be compromised and less adaptable to varying boat sizes; and
    - It would require an extensive, new dredged channel to be developed and maintained.

Alternative 4: Additional 161 Berths

- This option was designed to link strongly to the southern breastworks and a causeway, created by reclamation using dredged material. This option yielded 231 berths in total. This fourth alternative was considered to be adequately embedded into the inner harbour area to be well protected without the need for major breakwater works and if dredged material is to be used in reclaimed land, then this layout as considered to integrate "*attractively*" with the resulting causeway.
- The disadvantages that were identified for this option include:
    - Higher capital cost than Alternative 5 (see below), which was concluded to be the preferred option;
    - Does not provide for superyacht berthing;
    - It is less well connected to Agnew Park; and
    - Required extensive dredging in the shallowed areas.

Alternative 5: Additional 247 Berths

- This option was included to consider whether a marina could provide early benefits for Stranraer, whilst adding value to the East Pier, However, this alternative was discounted on the basis that it was focussed on adding value to the East Pier, on which the project is no longer dependent.

Alternative 6: Additional 153 Berths (preferred option)

- This preferred option comprises large scale expansion of an additional 153 berths. However, it was also identified that this option could yield up to 185 new berths.
- This option has been designed to link well with the current operations at the marina, the breastworks and to be adaptable and efficient in relation to dredging activities and wave protection. As explained in the accompanying options technical note, the design of this preferred option focussed on enhancing commercial operations and providing a practical

fuelling point. The additional facilities included in this preferred option include land reclamation, new causeway and enhancements to connectivity.

- This option was recommended in the 2021 OBC as the preferred option, with the intention that it will go to detail design stage, to confirm location facilities, final access point, relationship to the causeway, links to the town and railway station, and boatyard and support service.

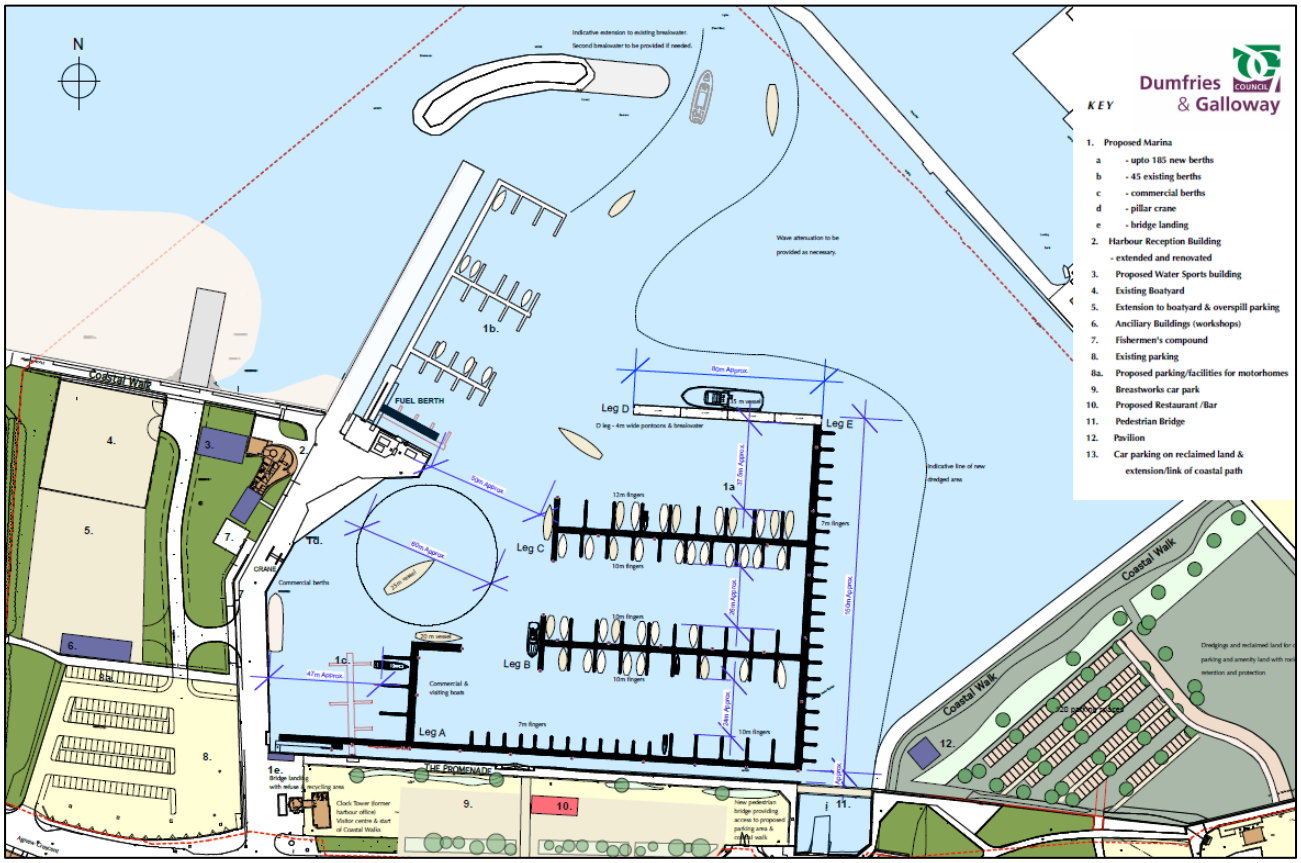


Figure 3.1: Preferred option Layout (source: Dumfries and Galloway Council)

Preferred Option – Design Development

Introduction

3.9 This section of the chapter will now consider the alternative design and site layout options that were considered, following the selection of the preferred option, before reaching the design fix.

Design Development Stages

First Revision

3.10 The proposed layout was amended, with the main changes comprising:

- Reduction in car parking numbers in existing car parks;
- Increase in car park area on reclaimed land;
- Proposed water sports building excluded from the project;
- Inclusion of SCAMPP building and parking;
- Exclusion of Pavilion building;
- Re-location of linkspan (marina access bridge) landing;
- Relocation of workshops;
- Exclusion of pedestrian bridge and area infilled to create viewpoint and improve walking and cycling routes.

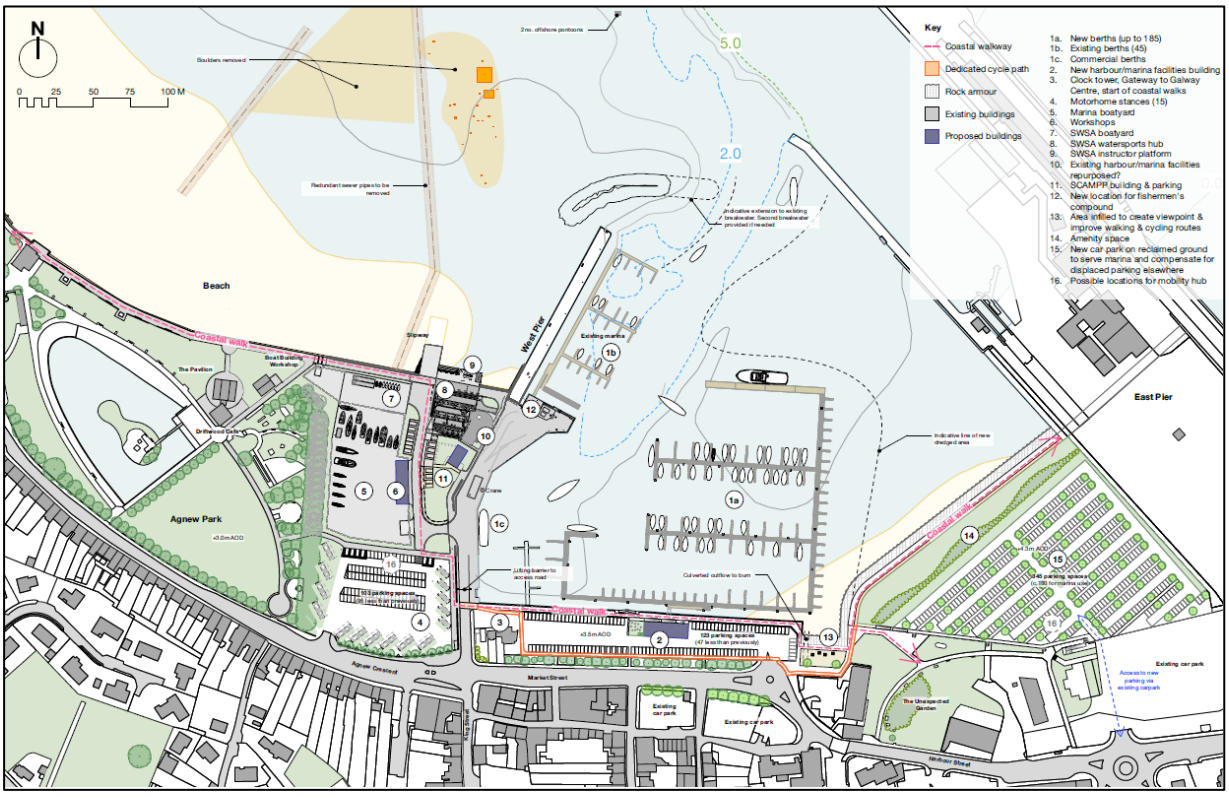


Figure 3.2: Layout & Design of First Revision

Second Revision (Design Freeze)

3.11 This second revision included the following changes:

- Relocation of proposed workshops within the boatyard back to original position;
- Removal of the proposed new harbour/ marina facilities building in Breastworks public car park,
- Increased parking numbers in Breastworks car park;
- Reduction in car parking on reclaimed land area; and
- Re-introduction of new pedestrian bridge providing access to proposed parking area and coastal walk.

3.12 This second design iteration, formed a design freeze, allowing the EIA topic specialists to commence their impact assessments and was used in the first stages of public consultation.

