

22.0 Cultural Heritage

Introduction

- 22.1 This chapter considers the potential effects of the proposed development, during both its construction and operational phases, upon the historic environment. The assessment considers effects on World Heritage Sites, Scheduled Monuments, Listed Buildings, Conservation Areas, Inventory Gardens and Designed Landscapes, Inventory Battlefields, Historic Marine Protected Areas, Protected Military Remains and non-designated archaeological sites and historic assets. The chapter is supported by a Cultural Heritage Baseline (see **Appendix 22.1 – Volume 2**) and Archaeological Assessment of Hydrographic Data (see **Appendix 22.2 – Volume 2**) and should be read in conjunction with these.
- 22.2 As set out in the Scoping Report (March 2021), construction phase effects relating to setting have been scoped out as these will be temporary.

Competency Statement

- 22.3 This Chapter has been prepared by Richard Conolly MA(Hons) Member of the Chartered Institute for Archaeologist. Richard has over 25 years' professional experience. He has prepared numerous cultural heritage impact assessments for developments throughout the UK, including energy, residential, infrastructure and logistics schemes ranging in scale from small harbours to Development Consent Order scale energy projects. He has previously drafted guidance on cultural heritage impact assessment in the context of EIA.

Legislation, Guidance and Policy

Introduction

- 22.4 Relevant legislation, guidance and policy is identified below and detailed in Appendix 22.1

Legislative and Policy Framework

- 22.5 Legislation relating to the historic environment is contained in:
- The Ancient Monuments and Archaeological Areas Act 1979¹ – relates to the scheduling of monuments and management of works affecting them;
 - The Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997² – 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;

¹ [Ancient Monuments and Archaeological Areas Act 1979](#)

² [Planning \(Listed Buildings and Conservation Areas\) \(Scotland\) Act 1997](#)

- Marine (Scotland) Act 2010³ – provides the legislative basis for the designation of and protection of Historic Marine Protected Areas; and
- Protection of Military Remains Act 1986⁴ 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 Planning Policy Context

National Planning Framework 4 (NPF4)

22.6 Overarching planning policies for Scotland are contained within the 'National Planning Framework 4' (NPF4)⁵. Planning policy relating to the historic environment is set out in Policy 7. This is intended 'to protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places.' It specifies that 'development proposals with a potentially significant impact on historic assets will be accompanied by an assessment of the impact based on their cultural significance.' In summary, development proposals will only be supported where they preserve the character, special architectural or historic interest of Listed Buildings, the character and appearance of Conservation Areas, and avoid direct impacts on Scheduled Monuments and significant adverse impacts upon the integrity of their setting or where exceptional circumstances have been demonstrated to justify such impacts and where these have been minimised. Development proposals affecting nationally important Gardens and Designed Landscapes and Historic Battlefields will be supported where they protect their cultural significance. Those affecting a World Heritage Site will only be supported where they protect and preserve its Outstanding Universal Value. Non-designated heritage assets should be protected and preserved in situ wherever feasible. Where impacts are unavoidable, they should be assessed and minimised.

22.7 Further relevant national policy is contained in:

- Marine Policy Statement 2011⁶;
- Scotland's National Marine Plan 2015⁷; and
- Planning Advice Note PAN 2/2011: Planning and Archaeology⁸ (Scottish Government, 2011)

³ [Marine \(Scotland\) Act 2010](#)

⁴ [Protection of Military Remains Act 1986](#)

⁵ Scottish Government: National Planning Framework 4: February 2023 Available at: [National Planning Framework 4 - gov.scot](#)

⁶ <https://www.gov.scot/publications/uk-marine-policy-statement-march-2011/>

⁷ [Scotland's National Marine Plan - gov.scot](#)

⁸ [Planning Advice Note 2/2011: Planning and archaeology - gov.scot](#)

Local Policy and Guidance

Dumfries and Galloway Council Local Development Plan 2 (LDP2)

22.8 LDP2⁹ (adopted October 2019) contains the following policies relating to the historic environment, that are relevant in the current context:

- Policy HE1: Listed Buildings;
- Policy HE2: Conservation Areas;
- Policy HE3: Archaeology; and
- Policy HE4: Archaeologically Sensitive Areas.