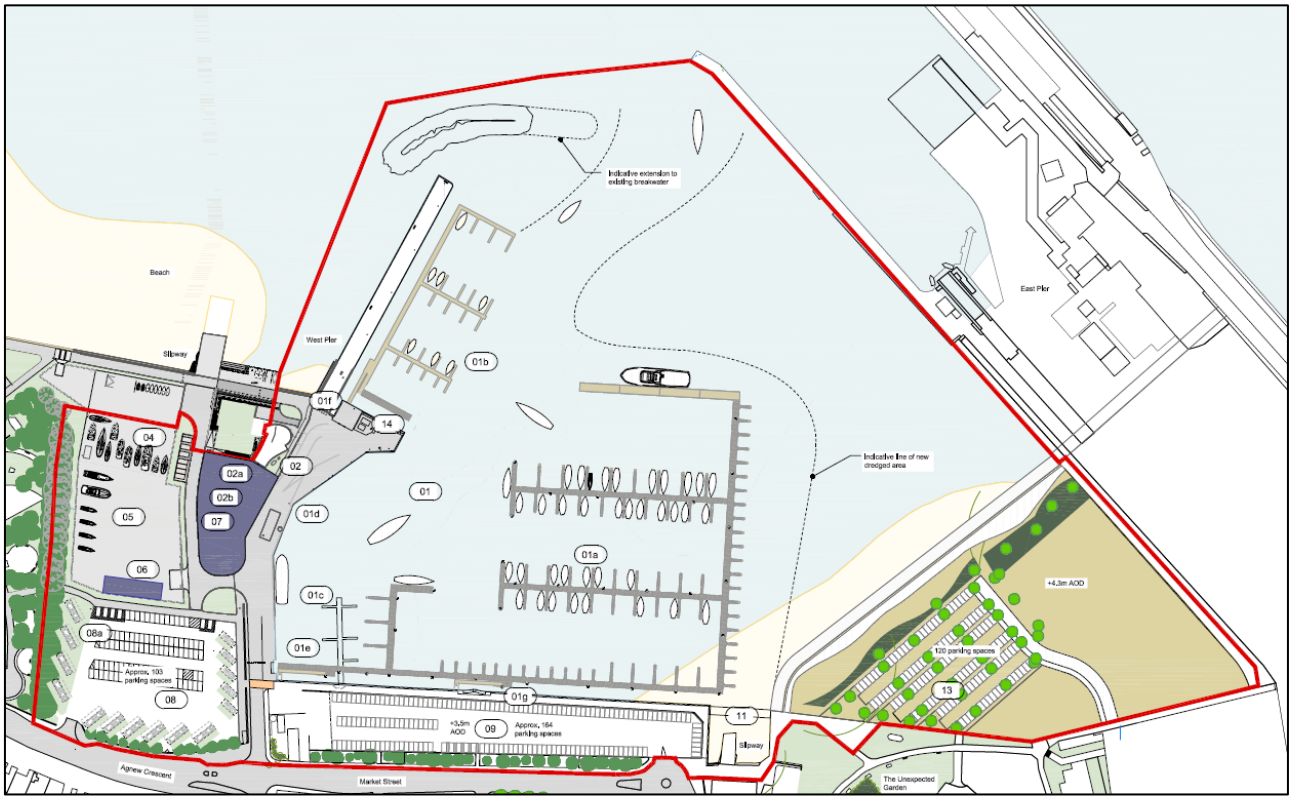


Figure 3.3: Layout & Design of Second Revision (Used as design freeze)

Design Fix – for EIA

3.13 As a result of certain changes to operational requirements from the client; feedback received during public consultation; and inputs provided by the EIA topic specialists e.g. wave modelling and landscape design, the following amendments were made to the proposed development:

Inclusion:

- New linkspan to new berth pontoons (marina access bridge);
- Inclusion of vessel wash down bay;
- New floating harbour/marina facilities for users of the new berth pontoons, plus additional refuse and recycling facilities also provided;
- Retrofitting of the existing harbour reception building to enhance energy efficiency;
- New quay wall to replace the existing wall at Breastworks car park and the west quay area;
- New Coastguard and marine research building (Solway Coast and Marine Pilot Project);
- Redeveloped public slipway, linking into and enhancing the existing coastal walk, connecting to the new reclaimed land area - originally a pedestrian bridge crossing was being proposed on the project, however through the feedback obtained at the first public consultation event, it was clear that this was not something the people of Stranraer wanted. Instead a redeveloped slipway area was the request – upgraded in layout and size to ensure vehicular access, as well as maximising the slipway to ensure all tide use;
- The inclusion of motorhome parking within the Marine Lake car park;
- Upgrades to existing car parks; and
- Reclaimed Land – slight changes to car parking layout on reclaimed land.

Exclusion:

- Existing harbour/marina facilities extended and renovated;
- Removal of new pedestrian bridge to provide access to new reclaimed land area incorporating new coastal walk.

3.14 The EIA was undertaken on the basis of this design fix, and known parameters, as set out in **Chapter 2.0** of this EIAR.

4.0 Legislative and Planning Context

Introduction

4.1 This chapter provides an overview of relevant national, regional and local legislation, guidance and policy relevant to the proposed development as a whole. In addition, each environmental expert has provided further, more bespoke coverage relevant to their topics, as documented within the individual EIA chapters. The accompanying Planning Statement and Marine Statement both assess the proposed development in terms of compliance with the policies and plans listed in this chapter.

Legislation & Guidance

Environmental Impact Assessment

4.2 The European EIA Directive (85/337/EEC) outlines the range of public and private developments which require an Environmental Impact Assessment (EIA). The European EIA Directive is transferred into Scottish legislation under the following regulations: The Harbour Works (Environmental Impact Assessment) Regulations 1999[20]; Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017; and Town & Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017.

4.3 As discussed in **Chapter 1.0**, following an EIA Screening Opinion request, it was determined by MS-LOT that the "*proposed works are an EIA project under the 2017 MW Regulations and, therefore, an EIA is required".*

The EIA Directive 2014/52/EU

4.4 The requirement to consider the vulnerability of a project (or Development) to either major accidents or disasters or both results from the 2014 amendment to the EIA Directive (2014/52).

Marine (Scotland) Act 2010

4.5 The Marine (Scotland) Act 2010[21;] which provides provisions for those functions and activities in the marine area, including marine plans, licensing of marine activities, protection of the area and its and regulation of sea fisheries.

[20] The Harbour Works (Environmental Impact Assessment) Regulations 1999
[21] Scottish Government: The Marine (Scotland) Act 2010: 2010

Pre-Application Consultation (PAC)

4.6 The requirement for Pre-Application Consultation (PAC) on certain projects is included within The Marine (Scotland) Act 2010.

4.7 The proposed development falls within the prescribed class of licensable activities, which require pre-application consultation (PAC), in accordance with The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 and the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (as amended). Guidance on Marine Licensable Activities[22] and planning applications that are subject to pre-application consultation[23] has been followed to help inform the public consultation undertaken for the proposed development. A PAC report, which summarises the consultation exercises undertaken to date and responses received has been prepared in support of the proposed development.

Climate Change Act 2008

4.8 The Climate Change Act 2008, as amended by the Climate Change Act 2008 (2050 Target Amendment) Order 2019[24], creates a framework for setting a series of interim national carbon budgets and plans for national adaptation to climate risks. The Act requires the UK Government to set carbon budgets (a carbon budget places a restriction on the total amount of GHGs that the UK can emit over a 5-year period if the budget for the period is to be met) for the whole of the UK. At present, the Third, Fourth, Fifth and Sixth Carbon Budgets, set through the Carbon Budget Orders 2009, 2019, 2017 and 2021 are 2,544 mega tonnes carbon dioxide equivalent ($MtCO_2e$) for 2018 to 2022, 1,950 $MtCO_2e$ for 2023 to 2027, 1,725 $MtCO_2e$ for 2028 to 2032 and 965 $MtCO_2e$ for 2033 to 2037 respectively. The Sixth Carbon Budget is the first Carbon Budget that is consistent with the UK's net zero target, requiring a 78% reduction in GHG emissions by 2035 from 1990 levels.

Climate Chane (Scotland) Act 2009

4.9 The Climate Change (Scotland) Act 2009[25] details the Scottish Government's ambitious climate change legislation including a 2045 net zero emissions target year and interim carbon targets based upon a climate change plan for a just transition. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2024[26] legislates for five-year carbon budgets to set climate targets. This replaces annual emissions targets. At present, no carbon budgets have been set.

[22] Scottish Government: Marine Scotland: Guidance on Marine Licensable Activities subject to Pre-Application Consultation: 2014
[23] Scottish Government: Development Management Procedures: 2022
[24] Climate Change Act 2008 (2050 Target Amendment) Order 2019
[25] Climate Change (Scotland) Act 2009
[26] Climate Change (Emissions Reduction Targets) (Scotland) Act 2024

Navigational Risk

4.10 The ports, harbours and marine industry is governed by a large and varied selection of legislative and regulatory requirements placed on those accountable and responsible for the safe and efficient operation of such marine facilities.

4.11 However, the most appropriate overarching statement of the requirements for the safe and efficient operation of these marine facilities, is defined by and detailed within:

- Ports & Marine Facilities Safety Code[27] (PMSC); and
- A Guide to Good Practice on Port and Marine Facilities[28] (GTGP).

Health and Safety at Work Act 1974

4.12 The Health and Safety at Work etc. Act 1974 provides the framework for the regulation of workplace health and safety in the UK. It places general duties on employers, people in control of premises, manufacturers, and employees.

Construction (Design and Management) Regulations 2015

4.13 The Construction (Design and Management) Regulations 2015 (CDM 2015) came into force on 6 April 2015, replacing CDM 2007. This publication provides guidance on the legal requirements for CDM 2015 and is available to help anyone with duties under the Regulations.

The Control of Major Accident Hazards (COMAH) Regulations 2015

4.14 The principal aim of the regulations is to reduce the risks of potential major accidents involving dangerous substances, such as toxic substances (e.g. chlorine), flammable substances (e.g. liquefied petroleum gas), substances that are environmentally hazardous, and explosives.

4.15 If dangerous substances are used or stored at the site in quantities above certain thresholds, COMAH requires operators to take all measures necessary to prevent major accidents and limit the consequences for human health and the environment.

4.16 A major accident could involve a release of substance, fire or explosion resulting from uncontrolled developments involving one or more dangerous substance that causes serious danger to human health or the environment, whether immediate or delayed, inside or outside the site.

[27] The Port & Marine Facilities Safety Code, April 2025
[28] A Guide to Good Practice on Port and Marine Facilities, April 2025

Water Framework Directive

4.17 The European Union Water Framework Directive 2000/60/EC (WFD)[29] was transposed into Scottish law by the Water Environment & Water Services (Scotland) (WEWS) Act 2003[30]. This legislation controls management of the water environment and aims to maintain or improve the physical and chemical quality of all waterbodies by 2027, including coastal waters out to 3 nautical miles.

4.18 This EIA takes into account the requirements of the WFD, as supported by the WEWS Act, the Water Environment (Controlled Activities) (Scotland) Regulations 2011[31] and the Solway Tweed River Basin District River Basin Management Plan (RBMP) 2021[32].

The Water Environment (Shellfish Water Protected Areas: Environmental) (Scotland) Order 2016

The Water Environment (Shellfish Water Protected Areas: Designation) (Scotland) Order 2016[33], and The Scotland River Basin District (Quality of Shellfish protected Areas) (Scotland) Directions 2021[34].

The European Waste Framework Directive

4.19 The European Waste Framework Directive (Directive 2008/98/EC) lays down the basic definitions and concepts for waste management, which includes waste management principles and requires Member States of the EU to implement a waste management hierarchy.

The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019

4.20 The Habitat Regulations[35] transpose Council Directive 79/409/EEC on the Protection of Wild Birds (the EC Birds Directive 1979) and Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Flora and Fauna (the EC Habitats Directive 1992) into UK law. The Birds Directive was amended in 2009, becoming Directive 2009/147/EC.

[29] EU: Water Framework Directive 2000/60/EC (WFD): 2000
[30] Scottish Government: Water Environment and Water Services (Scotland) Act 2003 (WEWS): 2003
[31] Scottish Government: Water Environment (Controlled Activities) (Scotland) Regulations 2011 (CAR): 2011
[32] SEPA / EA: Solway Tweed River Basin Management Plan (RBMP) (2021 update): 2021. Available at - https://www.sepa.org.uk/media/594087/211221-final-rbmp3-solway-tweed.pdf
[33] Scottish Government: The Water Environment (Shellfish Water Protected Areas: Designation) (Scotland) Order 2016
[34] Scottish Government: The Scotland River Basin District (Quality of Shellfish protected Areas) (Scotland) Directions 2021
[35] The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019

4.21 The Habitat Regulations make it an offence (with certain exceptions) to deliberately capture, disturb, kill or trade in those animal species listed in Schedule 2, or to pick, cut, uproot, collect, destroy or trade in those plant species listed in Schedule 4.

The Wildlife and Countryside Act 1981 (as amended)

4.22 The Wildlife and Countryside Act[36] consolidates and amends existing national legislation to implement the requirements of the Bern Convention and the Birds Directive throughout Great Britain. The Act is the primary UK mechanism for the designation of statutory ecological sites - Sites of Special Scientific Interest (SSSIs) - and the protection of individual species listed under Schedules 1, 2, 5, 6 and 8 of the Act, each of which is subject to varying levels of protection.

4.23 Schedule 9 of the Act also lists those plant species which it is an offence to plant or otherwise cause to grow in the wild, while Schedule 14 prevents the release into the wild or sale of certain plant and animal species which may cause ecological, environmental or socio-economic harm.

The Convention on the Conservation of European Wildlife and Natural Habitats 1979 (Bern Convention)

4.24 The Bern Convention[37] was adopted in 1979 and ratified by the UK Government in 1982. The principal aims of the Convention are to ensure the conservation and protection of all wild plant and animal species and their natural habitats (listed in Appendices I and II), to increase cooperation between contracting parties, and to afford special protection to the most vulnerable or threatened species (including migratory species).

4.25 Members of the European Community meet their obligations via the Birds Directive and the Habitats Directive. These are transposed into UK law by the Wildlife and Countryside Act 1981 (as amended), Nature Conservation (Scotland) Act 2004 (as amended), Wildlife (Northern Ireland) Order 1985, and the Nature Conservation and Amenity Lands (Northern Ireland) Order 1985.

Nature Conservation Scotland Act (2004)

4.26 The Nature Conservation Scotland Act[38] places a duty on public bodies to consider and conserve biodiversity through the exercise of their functions and includes a range of measures to strengthen the protection of both habitats and wildlife. Under the Act a series of priority habitats and species

[36] Wildlife and Countryside Act 1981
[37] Bern Convention | JNCC - Adviser to Government on Nature Conservation
[38] Nature Conservation (Scotland) Act 2004

are identified under the Scottish Biodiversity list SBL. The Act makes provision in respect of biodiversity, pesticides harmful to wildlife, protection of birds and invasive non-native species.

The Wild Mammals (Protection) Act 1996

4.27 The Wild Mammals (Protection) Act 1996 [39] provides protection for wild mammals from acts of cruelty. An offence is committed if any person mutilates, kicks, beats, nails, or otherwise impales, stabs, burns, stones, crushes, drowns, drags or asphyxiates any wild mammal with intent to inflict unnecessary suffering.

Conservation of Seals Act 1970

4.28 The Conservation of Seals Act 1970[40] provide for the protection and conservation of seals in England and Wales and Scotland and in the adjacent territorial waters. Under the Act it is an offence to intentionally Kill, Injure or take a seal.

The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017

4.29 The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017[41] identifies the processes Transport Scotland should apply to determining screening, the preparation of environmental report including scoping and consultation procedures and post-adoption procedures.

4.30 The following policy and guidance provide the necessary framework to ensure that transportation projects are environmentally sound, legally compliant, and socially responsible. They help balance development needs with environmental protection and public interests.

Climate Change

4.31 The Climate Change (Scotland) Act 2009 [42] details the Scottish Government's ambitious climate change legislation including a 2050 net zero and interim carbon targets based upon a climate change plan for a just transition. This includes working towards decarbonising Scotland's transport network, better managing waste, and utilising circular economy principles, amongst others.

[39] Wild Mammals (Protection) Act 1996
[40] Conservation of Seals Act 1970
[41] Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017
[42] Climate Change (Scotland) Act 2009

4.32 To help meet Scotland's targets, the Scottish Government published their Climate Change Plan[43] update in December 2020 which reflects the increased ambition of the new targets set by the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019[44].

Air Quality Standards Regulations

4.33 The Air Quality Standards Regulations 2010[45], amended by The Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020[46], sets limit values for ambient air concentrations for the main air pollutants: particulate matter (PM_{10} and $PM_{2.5}$), nitrogen dioxide (NO_2), sulphur dioxide (SO_2), ozone (O_3), carbon monoxide (CO), lead (Pb) and benzene, certain toxic heavy metals (arsenic, cadmium and nickel) and polycyclic aromatic hydrocarbons (PAHs).

UK Air Quality Strategy

4.34 The Environment Act 1995[47], as amended by the Environment Act 2021[48], established the requirement for the Government and the devolved administrations to produce a National Air Quality Strategy (AQS) for improving ambient air quality, the first being published in 1997 and having been revised several times since, with the latest published in 2007. The Strategy sets UK air quality standards and objectives for the pollutants in the Air Quality Standards Regulations plus 1,3-butadiene and recognises that action at national, regional and local level may be needed, depending on the scale and nature of the air quality problem. There is no legal requirement to meet objectives set within the UK AQS except where equivalent limit values are set within the Air Quality Standards Regulations.

Control of Pollution Act (CoPA)

4.35 Part III of the Control of Pollution Act 1974 (CoPA)[49] is specifically concerned with pollution. With regard to noise, it covers: construction sites; noise in the street; noise abatement zones; codes of practice; and best practicable means (BPM).

4.36 Section 60, Part III of the CoPA provides a Local Authority the power to serve a notice imposing requirements for the way in which construction works are to be carried out in their jurisdiction.

[43] Scottish Government: Update to the Climate Change Plan 2018 – 2032 Securing a Green Recovery on a Path to Net Zero: 2020
[44] Climate Change (Emissions Reduction Targets) (Scotland) Act 2019
[45] Defra, 2010, The Air Quality Standards Regulations
[46] The Environment (Miscellaneous Amendments) (EU Exit) Regulations 2020
[47] Environment Act 1995
[48] Environment Act 2021
[49] The Stationery Office Limited. Control of Pollution Act, Chapter 40, Part III. 1974

The Environmental Noise (Scotland) Regulations

4.37 The Environmental Noise (Scotland) Regulations 2006[50] transpose and implement Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise. This directive is also known as The Environmental Noise Directive (END).

4.38 The regulations came into force on 5th October 2006 and apply to environmental noise to which humans are exposed, in particular in built up areas, public parks or other quiet areas in an agglomeration, near schools, hospitals, and other noise sensitive buildings and areas. The regulations apply to noise from road, railway and airport sources, as well as industrial noise.

Environmental Protection Act 1990, Part III (EPA)

4.39 The Environmental Protection Act 1990 (EPA)[51] deals with statutory nuisance, including noise. Section 79 of the EPA, 'Statutory nuisances and inspections therefor', places a duty on local authorities to regularly inspect their areas to detect whether a statutory nuisance exists. This section also considers and defines the concept of BPM which originates from Section 72, Part III of the CoPA.