⁹ DGC 2019 Dumfries & Galloway Local Development Plan. Available at:
https://www.dumfriesandgalloway.gov.uk/sites/default/files/2024-07/Adopted_LDP2_OCTOBER_2019_web_version.pdf

Methodology Used For Assessment

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22.9 The assessment has been undertaken with due regard to relevant guidance provided in the EIA Handbook¹⁰.

Consultation

22.10 The scoping response received from Historic Environment Scotland (HES, letter dated 9th June 2022) agreed with the findings of the Scoping Report (March 2021) that significant effects were unlikely in respect of designated heritage assets in their remit (ie Scheduled Monuments, Category A Listed Buildings, Inventory Gardens and Designed Landscapes, Inventory Battlefields and Historic Marine Protected Areas). HES welcomed the proposed approach to hitherto unrecorded marine archaeology and suggested the use of Protocol for Archaeological Discoveries (PAD) as a mitigation measure. HES subsequently confirmed that the proposed development did not appear likely to have any impacts upon assets within their remit (letter dated 4th March 2025).

22.11 The Dumfries and Galloway Council (DGC) Planning Archaeologist was consulted subsequent to the production and issue of the Scoping Opinion and confirmed that the approach proposed, including study area, was acceptable (18th September 2024)

Study Area

22.12 In order to characterise the archaeological potential of the Site, data have been gathered for the Site and the surrounding 500 m (**Figure 22.1 – Volume 3**). A 500 m study area was considered appropriate as records relating to features and finds beyond 500 m are unlikely to have any direct bearing upon the current assessment in respect of physical effects and, given the scale of the proposed development, it is unlikely to result in change in the setting of assets beyond 500 m.

22.13 The above study area is as set out in the Scoping Report (March 2021). No requests for alternative study areas to be applied were received from consultees and the Dumfries & Galloway Council Archaeologist agreed that it was appropriate.

Baseline conditions

22.14 Baseline data has been gathered from the following sources:

- Historic Environment Scotland designations downloads;
- National Record of the Historic Environment (NRHE);
- Dumfries and Galloway Historic Environment Records (HER);

¹⁰ HES and SNH 2018 EIA Handbook. Available at: [Environmental Impact Assessment Handbook | Hist Env Scotland](#)

- Maps and charts held by the National Library of Scotland;
- UK Hydrographic Office data;
- Geotechnical data;
- Satellite imagery; and
- Readily available published sources.

22.15 In addition, hydrographic data has been reviewed to identify any anomalies that may be of archaeological interest (**Appendix 22.2**) and a site visit was undertaken on 9th December 2024.

Impact Assessment Methodology

22.16 The assessment of effects has been undertaken with reference to relevant guidance in particular HES' Managing Change in the Historic Environment series and Appendix 1 of the EIA Handbook¹¹. Accordingly, the assessment describes the cultural significance of the receptors and, where relevant, the contribution of setting to this and the magnitude of impact is determined with reference to change in cultural significance or how that may be appreciated, experienced or understood.

22.17 Assessment is a matter for professional judgement, but the following guidelines are provided to assist consistency and transparency.

Sensitivity of Receptor

22.18 The sensitivity of receptors to impacts has been determined with reference to their relative importance. In the case of designated heritage assets this is based on the level of designation. In the case of non-designated assets, this is based on professional judgement guided by relevant designation guidance and research frameworks.