Contaminated Land (Scotland) Regulations 2000

4.40 The Contaminated Land (Scotland) Regulations 2000[52] and their amendments made deal with the descriptions of land which are required to be designated as special sites; the contents of, and arrangements for serving, remediation notices; compensation to third parties for granting rights of entry etc.

Ancient Monuments and Archaeological Areas Act 1979

4.41 The Ancient Monuments and Archaeological Areas Act 1979[53] relates to the scheduling of monuments and management of works affecting them.

[50] Scottish Statutory Instruments. No. 465. Environmental Protection. The Environmental Noise (Scotland) Regulations 2006
[51] The Stationery Office Limited. Environmental Protection Act, Chapter 43, Part III. 1990
[52] The Contaminated Land (Scotland) Regulations 2000
[53] Ancient Monuments and Archaeological Areas Act 1979

The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997

4.42 The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997[54] relates to the designation of Listed Buildings and Conservation Areas, the control of works affecting them and provides statutory duties upon the decision maker when considering planning applications affecting Listed Buildings and their setting and Conservation Areas.

Protection of Military Remains Act 1986

4.43 Protection of Military Remains Act 1986[55] provides the legal basis for the protection from unauthorised interference of the remains of military aircraft and vessels that have crashed, sunk or been stranded.

National Policy and Guidance

4.44 This section sets out the national planning policy documents and guidance that are of particular relevance to the proposed development. The framework for land use planning and development of planning policy across Scotland is the 'Town and Country Planning (Scotland) Act 1997'[56] (as amended).

National Planning Framework 4 (NPF4)

4.45 Overarching planning policies for Scotland are contained within the 'National Planning Framework 4' (NPF4)[57] adopted by Scottish Ministers in February 2023. The NPF4, is the latest version of Scotland's strategy for development, superseding the NPF3 and Scottish Planning Policy (SPP) to combine both spatial and thematic planning in a single document. NPF4 sets out what is expected of the planning system to 2045, identifies national developments regional spatial priorities, as well as detailed policy for developments in Scotland.

4.46 NPF4 outlines six spatial principles with the aim of making places in Scotland which are sustainable, liveable and productive places:

- Just transition to net zero;
- Conserving and recycling assets;

[54] Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997
[55] Protection of Military Remains Act 1986
[56] Town and Country Planning (Scotland) Act 1997
[57] Scottish Government: National Planning Framework 4: February 2023

- Local living;
- Compact urban growth;
- Rebalanced development; and
- Rural revitalisation.

4.47 NPF4 specifically highlights the important opportunity for growth in Scotland's coastal communities, and specifies the supporting local economies by "*making sustainable use of the area's world class environmental assets*" as a priority in the South of Scotland.

4.48 Furthermore, it is important to emphasise that the NPF4 showcases 'Stranraer Gateway' as a national development. The NPF4 states that the "*Stranraer Gateway Project is an opportunity to consolidate and bring new impetus to regenerate this strategically located settlement. Plans include expansion of the marina, supported by the Borderlands Inclusive Growth Deal, and low carbon heating can be incorporated as part of the transformation of the wider town".*

UK Marine Policy Statement (MPS) 2011

4.49 The UK Marine Policy Statement (MPS)[58] is the Framework for preparing Marine Plans and making decisions affecting the marine environment. As the primary framework for preparing and deciding proposals affecting the marine environment, the Marine (Scotland) Act 2010 states that decisions must be made in accordance with the MPS unless relevant considerations indicate otherwise.

4.50 The UK vision for the marine environment is for "*clean, healthy, safe, productive and biologically diverse oceans and seas"*. The MPS details a number of high-level marine objectives which set out the broad outcomes for the UK marine area and reflect the principles of sustainable development. The objectives include:

- Achieving a sustainable marine economy;
- Ensuring a strong, healthy and just society;
- Living within environmental limits;
- Promoting good governance; and
- Using sound science responsibly.

4.51 The key policies of relevance to the proposed development include:

- Ports and Shipping: The MPS's policy on ports and shipping highlights the essential and valuable economic contribution of shipping of both freight and passengers, and the wide

[58] HM Government: UK Marine Policy Statement: March 2011

range of supporting economic activities to enable porta and marinas to operate. It also specifies the requirement of dredging in order to retain operational ports and marinas.

- Marine Dredging and Disposal: The policy on marine dredging and disposal acknowledges the role of dredging in the functioning and construction of ports and marinas and the potential social and economic benefit of generating material for "*alternative uses such as construction*". However, the policy also highlights the risk of causing environmental and health effects when dredging contaminated sediment which must be considered in the decision-making process. The MPS requires that decision making regarding marine dredging and disposal complies with the OSPAR Convention 1992, London Protocol 1996, WFD and other EU Directives.
- Tourism and Recreation: the MPS highlights that the wide variety of potential tourist and recreational activities associated with the sea can be of high social, cultural, environmental, and economic value, and that this "*will be enhanced by a well-managed and healthy marine environment*". Tourism can also *help "enhance understanding and appreciation of the marine environment … [and] … benefits to physical and mental wellbeing"* through enjoyment of the coast.

Scotland's National Marine Plan (NMP) (2015)

4.52 Adopted in March 2015, the National Marine Plan (NMP)[59] sets out high-level objectives, general policies and sectoral policies, which are taken into account in decision-making relating to marine licences, and other types of consent.

4.53 The general policies (GEN 8) included in the NMP state that developments and activities in the marine environment should be resilient to coastal change, and not have unacceptable impact on coastal processes.

4.54 Firstly, it is noteworthy that the NMP identifies Stranraer as a 'Major Commercial Port in Scotland', acknowledging that operations have moved to Loch Ryan Port.

4.55 Chapter 12 of the NMP relates to Tourism and Recreation, including Polices which seek to protect, enhance and diversify Scotland's coastal assets for the Tourism and recreation sectors, in a sustainable way.

4.56 Chapter 13 of the NMP addresses shipping, ports, harbours and ferries. Harbour developments require aligned support from marine and terrestrial planning authorities. In particular, policy Transport 2 states that "*Marine development and use should not be permitted where it will restrict*

[59] The Scottish Government: Scotland's National Marine Plan: A Single Framework for Managing Our Seas: 2015

access to, or future expansion of, major commercial ports or existing or proposed ports and harbours which are identified as National Developments in the current NPF or as priorities in the National Renewables Infrastructure Plan".

4.57 The NMP also acknowledges the crucial role that dredging plays in ensuring safe navigation, and highlights that utilising dredge arisings for alternative uses such as land reclamation can reduce the volume of at-sea disposal.

National and Regional Strategies

Scotland's National Transport Strategy (February 2020)

4.58 Scotland's National Transport Strategy (NTS2) published in February 2020 "*sets out an ambitious and compelling vision for our transport system for the next 20 years, one that protects our climate and improves our lives".* It is intended to be "*a Strategy for the whole transport system (people and freight) and it considers why we travel and how those trips are made, by including walking, wheeling, cycling, and travelling by bus, train, ferry, car, lorry and aeroplane. It is a Strategy for all users: those travelling to, from and within Scotland".*

4.59 The strategy sets out Transport Scotland's "*Vision for Scotland's transport system over the next 20 years, which is: We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors".* The vision includes four priorities, comprising of: reducing inequalities; taking climate action; helping to deliver inclusive economic growth; and improving health and wellbeing.

South of Scotland Indicative Regional Spatial Strategy (iRSS) (2021)

4.60 Regional Spatial Strategies (RSS) are long-term spatial strategies which specify the area/s to which they relate, and identify: the need for strategic development; the outcomes to which strategic development will contribute; priorities for the delivery of strategic development proposed locations.

4.61 An indicative Spatial Strategy (iRSS)[60] has been produced jointly by Dumfries and Galloway Council and Scottish Borders Council for the South of Scotland. The iRSS identifies the Stranraer Gateway project, which intends to deliver a wide range of new and upgraded infrastructure in and around Stranraer, including the expansion of the marina, which is also identified as a Borderlands Inclusive Growth Deal project.

[60] Dumfries and Galloway Council and Scottish Borders Council: south of Scotland indicative regional spatial strategy: April 2021

Defra (2011) 'Guidelines for Environmental Risk Assessment and Management'

4.62 The Defra (2011) 'Guidelines for Environmental Risk Assessment and Management' provide generic guidance for the assessment and management of environmental risks. A cyclical framework for risk management is provided which identifies four main components of risk assessment:

- Formulating the problem
- Carrying out an assessment of the risk
- Identifying and appraising the management options available
- Addressing the risk with a risk management strategy

European Union Guidance 2017 - Environmental Impact of Project Guidance on the preparation of the Environmental Impact Assessment Report (Directive 2011/92/EU as amended by 2014/52/EU)

4.63 The 'European Union Guidance 2017 - Environmental Impact of Project Guidance on the preparation of the Environmental Impact Assessment Report' provides useful guidance on the key changes from Directive 2011/92/EU as amended by Directive 2014/52/EU specifically Annex IV point 8. It states that two key considerations relating to major events emerge under the new directive:

- The Project's potential to cause either accidents or disasters or both; and,
- The vulnerability of the Project to either potential disasters or accidents or both.

4.64 The guidance goes on to state that, after risks have been identified and assessed, measures to control and manage their significant impacts should then be taken, to ensure compliance with existing minimum prevention standards, safety requirements, building codes and improved land use planning, as well as others. It also states that measures should be captured in a coherent risk management plan that also includes sufficient preparedness and emergency planning measures.

SWestrans Regional Transport Strategy 2023-2042

4.65 The SWestrans Regional Transport Strategy 2023-2042[61] aims to enhance transport in the Dumfries and Galloway region, focusing on sustainability, connectivity, and community needs.

4.66 The key priorities that have been outlined within the policy document include improving transport links in rural areas, reducing environmental impacts, and enhancing access to public transport. The

[61] Dumfries & Galloway Council: SWestrans Regional Transport Strategy 2023-2042: November 2023

strategy is aligned with national transport objectives, emphasising greener travel options such as active travel and electric vehicles, while also addressing economic and social factors like supporting tourism and reducing isolation in remote communities.