Table 22-1: Guideline Sensitivity Criteria

Sensitivity	Guideline Criteria
High	Assets valued at an international or national level, e.g. World Heritage Sites, scheduled monuments, Category A listed buildings, Inventory gardens and designed landscapes, Inventory battlefields, historic marine protected areas, some conservation areas and non-designated assets that meet the relevant criteria for designation in the opinion of the assessor. Category B or C-listed buildings where the existing designation does not adequately reflect their value, in the opinion of the assessor.
Medium	Assets valued at a regional level, e.g. Category B listed buildings, some conservation areas and non-designated assets of similar value in the opinion of

¹¹ HES and SNH 2018 EIA Handbook. Available at: [Environmental Impact Assessment Handbook | Hist Env Scotland](#)

	the assessor. Category C-listed buildings where the existing designation does not adequately reflect their value, in the opinion of the assessor.
Low	Assets valued at a local level, e.g. Category C listed buildings, some conservation areas and non-designated assets of similar value in the opinion of the assessor.

Magnitude of Impact

22.19 Magnitude of impact has been determined with reference to the change in the receptor's cultural significance or the appreciation, experience or understanding of the receptor, either as a result of change in its physical fabric or setting.

Table 22-2: Guideline Magnitude Criteria

Magnitude	Guideline Examples	
	Adverse	Beneficial
High	Changes to the fabric or setting of a heritage asset resulting in the complete or near complete loss of its cultural significance, such that it may no longer be considered a heritage asset or where it is no longer possible to appreciate its cultural significance.	Preservation of the asset in situ where it would be completely or almost completely lost in the do-nothing scenario or removal of elements of the setting that prevent the appreciation of the asset's cultural significance.
Medium	Changes to the elements of the fabric or setting of the heritage asset that contribute to its cultural significance such that this is substantially altered.	Changes to key elements of the asset's fabric or setting that result in its cultural significance being preserved, where they would otherwise be lost, or restored.
Low	Changes to the elements of the fabric or setting of the heritage asset that contribute to its cultural significance such that this is slightly altered.	Changes that result in elements of the asset's fabric or setting that detract from its cultural significance being removed
Negligible	Changes to fabric or setting that leave significance unchanged.	

Significance of Effect

22.20 The overall significance of effects, detailed in **Table 22-3-**, was determined taking into account sensitivity and magnitude, as set out above. All effects at 'moderate' or above levels will be considered to be significant in the context of the EIA Regulations.

Table 22-3: EIA Matrix - Assigning significance of Effect

Sensitivity	Magnitude of Impact			
	High	Medium	Low	Negligible
High	Substantial	Moderate/ Substantial	Slight/ Moderate	Negligible/ No Effect
Medium	Moderate/ Substantial	Moderate	Slight	Negligible/ No Effect
Low	Moderate	Slight/ Moderate	Negligible/ Slight	Negligible/ No Effect

Limitations to Assessment

22.21 No substantive limitations to the assessment have been identified. Whilst no fieldwork has been undertaken to verify the findings of the desk-based work, the history of the site is well understood. Consequently, a high degree of certainty can be ascribed to the assessment of archaeological potential.

Baseline Conditions

Designated Heritage Assets

- 22.22 There is one designated heritage asset within the Site. This is the Harbour Office with weighbridge (LB49655), which is a Category C Listed Building (Volume 3, **Figure 22.1**).
- 22.23 The Site lies partially within the Stranraer Conservation Area.
- 22.24 There are a further 65 Listed Buildings in the Study area. These comprise:
- Three Category A Listed Buildings;
 - 28 Category B; and
 - 34 Category C.
- 22.25 Most of these are in the historic core of Stranraer, and owing to the intervening built form there is no potential for the proposed development to affect their setting. However, three are close to the Site and the proposed development will be clearly visible from them and their immediate surroundings:
- 28 And 30 Harbour Street With Warehouse To Rear, Including Boundary Walls (LB41768) Category B listed
 - 10 Market Street (LB41771)
 - 11 Market Street (LB41772)
- 22.26 There are no Inventory Gardens and Designed Landscapes, Inventory Battlefields, Historic Marine Protected Areas or Protected Military Remains in the study area.
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Harbour Office with weighbridge (LB49655)



Photograph 22.1 Harbour Office with weighbridge (LB49655), viewed from the south

22.27 The harbour office dates to the 1930s. It is single storey, square-plan building with a flat roof, and an Art Deco clock tower. A bay window overlooks the weighbridge to the west. To the east there is a modern extension in brick and glass. It is located at the western end of the Breastworks Car Park, adjacent to the road leading to the East Pier.

22.28 The Statement of Special Interest attached to the listing states:

“A small, but monumental building occupying such a prominent position on the harbour that it is a local landmark, as well as a public clock. The building has been partially repointed with an inappropriate mortar, but this does not detract much from its monumental quality. The weighbridge, or its predecessor, is actually older than the harbour office, and so the harbour office was probably built on this particular site to house the man operating the weighbridge”.

22.29 The building’s cultural significance derives primarily from its architectural and historic interest. The Art Deco design reflects the civic pride invested in infrastructure at that time. Its isolated position makes it a local landmark and allows for the ready appreciation of its design quality.

28 And 30 Harbour Street with Warehouse To Rear, Including Boundary Walls (LB41768)



Photograph 22.1 Rear of 28 and 30 Harbour Street (LB41768) viewed from the north-west

22.30 28 and 30 Harbour Street with Warehouse To Rear, Including Boundary Walls (LB41768) is a Category B-listed late 18th century house, now converted into offices. A contemporary warehouse formerly stood to its rear. However, this has been demolished and its site is now occupied by a modern office building (Photograph 22.2) The boundary walls have likewise been demolished. The house fronts onto a Harbour Street and the junction with Strand Street. To the east there is a carpark, to the north the modern offices, beyond which is the harbour, and to the west an area of public open space. The Site is approximately 40m to the north of the house.

22.31 The Statement of Special Interest attached to the listing states:

“This property is an important one, for it provides the last remaining example of historic Stranraer port life in the form of the large warehouse to the rear of the house, which retains its glazing and timber loading bays”.

22.32 As noted above the warehouse has been demolished. Consequently, the house is an isolated remnant of the buildings that once stood to the north of Harbour Street and without the loss of the warehouse and boundary walls has effectively divorced it from the shoreline; there is no remaining sense of its having a connection with the sea. As such, its setting makes a minimal contribution to its cultural significance.

10 & 11 Market Street (LB41771 & 41772)



Photograph 22.3 10 & 11 Market Street (LB41771 & 41772)

22.33 Numbers 10 and 11 Market Street are Category C-listed and respectively date to the early and late 19th century. Both are of two storeys with attics and dormers. They front onto Market Street, opposite the Breastworks Car Park, beyond which is the harbour. To their east is a car park and to their west is a single storey garage. The Site is approximately 20m to their north.

22.34 The Statement of Special Interest attached to the listing for Number 10 states:

“Originally built as a licensed hotel and known as the Queen's Arms”.

22.35 That for Number 11 states:

“A good example of later Victorian architecture opposite Stranraer Harbour. Notable for its foliated capitals and tympanum”.

22.36 The cultural significance of both resides in their archaeological interest as examples of their kind and historic interest as remnants of the 19th century Market Street frontage, much of which has been lost and replaced by car parking. They are attractive buildings and identified in the Conservation Area Appraisal as making ‘a particularly positive contribution to character’ (DGC 2020, 39).