4.67 The plan outlines various policies relating to boosting internal and external connectivity and ensuring the transport system contributes to net-zero targets. However, the strategy acknowledges that significant funding and collaboration will be required to achieve these ambitious goals, and it will be updated periodically to reflect changing needs over the 20-year span.

Heat in Buildings Strategy (2021)

4.68 The Heat in Buildings Strategy[62] sets out the Scottish Government's plans to reduce GHGs from Scotland's homes and buildings.

4.69 The plan states that "*by 2045 all homes and buildings in Scotland must have significantly reduced their energy use, and almost all must be using a zero-emissions heating system*".

4.70 The aim is that by 2030, a substantial majority of buildings are expected to attain a high level of energy efficiency, and all residences should meet a standard equivalent to at least an EPC band C by 2033. The policy aims to achieve a 68% reduction in emissions from heating in buildings by 2030 compared to the levels observed in 2020. To achieve this, the Scottish Government has pledged £1.8bn in funding to help the transition towards net zero and help buildings move from fossil fuel-reliant heating systems.

4.71 The provisional New Renewable Heat Target requires a least 22% of heat in buildings to be directly supplied from renewable sources by 2030.

Energy Strategy and Just Transition Plan (Draft), 2023

4.72 The Energy Strategy and Just Transition Plan[63], while still in draft, is relevant as it sets out policy positions and route map of actions with a focus out to 2030 and achieve net zero in Scotland by 2045.

Local Policy and Guidance

4.73 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires that: "*Where, in making any determination under the planning Acts, regard is to be had to the development plan, the*

[62] Scottish Government: Heat in Buildings Strategy: Achieving Net Zero Emissions in Scotland's Buildings: 2021.
[63] Scottish Government: Draft Energy Strategy and Just Transition Plan: 2023.

determination is, unless material considerations indicate otherwise, to be made in accordance with that plan".

4.74 The Development Plan for the site comprises the Dumfries & Galloway Council Local Development Plan 2 (LDP2)[64], adopted October 2019, and the Scottish Government's National Planning Framework 4 (NPF4), as discussed above. Under Section 25 of the Act, these documents take primacy in the determination of planning applications. Section 24(3) of the Act provides that *"in the event of any incompatibility between the provision of the National Planning Framework and a provision of a local development plan, whichever of them is the later in date is to prevail".*

Dumfries and Galloway Council Local Development Plan 2 (LDP2)

4.75 The Dumfries and Galloway Council Local Development Plan 2 (LDP2) provides the current planning framework and **sets** out how and where land and property will be used in Dumfries and Galloway. It sets out a vision for how areas will change and describe where development will take place and where it will not.

4.76 The LDP2 seeks to create "*a thriving region with a sustainable economy built on sustainable principles … facilitating positive change, promoting growth, maximising the use of existing infrastructure and enhancing connectivity".*

4.77 Within the Vision of the LDP2, Dumfries and Galloway council have specified that in 20 years "*Stranraer waterfront will have been transformed into a sustainable extension to the town centre*". The Plan also sets out 9 planning objectives for Stranraer, which include to "*Focus development towards the waterfront which will have a significant benefit for Stranraer and the region … Encourage and support the interrelationship between the waterfront and the town centre [and to] Reposition Stranraer and Loch Ryan as a distinctive and successful marine leisure destination".*

4.78 As discussed within the supporting Planning Statement, which accompanies the planning application for the proposed development, the relevant key planning constraints for the development site include: Allocated Mixed Use Area (STR.MU1); Stranraer Conservation Area; and Core Path 544 (Stranraer Waterfront).

4.79 The following relevant policies contained within the LDP2 are of most relevance to this application:

- OP1 - Development Considerations;
- OP2 - Design Quality and Placemaking;
- HE1 - Listed Buildings;

[64] Dumfries and Galloway Council: Local Development Plan 2: October 2019

- HE2 - Conservation Areas;
- HE3 - Archaeology;
- HE4 - Archaeologically Sensitive Areas.
- HE6 - Gardens and Designed Landscapes;
- ED9 – Tourism;
- CF1 - Community Facilities;
- CF2 - Green Networks;
- CF4 - Access Routes;
- IN7 - Flooding and Development;
- IN8 - Surface Water Drainage and Sustainable Drainage Systems (SUDs);
- IN9 - Waste Water Drainage IN10 - Contaminated and Unstable Land;
- NE4 - Sites of International Importance for Biodiversity;
- NE5 - Species of International Importance;
- NE6 - Sites of National Importance for Biodiversity and Geodiversity;
- NE8 - Trees and Development;
- NE9 - Developed and Undeveloped Coast;
- NE10 – Erosion and Coastal Protection;
- NE11 - Supporting the Water Environment; and
- NE12 - Protection of Water Margins.

Dumfries and Galloway's Third Local Development Plan (LDP3)

4.80 Dumfries and Galloway Council have commenced work on preparing a new Local Development Plan (LDP3). The plan will cover a 10-year period and will be place based and delivery focused.

Dumfries and Galloway Shoreline Management Plan

4.81 The Dumfries & Galloway Shoreline Management Plan (D&G SMP)[65] is a plan for managing flood and erosion risk along the D&G coast, looking at the short, medium and long term. Policy 32 within the plan ('McCullochs Point to Innermessan (Stranraer)') includes approximately 7 kilometres (km) of shoreline around the head of Loch Ryan and encompasses the proposed development site at Stranraer Marina.

4.82 The recommended shoreline management policy in this area comprises 'Hold the Line' (i.e. maintaining the existing shoreline position and preventing further retreat by implementing defences

[65] DGC: Dumfries & Galloway Shoreline Management Plan – Main Report: January 2023. Available at - https://www.dumgal.gov.uk/media/27534/SMP-F05/pdf/SMP_F05.pdf

or interventions) possibly in combination with 'Managed Realignment' (i.e. landward movement of infrastructure and properties in the future).

Supplementary Planning Guidance Documents

4.83 The following Supplementary Planning Guidance documents are relevant to the proposed development, and have been utilised in the preparation of this EIA, where appropriate, and the associated planning application:

- Sustainability – Reducing Carbon Emission in Buildings (2021)[66];
- Design Quality and Placemaking (2020)[67];
- Trees and Development (2020)[68];
- Stranraer Conservation Area Character Appraisal and Management Plan (2020)[69];
- Historic Built Environment (2020)[70];
- Flooding and Development (2020)[71];
- Surface Water Drainage and Sustainable Drainage Systems (SuDS) (2020)[72];
- Stranraer Waterfront Urban Design Strategy and Masterplan Planning Guidance (2019)[73].

Further Relevant Guidance / Advice

4.84 The following Guidance Documents, which have been utilised in the preparation of this EIAR, comprise:

- Marine Scotland Guidance for Marine Licence Applicants Version 2 (2015); [74]
- Guidance on Marine Licensable Activities subject to Pre-Application Consultation (2014); [75]

[66] Dumfries and Galloway Council: Local Development Plan 2 Sustainability - Reducing Carbon Emissions in Buildings Supplementary Guidance: October 2021
[67] Dumfries and Galloway Council Local Development Plan 2 Design Quality and Placemaking Supplementary Guidance - February 2020
[68] Dumfries and Galloway Council Local Development Plan 2 Trees and Development Supplementary Guidance - February 2020
[69] Dumfries and Galloway Council Local Development Plan 2 Stranraer Conservation Area Character Appraisal and Management Plan Supplementary Guidance - February 2020
[70] Dumfries and Galloway Council Local Development Plan 2 Historic Built Environment Supplementary Guidance - February 2020
[71] Dumfries and Galloway Council Local Development Plan 2 Flooding and Development Supplementary Guidance - February 2020
[72] Dumfries and Galloway Council Local Development Plan 2 Surface Water Drainage and Sustainable Drainage Systems (SuDS) Supplementary Guidance - February 2020
[73] Dumfries and Galloway Council: Local Development Plan 2 Stranraer Waterfront Urban Design Strategy and Masterplan - Planning Guidance: November 2019
[74] Scottish Government: Marine Scotland Guidance for Marine Licence Applicants Version 2 - June 2015
[75] Scottish Government: Marine Scotland Guidance on Marine Licensable Activities subject to Pre-Application Consultation: 2014

- Marine Scotland Pre-Disposal Sampling Guidance Version 2 (2017);[76]
- The National Roads Development Guide[77] (2017);
- Design Manual for Roads & Bridges (DMRB); and
- Monitoring Guidance for Underwater Noise in European Seas, Part II: Monitoring Guidance Specifications"[78]
- CL:AIRE Development Industry Code of Practice (2008)[79];
- Hazardous Waste, Interpretation of the Definition and Classification of Hazardous Waste, SEPA Technical Guidance WM2, 3rd Edition, 2013[80];
- Land Contamination Risk Management (LCRM) Report (October 2020; Updated July 2023)[81];
- BS 10175:2011 (A2:2017) 'Investigation of Potentially Contaminated Sites'[82];
- BS 5930:2015 (A1;2020) 'Code of Practice for Ground Investigations'[83];
- BS ISO 18772:2008 Soil Quality – Guidance on leaching procedures for subsequent chemical and eco-toxicological testing of soils and soil materials[84];
- Environment Agency, 2000, Technical Report P5-056/TR, 'Technical Aspects of Site Investigation' Vol. I and II[85];
- BS8485:2015+A1:2019, 'Code of Practice for the characterisation and remediation from ground gas in affected developments'[86];
- BS8576:2013, 'Guidance on investigations for ground gas – permanent gases and Volatile Organic Compounds'[87];
- BS 3882:2015, Specification for Topsoil;[88]
- BS 6349-1-4:2013 British Standard Maritime Works, Part 1-4: General – Code of practice for materials[89];
- BRE Special Digest 1, Concrete in Aggressive Ground, (3rd Edition), 2005[90];
- BRE 2004 Standard Cover Systems for Land Regenerations (2004)[91];
- CIRIA C716 Remediating and mitigating risks from volatile organic compound (VOC) vapours from land affected by contamination[92];
- CIRIA C665, Assessing Risks Posed by Hazardous Ground Gas to Buildings, 2007[93];
- CIRIA 682 The VOCs handbook, Investigating, assessing and managing risks[94];
- CIRIA C674 "The use of concrete in maritime engineering – a good practice guide"[95];
- Guidance for the Selection of Water Supply Pipes to be Used in Brownfield Site UKWIR Report Ref No. 10/WM/03/21[96];

[76] Scottish Government: Marine Scotland: Pre-disposal Sampling Guidance Version 2 – November 2017
[77] Society for Chief Officers of Transport in Scotland (SCOTS) National Roads Development Guide: June 2017
[78] MSFD Technical Subgroup on Underwater Noise. (2014). Monitoring Guidance for Underwater Noise in European Seas, Part II: Monitoring Guidance Specifications. European commission.

- New Waste Acceptance Criteria Protocols in accordance with Landfill (Scotland) Regulations 2003 on 16th July 2004[97];
- SEPA Land Remediation and Waste Management Guidelines 2012[98];
- SEPA, WAT PS 10 01 Assigning Groundwater Assessment Criteria for Pollutant Inputs, v 3.0, August 2014[99];
- SEPA, Supporting Guidance (WAT-SG-53) Environmental Quality Standards and Standards for Discharges to Surface Waters, Version v6.1, February 2018[100];
- The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017[101] (as amended);
- The Water Intended for Human Consumption (Private Supplies) (Scotland) Regulations 2017[102]; and,
- The Public Water Supplies (Scotland) Regulations 2014[103].

Planning Advice Notes

4.85 The Scottish Government provides Planning Advice Notes (PANs) which contain information on good planning practice in a range of different subjects and should be taken into account when considering development proposals.

- 'PAN 51 (Planning, Environmental Protection and Regulation)' [104](Revised 2006) supports the role of the planning system in relation to the environmental protection regimes. This PAN summarises the statutory responsibilities of the environmental protection bodies, as well as informing these bodies about the planning system. The environmental protection regimes referred to in this PAN are: pollution, prevention and control; protection of the water environment; drinking water quality – public and private water supplies (PWS); contaminated land; radioactive substances; statutory nuisance including noise; litter; light; local air quality management; and environmental noise;
- 'PAN 60 (Planning for Natural Heritage)' (2000)[105] Paragraph 47 updated 2008 provides advice on how development and the planning system can contribute to the conservation, enhancement, enjoyment and understanding of Scotland's natural

[104] Scottish Executive Development Department: Planning, Environmental Protection and Regulation: 2006
[105] Scottish Executive Development Department: Planning for Natural Heritage: Planning Advice Note 60: 2000

environment. In addition, it encourages developers to positively and creatively address natural heritage issues;

- 'PAN 75 (Planning for Transport) (2005)[106] provides advice on managing links between planning and transport and recognises the importance of suitable cycling infrastructure;
- 'PAN 78 (Inclusive Design)' (2006)[107] provides guidance for the planning system and different stakeholders on how to design for the wider user group. Within this PAN the nature of the issues in designing inclusive environments is outlined, however, the importance of inclusive design is also stressed;
- 'PAN 79 (Water and Drainage)' (2006)[108] provides good practice guidance for the planning system on the provision of water and drainage and clarifies the role of the planning authority in establishing a development pattern to ensure the delivery of infrastructure and planning in a coordinated way. In addition, this PAN explains the role of Scottish Water and the Scottish Environment Protection Agency (SEPA) within the planning system on water and drainage issues;
- 'PAN 1/2011 (Planning and Noise)' (2011)[109] provides advice on the role of the planning system in helping to prevent and limit the adverse effects of noise. Information and advice on noise impact assessment methods is provided in the associated Assessment of noise: technical advice note (TAN).

Transport Assessment Guidance (TAG)

4.86 TAG[110] Section 5.73 states that "The environmental impacts of a development proposal are generally outside the remit of the TA process, as they should be picked up through an Environmental Impact Assessment (EIA)." This includes considering the direct and indirect effects of increased traffic, changes in travel behaviour, and the infrastructure requirements on local and regional environmental quality.

Planning Circulars

4.87 Other Scottish Government documents within the planning system include Circulars, which

[106] Scottish Executive Development Department: Planning Advice Note PAN 75 Planning for Transport: 2005
[107] Scottish Executive Development Department: PAN 78: Planning and Building Standards Advice Note: Inclusive Design: 2006
[108] Scottish Executive Development Department: Planning Advice Note 79: water and drainage: 2006
[109] Scottish Government. Planning Advice Note PAN 1/2011 Planning and Noise. March 2011
[110] Transport Scotland: Transport Assessment Guidance: 2012

provide advice and guidance on particular issues to expand on subjects referred to in planning legislation. The circulars considered relevant to the consents to be obtained for this development include:

- Planning Circular 3/2022: development management procedures[111];
- Planning Circular 1/2017: Environmental Impact Assessment regulations[112]; and
- Planning Circular 1/2015: relationship between the statutory land use planning system and marine planning and licencing[113].

Summary

4.88 The accompanying Planning Statement and Marine Statement both assess the proposed development in terms of its compliance with the policies and plans listed in this chapter.

4.89 The competent experts undertaking their assessments, and the members of the Project Team during design and consultation stages have had due consideration to the legislation, planning and marine policy and guidance listed above.

[111] Scottish Government: Development Management Procedures: 2022
[112] Scottish Government: Planning Circular 1/2017: Environmental Impact Assessment regulations: 2017
[113] Scottish Government: Planning Circular 1/2015: relationship between the statutory land use planning system and marine planning and licensing: 2015

5.0 Summary of Consultation

Introduction

5.1 This chapter presents information on pre-application consultation with a range of stakeholders, and members of the public, including summary details on groups consulted, and type of consultation and engagement undertaken, including meetings and consultation events.

5.2 The proposed development falls within the prescribed classed of licensable activities, which require pre-application consultation (PAC), in accordance with The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013[114] and with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013[115] (as amended by the Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021[116] .

5.3 This chapter therefore explains the 'Pre-Application Consultation' undertaken in accordance with the statutory requirements that the applicant must undertake with communities for the proposed development. However, the chapter will also explain the consultation which has also been undertaken in addition to these statutory measures, which is part of a wider package of measures on improving community engagement in this project.

5.4 A PAC report, which also summarises the consultation exercises undertaken to date and responses received has been prepared in support of both the planning application and applications for marine licences.

Non-Statutory Engagement

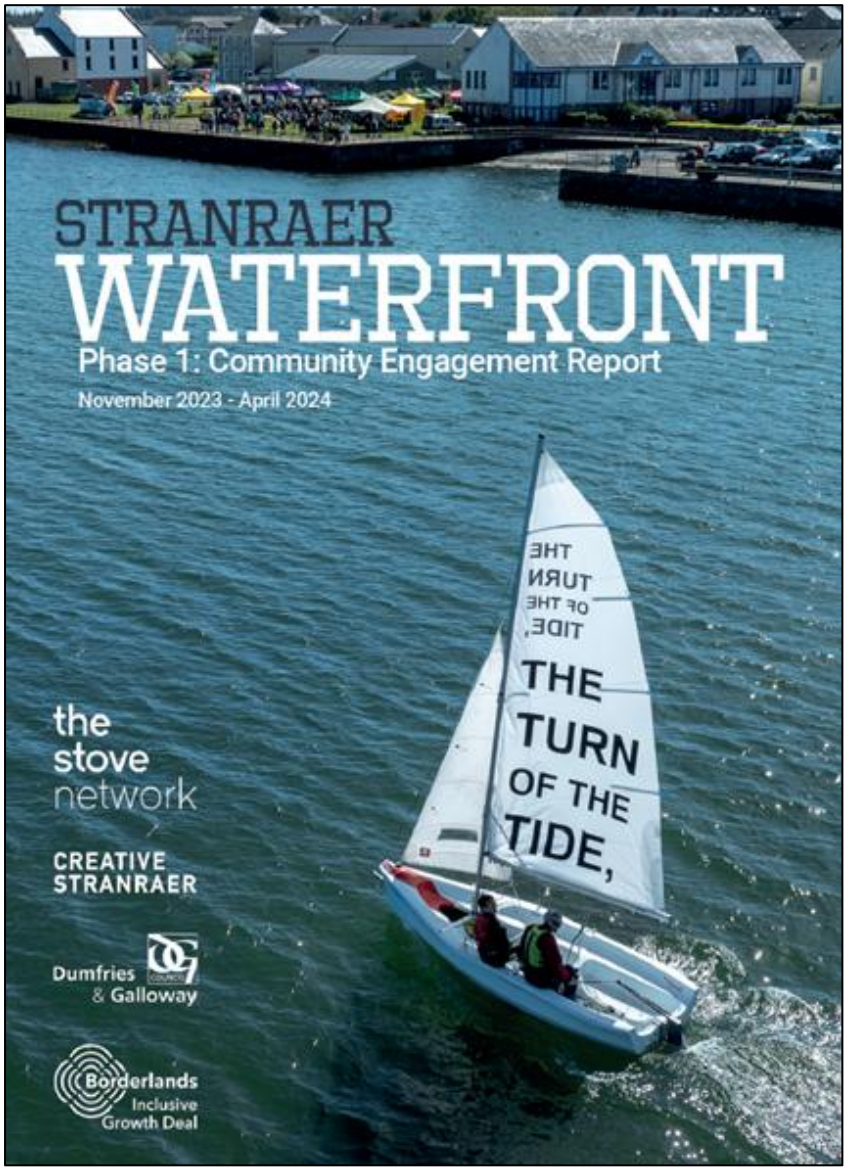
5.5 The Stranraer Waterfront Community Engagement Project is an innovative community engagement project funded by Dumfries & Galloway Council and delivered by The Stove Network and Creative Stranraer. The first phase of this work took place from November 2023 to April 2024 and the second phase began in July 2024, with completion coinciding with final planning application and marine licence applications submissions in 2025. The project employs The Stove Network's distinctive creative placemaking approach: using arts, culture and creativity to support community-led change. This methodology places communities at the heart of Stranraer's future vision for the Waterfront, ensuring it reflects local priorities, ignites civic pride, strengthens identity, and builds long-term social and economic value through participation, connection and collective agency.