Stranraer Conservation Area

22.37 Stranraer Conservation Area takes in the Medieval core of the town centred around George Street and the surrounding 18th and 19th century extensions. The buildings are predominantly of 18th and 19th century date, but their character and that of the Conservation Area varies and the Conservation Area has been divided into five distinct Character Areas:

- Town Centre, George Street and Environs
- Lewis Street
- Agnew Crescent and the Waterfront
- Fisher Street, King Street to Princes Street
- Hanover Street to Sun Street

22.38 The Site Lies within the Agnew Crescent and the Waterfront Character Area. This takes in:

- The predominantly 19th century houses on the southside of Agnew Crescent.
- Agnew Park, which was laid out following the reclamation of Clayhole Bay in the 1950s.
- The West Pier. Originally built in the 1820s, but no historic fabric remains visible.
- The car park, grassy area, boatyard and harbourmasters office between the park and the West Pier. This area was reclaimed in the late 20th century.
- The Breastworks Car Park. This forms the southern part of the Site. It was formerly a quay occupied by three warehouses and the harbour office (LB49655), only the latter of which remains.
- Area to the south of Market Street, occupied by car parks, 10 & 11 Market Street (LB41771 & 41772) other 19th century houses, a garage and modern buildings.
- 28 and 30 Harbour Street (LB41768) and land to the rear. This is occupied by carparking, a modern office building and public open space, known as The Unexpected Garden.

22.39 This area is both extensive and varied, comprising 19th century streetscape, 20th century public parks and car parks with fragments of harbour infrastructure. The public spaces vary between the well-tended parks and public car parks to the north of Market Street and Agnew Crescent, where tree planting and some uniformity in street furniture, surface finishes and similar creates a strong sense of coherence, and those to the south (Photographs 22.4 & 22.5, which have the character of vacant plots, rather than planned space. The harbour office, piers, boatyard and marina result in the area to the north of Market Street retaining, to a degree, its historic maritime character. Construction of a watersports centre (planning ref. 23/0976/FUL) and extension to the boat yard with associated structures (planning ref. 23/0970/FUL) has commenced. These are therefore considered to form a part of the baseline.

22.40 The Site forms a part of views identified as significant by the Character Appraisal (DGC 2020, 12). It occupies the foreground in views up Loch Ryan from Market Street (Photograph 22.6) and in views from the West Pier to the town (Photograph 22.7). Under current conditions views across the Breastworks Car Park may be broken by or dominated by parked vehicles, in particular HGV tractor units using the car park. Clear views across the harbour are, however, available from the walkway along the northern side of the car park.



Photograph 22.4 View towards Site from Market Street car park



Photograph 22.5 View towards Stranraer Conservation Area from Breastworks car park



Photograph 22.6 View across Breastworks Car Park and harbour to Loch Ryan



Photograph 22.7 Stranraer seen from the West Pier

Non-Designated Heritage Assets and Archaeological Potential

22.41 Desk-based research (**Appendix 22.1 – Volume 2**) has established that the entirety of the Site lay in or below the intertidal zone before it was reclaimed in the latter part of the 19th century

and subsequently. HER entries for the Site (Figure 22.2) relate to marine losses, buildings and structures, such as piers and slipways, all dating to the mid-19th century and later.

22.42 Whilst the HER data holds a number of entries relating to marine losses within the Site, the mapped locations are indicative. The review of bathymetric data (**Appendix 22.2**) has identified no anomalies indicative of remains of marine losses or submerged structures within the Site. Given the history of the Site as a busy harbour and dredging to allow larger vessels to use the West Pier and quay, this is to be expected as any potential obstructions would be removed. It is concluded that there is negligible potential for substantive remains associated with marine losses to be present within the Site. There is, however, potential for fragmentary remains and isolated artefacts to be present. The beach at Stranraer is likely to have been used as a landing place for boats from at least the Early Medieval period and consequently this potential relates to all periods, but is very low.

22.43 Aside from the listed Harbour Office and weighbridge (LB49655), the terrestrial HER entries comprise:

- Stranraer Harbour (MDG934; Canmore 60775). Prior to 1820 there was no artificial harbour at Stranraer and larger vessels anchored offshore. In 1820 the first harbour was built. The harbour wall was located immediately to the south of the Site, but the West Pier (DGHERStrantemp-22) lay partially within the Site. The West Pier was subsequently extended northwards in the late 19th century. By 1963 the area to its west had been enclosed to form a Marine Lake. This was infilled in the late 20th century. The visible elements of the pier are entirely modern, but there is potential for buried remains to survive.
- Two 20th century concrete slipways (DGHERStrantemp-20 & DGHERStrantemp-21, Photograph 22.1).
- The existing harbour quay (DGHERStrantemp-27). This was built in the latter part of the 19th century and formerly was occupied by three warehouses and a weighing machine, with the harbour office being added in the 1930s. The warehouses have been demolished and the quay is occupied by a carpark. Aside from the harbour office and weighbridge there are no remaining features associated with the quay's historic function.
- A breakwater (DGHERStrantemp-23). This dates to the late 20th century.

22.44 No evidence of deposits of potential palaeoenvironmental interest has been recorded by the site investigation works.

Future Baseline

22.45 Baseline conditions in respect of relevant heritage assets are considered to be largely stable and unlikely to change substantively either as a result of ongoing activities or as a result of future climate change.

22.46 Change will occur in the Conservation Area as the result of consented, planned and future projects. Such change will be controlled by existing legislation and policy, and it has been assumed therefore that adverse change is unlikely to occur.

Impact Assessment

Embedded Mitigation

22.47 No specific cultural heritage mitigation measures are embedded in the design of the proposed development.

Construction Phase

22.48 There is very low potential for hitherto unrecorded marine archaeology to lie within the construction footprint of the proposed development, comprising areas of dredging, reclamation and piling and the breakwater extension. If present, such assets would be removed or disturbed resulting in the loss of their archaeological value and hence cultural significance. This would represent an impact of Major magnitude. Assuming that they were of low sensitivity, this would represent a permanent adverse effect of moderate significance. This would be significant in the terms of the EIA Regulations.

22.49 Ground disturbance above the intertidal zone will be restricted to areas reclaimed in the 19th and 20th century and contained within the made ground in these areas. It is considered that there is no potential for terrestrial heritage assets to be affected by the proposed development.

22.50 Construction phase effects relating to setting have been scoped out; as these are temporary, they have no lasting impact upon cultural significance and therefore have no potential to be significant.

Operational Phase

22.51 As detailed in the Heritage Baseline Assessment (**Appendix 22.1 – Volume 2**), the operational phase of the proposed development will affect the following designated heritage assets:

- Harbour Office, Market Street, Stranraer with Weighbridge (LB49655 – Category C)
- 28 And 30 Harbour Street With Warehouse To Rear, Including Boundary Walls (LB41768 – Category B);
- 10 Market Street (LB41771 - Category C)
- 11 Market Street (LB41772 – Category C); and
- Stranraer Conservation Area

22.52 This will occur as a result of visual change in their setting or, in the case of the Conservation Area, change within it affecting its appearance, character and visual change in its setting.

Harbour Office, Market Street, Stranraer with Weighbridge (LB49655 – Category C)

22.53 The Harbour Office is located within the Site. As a Category C Listed Building it is considered to be of local importance and low sensitivity.

22.54 The proposed development will result in change in the setting of the harbour office in so far as the vessels using the berths will be visible from the vicinity of the building. This is entirely in keeping with the historic function of the building and would not affect the appreciation of the building's design or

challenge it as a local landmark. The proposed substation is located approximately 100m from the harbour office and will not affect views of the office that contribute to its cultural significance. It is considered that the proposed development will result in a neutral change in the setting of the building that will leave its cultural significance unchanged. It is concluded that there will be **no effect**.

28 And 30 Harbour Street With Warehouse To Rear, Including Boundary Walls (LB41768 – Category B)

- 22.55 28 & 30 Harbour Street is approximately 40m to the south-east of the Site. As a Category B Listed Building, it is considered to be of regional importance and medium sensitivity.
- 22.56 The proposed development will result in change in the setting of 28 and 30 Harbour Street in so far as vessels using the marina will be visible from the car park to the building's west and the new car park will be visible from the public open space to its east. The loss of the warehouse to the rear and associated boundary walls c.2000 and their replacement by an office block, car park and low brick walls has isolated the building and rendered its historic relationship with the harbour difficult to experience on the ground. The proposed development will not affect the appreciation of the buildings remaining architectural and historic interest or detract further from the legibility of its relationship with the harbour. It is considered that the proposed development will result in a neutral change in the setting of the building that will leave its cultural significance unchanged. It is concluded that there will be **no effect** in respect of either building.