[114] The Marine Licensing (Pre-application consultation) (Scotland) Regulations 2013
[115] The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013
[116] Scottish Statutory Instruments: 2021 No. 99: The Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021

5.6 The key objective was to include diverse community voices and ideas in the final designs for a re-imagined waterfront in Stranraer by offering a dynamic creative engagement programme (including 78 hands-on workshops, 15 public art interventions, 5 town hall meetings, and 3 large-scale public events) to bring the community together to re-connect with the waterfront and imagine what this place could be in the future for local people and visitors. The process was iterative, allowing new Ideas and input to emerge from local people, groups and businesses which has provided clear evidence of community needs and aspirations. The design team has worked to incorporate these into the final design that are submitted to the Competent Authorities.

5.7 From November 2023 to April 2025, 1,698 individuals and 40 local organisations have participated. The Creative Communications campaign has a digital reach of over 30,000.

Figure 5.1: Stranraer Waterfront Publication



Statutory Pre-Application Consultation (PAC)

Proposal of Application Notice

5.8 Details relating to when, how and with whom the applicant was proposing to consult with were submitted to Dumfries and Galloway Council's Planning Team via the Proposal of Application Notice (PoAN) in accordance with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013.

Pre-Application Consultation Statement

5.9 In accordance with the 'The Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013', Scottish Ministers were also notified that applications for marine licences were forthcoming for the proposed development, and were notified of the planned consultation. As noted below, notification was also provided from the applicant to the relevant marine consultees.

First Pre-Application Consultation Period (November 2024 – December 2024)

5.10 The first pre-application consultation event was held at the Stranraer Millennium Centre building in Stranraer on Thursday 28th November 2024.

5.11 The principal aims of the consultation event were to: inform local residents and businesses about the proposed development; obtain any additional baseline environmental information; and identify key environmental sensitivities and understand local needs and aspirations.

5.12 Advice contained in Planning Circular 3/2022 provides that the prospective applicant must consult every community council any part of whose area is within or adjoins the land on which the proposed development is situated. This may also include Community Councils in a neighbouring planning authority. Copies of the submitted PoAN alongside a red line boundary plan of the site were therefore issued to the following Community Councils, in advance of this event:

- Stranraer Community Council;
- Ballantrae Community Council;
- Barrhill Community Council;
- Cairnryan Community Council;
- Lochans Community Council; and
- Castle Kennedy Community Council.

5.13 Members of the Scottish Parliament (MSP), Members of Parliament (MP) and Councillors were also issued copies of the submitted PoAN and accompanying plan.

5.14 Two weeks ahead of the first consultation event, in accordance with the Local Planning Authority's (LPAs) Proposal of Application Notice (PAN) response, a notice advertising the event was published in the Stranraer Freepress.

5.15 Consultation banners were installed at the venues. The aim of the banners was to provide a summary of the proposed development and provide illustrations alongside some high-level environmental assessment information. The banners at this first event also advised people with information in relation to the consents required by the applicant, the information which would need to be submitted to the Consenting Authority and details relating to further consultation events.

5.16 Importantly, people at the event were also informed that the pre-application consultation they were participating in does not remove the right or the potential need to comment on the final application once it is made to the Consenting Authority. This message was also clarified on the local press advert, ahead of the event.

5.17 In addition to people verbally communicating their feedback to members of the Project Team, they also provided feedback via the supplied feedback forms, either at the event or afterwards. People were given until 13th December 2024 to provide their feedback to the proposals, either through completing one of the feedback forms and posting in the box provided at the event, or by e-mailing or writing to the project team.

Photograph 5-1: People Participating in the First Public Consultation Event (November 2024)

5.18 The first consultation event was well attended with 32 people completing the sign in sheet. The team received 26no. responses to this event.

Second Pre-Application Consultation period (April 2025 to May 2025)

5.19 The second consultation event was held at the Stranraer Millennium Centre building on Thursday 24th April 2025.

5.20 In advance of the event, two local press notices advertising the event were published in the Stranraer Freepress. The first public notice was issued in the local press (appearing on the 6th March 2025) seven weeks in advance of the event, under the Marine Licensing (Pre-application consultation) (Scotland) Regulations 2013. The second press notice was issued in the local press (appearing on the 3rd April 2025) three weeks in advance of the event, under the Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021.

5.21 Details relating to this second event were submitted in advance to Dumfries and Galloway Council's Planning Team, and the previously notified Community Councils, Councillors, MSPs and MPs, as discussed above.

5.22 In accordance with Section 6 of the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013, prior to the second consultation event, the project team contacted a number of consultees, informing them that marine licence applications for construction, and dredging and disposal of sediment are to be submitted to Marine Scotland, for the proposed development.

5.23 In addition to the Scottish Ministers, the consultees that were notified in advance of this second event comprised:

- Northern Lighthouse Board;
- Maritime and Coastguard Agency;
- NatureScot;
- Scottish Environment Protection Agency (SEPA);
- Dumfries and Galloway Council (Statutory Harbour Authority);
- Port of Cairnryan (Statutory Harbour Authority);
- Royal Yachting Association;
- Crown Estate Scotland;
- Scottish Fisherman's Federation;
- Marine Scotland Science;
- Historic Environment Scotland (HES); and
- Transport Scotland.

5.24 In response to the notifications to the consultees, replies were received from the Northern Lighthouse Board, initially acknowledging receipt for information relating to the forthcoming marine licence applications and the consultation event, advising that they would be unable to attend the event in person but would review the details submitted and aim to provide comments back (consultation response dated 4th April 2025). The Northern Lighthouse Board then issued a second response (dated 24th April 2025) advising that they had reviewed the supplied documents and will respond formally to the Marine Licence applications.

5.25 A response was received (dated 19th March 2025) confirming that Crown Estate Scotland had received the notification of the forthcoming marine licence and planning applications, alongside the forthcoming consultation event, in accordance with the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013.

5.26 NatureScot responded (dated 31st March 2025 and 15th April 2025) confirming receipt of the Proposal of Application Notice (PAN) for the proposed development, and advising that they had no comments about the PAN at the pre-application consultation stage.

5.27 Historic Environment Scotland (HES) responded on the 4th March 2025, advising that they had no comments to make at this pre-application consultation stage.

5.28 A response was received from the Scottish Environment Protection Agency (SEPA) on 13th March 2025 advising that as a statutory consultee, SEPA will respond direct to the relevant determining authority (Marine Scotland/Dumfries and Galloway Council) when formally consulted on the applications for the proposed development.

5.29 To aid this second event, consultation banners were again installed at the venue to help guide attendees and showcase key information, including:

- Summarising the consultation responses and feedback received during the first pre-application consultation period – in addition to the information presented on the banners, members of the project team verbally provided explanations to various attendees at the second event, as to how feedback provided during the first consultation period was considered, and in some cases influenced design development.
- Explaining the design alterations that had occurred to the proposed development, since the evolving indicative design was released at the first event;
- Illustration of final design and a breakdown of the key elements;
- Information on construction stage activities and dredging; and
- Environmental Considerations.

5.30 As with the first consultation event, people at the event were also informed that the pre-application consultation they were participating in did not remove the right or the potential need to comment on the final application once it is made to the Consenting Authority.

5.31 In addition to people verbally communicating their feedback to members of the Project Team, they also provided feedback via the supplied feedback forms, either at the event or afterwards.

5.32 This final consultation event was well attended with 37 people completing the sign in sheet. The team received 14no. responses to this event.

Photographs 5-2 Consultation Banners used at Second Consultation Event

Photograph 5-3: People Participating in the Second Public Consultation Event

Consultation Feedback

First Pre-Application Consultation Period

5.33 A summary of the key themes raised during this first period of pre-application consultation, both at the event and via the feedback forms, includes:

- An additional breakwater is required in front of the extended original;
- Positive feedback about the potential of permanent water levels around the Reclaimed Land that would allow people to use this water regardless of tide levels;
- Motorhome places is a good idea;
- Essential wave surveys are required to ensure breakwaters do the job so that boats are protected in stormy weather;
- Removal of disused slipway as it is not in a good condition;
- Upgrade the access and existing slipway making it more user friendly;
- Concerns raised with cleaning vessels - need for a facility that can lift the boats out of the water to be cleaned;
- Breastworks quay wall, very poor condition at low tide and concern over the proximity of dredging with regard to the structural integrity of the wall;

- Additional welfare facility so boat users do not have to travel the length and breadth of the marina;
- Dredging material, concern over potential contaminants; and
- Construction phase impacts e.g. noise and dust.

Second Pre-Application Consultation Period

5.34 The bulk of the comments received in response to the second consultation period both at the event, and via feedback forms were focussed around the proposed breakwaters in the final design.

5.35 An existing breakwater is located immediately north of the existing marina berths. The proposed development comprises of an extension to the existing breakwater and the provision of an additional new floating breakwater, the final arrangement of which was established following completion of wave modelling and detailed design works. It is proposed to construct the breakwater extension using varying rock sizes to match existing, and the additional floating breakwater will also double up as a superyacht and large vessel berthing area.

5.36 The feedback received from the public was that the proposed breakwater measures within the site area of the proposed development were not adequate, and left the marina too exposed to penetration from waves. Requests were put forward for an additional rock armour breakwater, overlapping the existing breakwater.

5.37 As detailed in the accompanying PAC Report, additional feedback was received in relation to:

- Ancillary workshop building - Positive feedback in relation to the proposed workshops and the wash bay;
- Fisherman's compound upgrades - Requests for additional storage space at the fisherman’s compound;
- Breastworks car park – proposed landscaping could potentially yield the limitations with the Oyster Festival layout and expansion;
- Café/restaurant/bar – some responders discussed the potential for having a restaurant at the waterfront and how this could offer employment opportunities and draw people to the waterfront;
- Reclaimed land and car park - The southeast section could also be used for paddleboard and kayak tuition when weather precludes use of the beach. The incorporation of steps is a good improvement. Concern was also raised that the rock armour wall separating the reclaimed land is straight. This will reflect waves back into the marina. If this was curved or a serrated edge, reflection would be within itself;

- Breastwork sea wall – pleased to hear this is to be sheet-piled to preserve its structural integrity;
- Pleased that the proposed new coastguard and marine research building (Solway Coast and Marine Pilot Project) (SCAMPP) is forming part of the proposed development, as it would provide a great resource to teach local children and adults about the environment;
- Slipway Upgrade – positive feedback relating to the proposed improvement works;
- Existing breakwater extension – positive feedback to the proposed extension. However, some comments asked for the existing breakwater to be extended further than what is being proposed. Also, requests that any placement of material to form a vehicle access causeway be left as a legacy to form a lagoon for recreational water sports;
- A suggestion that a drying step could be constructed between the new pontoons and the south quay wall, to the west of the pontoon access bridge; and
- Access from the Breastwork car park is good as it forms a closer link to the town.

Project Amendments

5.38 As a result of some of the feedback received during the first public pre-application consultation period, the Project Team made the following amendments to the proposed development:

- An extension to the existing breakwater, as well as a second breakwater, have been included in the design – this second breakwater will also serve as a berthing area for large vessels;
- Inclusion of motorhome stances in the Marine Lake car park;
- The pedestrian bridge has been removed;
- Specialists have undertaken a number of wave modelling analysis exercises to ensure the proposals meet the requirements of the marina – providing protection;
- Disused slipway to the southeast of the marina has been removed;
- Redevelopment and upgrading of the existing slipway to the east of Breastworks car park;
- A new wall to replace the existing Breastwork quay wall, as well as that of the west quay;
- A new wash down bay within the boatyard area;
- Additional welfare facilities for the new marina berthing pontoons is being developed to be a floating facility for use by users of the new marina;
- Testing and sampling of dredge material, so as to ensure that proposed reuse of material (or otherwise), is the most beneficial – minimising release of contaminants into the water; and

- Species and ecology assessments to ensure that the construction programme can be developed in such a way as to minimise disturbance to species in and around the project area, while also considering the wider neighbour impact on the residents of Stranraer.

5.39 As noted in the accompanying PAC report, the majority of the comments received in response to the second consultation period both at the event, and via feedback forms were focussed around the proposed breakwaters in the final design, and their resilience to wave penetration, especially in storms, and the potential impacts on the vessels within the marina. Following on from this second round of statutory pre-application consultation, the project team undertook further wave modelling analysis to further ensure the project meets the appropriate resilience and safety requirements. This additional wave modelling considered:

- Existing conditions / model representation whereby key storm dates have been identified by the public and harbour team;
- Long duration storm oscillations;
- Effectiveness of floating breakwater; and
- Review of alternative options considering the vulnerability of the East Pier should there be a partial loss of this asset due to inaction by the current owner.

6.0 Approach to Environmental Impact Assessment

Introduction

6.1 This chapter of the Environmental Impact Assessment (EIA) Report (EIAR) outlines the EIA approach undertaken for the proposed development in accordance with both The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 ('the EIA Regulations') and The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 (as amended). Both sets of Regulations provide guidance and a statutory framework for producing this EIA Report (EIAR), which documents the EIA process undertaken to date.

6.2 The aim of the EIA process is to protect the environment by ensuring that, when deciding whether to grant the appropriate consents, for a project which is likely to have significant effects on the environment, the consenting authority does so in the full knowledge of the likely significant effects, and takes this into account in the decision-making process. It is important to clarify that the term '*likely significant effects'* is the terminology used in both The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017. It is not a suggestion from the Applicant that the proposed development is likely to create significant environmental effects, that impacts are likely, or that any impacts are significant.

6.3 Both sets of EIA Regulations applicable to this project set out the appropriate procedure for assessing, consulting on, and reaching a decision on those projects which are likely to have such significant environmental effects.

EIA Parameters

6.4 It is recognised that there may be slight differences to the design of the project, which has been the subject of the EIA, to the final specimen / contract design that will actually be constructed – this may be due to value engineering, or constructability constraints. The EIA has therefore been undertaken on a set of design parameters, portraying what the project team consider to be worst case, and realistic, details that capture adequate levels of detail of the proposed development to allow the EIA topic specialists to assessment the potential environmental impacts.

6.5 If the design details of the final constructed project and/ or the associated construction methods differ from those assessed through the EIA process, it will be necessary for the contractors to consider and demonstrate that such changes are 'Not Environmentally Worse Than' (NEWT) the residual effects recorded in this EIAR.

The EIA Report (EIAR) and Non-Technical Summary (NTS)

6.6 The EIAR records the findings of the EIA process, which has considered all the likely significant effects of the proposed development, in order to suitably address the requirements of both consenting regimes.

6.7 The EIAR consists of three volumes:

- **Volume 1** – Main Technical Assessments;
- **Volume 2** – Appendices to the Main Technical Assessments; and
- **Volume 3** – Drawings and Figures.

6.8 The proposed development is assessed against the topics noted and numbered below, as recorded in this EIAR:

- Coastal Processes;
- Navigation and Safety;
- Major Accidents and Disasters
- Flood Risk;
- Water Quality;
- Benthic Ecology;
- Fish and Shellfish Ecology;
- Marine Mammals;
- Terrestrial Biodiversity and Ornithology;
- Transportation;
- Air Quality and Dust;
- Climate Change;
- Noise and Vibration;
- Underwater Noise;
- Soils, Geology and Contamination;
- Cultural Heritage;
- Landscape and Visual; and
- Socio Economics.

6.9 Each chapter is presented using a common sub-section structure, comprising of:

- Introduction;
- Legislation, Policy & Guidance;
- Methodology Used for Assessment;
- Baseline Conditions;
- Impact Assessment;
- Mitigation/ Monitoring and Residual effects;
- Cumulative effects; and
- Summary and conclusions.

6.10 In order to present an accurate and detailed assessment of the likely significant effects of the proposed development, the content of this EIAR is, by its very nature, particularly technical in detail. As required by Schedule 4 of the Town and Country and Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and Schedule 4 of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 a Non-Technical Summary (NTS) has also been prepared to accompany this EIAR. The NTS explains the findings of the technical chapters in a non-technical manner.

EIA Process

Baseline Conditions

6.11 This section of the EIA process considers the relevant environmental baseline conditions, as determined through desk-based reviews of existing information, consultation, and field surveys.

Impact Assessment

6.12 In accordance with the appropriate EIA Regulations for both consenting regimes, potential impacts are considered on the basis of their magnitude, nature, probability, duration, and reversibility. The potential for cumulative and combined effects are also considered where appropriate.

6.13 The significance of an effect is evaluated on the basis of the scale (magnitude) of the impact, and the importance or sensitivity of the receptor(s). Where potential significant environmental effects are identified in the assessment process, standard and additional mitigation and/or compensation measures, alongside specific monitoring are identified, and the residual effects after mitigation/compensation are evaluated.

6.14 Although some of the specialist assessments follow discipline-specific assessment guidance, standard terminology has been used throughout the Environmental Impact Assessment Report to describe the significance of effects. The terms used, where applicable, are:

- Substantial/ Major - adverse/beneficial;
- Moderate - adverse/beneficial;
- Slight/ Minor - adverse/beneficial; and
- Negligible - adverse/beneficial.

6.15 Where applicable, short to medium term impacts and long-term impacts have been clearly defined in the specialist assessments. Short to medium term impacts are considered to be those associated with the construction phase of the proposed development, and long-term impacts are those associated with the development once operational.

6.16 Each specialist chapter sets out the assessment methodology followed, including the methods used for the collection of data and for the prediction and assessment of impacts and evaluation of effects. Any assumptions made are clearly identified. Similarly, any difficulties encountered in compiling the required information has been outlined in each individual chapter.

Mitigation

6.17 As discussed within the relevant chapters within the EIA Report, embedded mitigation has been designed into the proposed development and it is considered that the final development design and site layout represents the optimum approach to reduce environmental effects. The assessment approach undertaken as part of the EIA process was to assess the proposed development including embedded mitigation which is built into the design (e.g. landscaping), identify the potential significance of effects and then, where necessary, define additional mitigation to address the impacts and report the residual significance of effects at the end of each chapter.

6.18 Once the EIA topic specialists have completed their environmental assessment on the proposed development (including embedded mitigation), where potential significant adverse effects on the environment are identified, the competent expert then considers the appropriate standard and additional mitigation measures to help prevent, reduce, and where possible, off-set and compensate for, the potential effects.

Cumulative Effects

6.19 In-combination effects and cumulative effects are considered for each environmental topic, within each technical chapter, based on the cumulative projects identified within **Chapter 25.0** of this EIAR. **Chapter 25.0** of this EIAR provides a summary of the other planned and 'committed' developments in the locality of the site which could result in cumulative effects with the proposed development in terms of environmental impact.

6.20 Cumulative effects are the combined impacts of a single activity or multiple activities. The individual impacts from the proposed development may not be significant on its own but when combined with other developments, the significance of the combined effects could become significant. This EIAR also considers the combined effect of a number of individual residual impacts arising as a result of the proposed development on a single sensitive receptor/ resource. These are referred to as in-combination or 'intra-project' interactions and are identified later in this EIAR.