10 & 11 Market Street (LB41771 & LB41772 – Category C)

- 22.57 10 & 11 Market Street are located approximately 20m to the south of the Site. As Category C Listed Buildings, they are considered to be of local importance and low sensitivity.
- 22.58 The proposed development will not affect views of the building. However, vessels using the marina will be visible beyond the trees lining the southern side of the Breastworks Car Park and vehicles using the car park. Occasionally, larger vessels such as superyachts will curtail views beyond the marina to Loch Ryan. In addition, the proposed substation will be visible from the area in front of the building at a distance of approximately 70m. It will be seen as part of the wider streetscape in front of the modern block, known as Burns House and across the street from an existing brick-built substation sited in the Fisher Steet Car Park.
- 22.59 Given that the foreground of views affected by vessels using the marina is frequently occupied by vehicles in the Breastworks Car Park, the change will be occasional and short term and the character of the view will remain 'maritime'. The proposed substation will represent a slight neutral change in the streetscape setting of the building. It is concluded that this represents an impact of low magnitude. The effect is considered to be of **negligible** significance. This is not significant in the terms of the EIA Regulations.

Stranraer Conservation Area

- 22.60 Stranraer Conservation lies partly within the Site. As a Conservation Area, it is considered to be of regional importance and medium sensitivity.
- 22.61 The proposed development will result in change in the Conservation Areas and introduce new elements into its setting of the Conservation Area. These are discussed individually below.
- 22.62 The open grassy area to the north of Marine Lake Car Park will be occupied by the extended marina boatyard and workshops. The boatyard extension was the subject of a separate planning application (23/0976/FUL) and is under construction. The proposed workshops, which will sit within the compound with their associated wash down area, will be slightly higher than the existing harbour reception building and consented watersports centre (23/07970/FUL). It will have a somewhat utilitarian appearance, but this will be softened by the surrounding landscape planting and the views in which it will be seen, primarily those across the Marine Lake Car Park, do not contribute positively to the character of the Conservation Area. Furthermore it will be seen in the context of the extended boatyard, surrounded by boats and boatyard paraphernalia. It is concluded that the workshop is in keeping with the historic maritime character of the area and the existing boatyard. It will not affect any significant views relating to the Conservation Area or otherwise affect its character or appearance and is considered to represent a neutral change.
- 22.63 The new Solway Coast and Marine Pilot Project (SCAMPP) and Coastguard building will be located to the south of the existing harbour reception building. Its roofline will be level with that of the existing harbour reception building and consented watersports building. From the south and east, which are the directions it will principally be seen from, it will obscure the watersports building from view and be seen to form a group with the existing harbour reception building. It will not affect any significant views relating to the Conservation Area or otherwise affect its character or appearance and is considered to represent a neutral change.
- 22.64 The existing fishermen's compound, comprising a fenced area used for storage, will be moved to a larger area at the West Pier. This is considered to represent a neutral change.
- 22.65 The new substation will be located at the eastern end of the Breastworks Car Park, on the grassy area between the car park and Market Street, opposite Fisher Street Car Park. Owing to its height and the absence of nearby structures it will be a relatively eye-catching structure as one enters the Conservation Area via Harbour Street. The existing character of this part of the Conservation Area is dominated by car parks and the vehicles using them. Nevertheless, there is potential for the substation compound to be experienced as intrusive and detracting from the character and appearance of the Conservation Area, resulting in an adverse impact of low magnitude.
- 22.66 The proposed pontoons and ancillary facilities will be visible from the West Pier and The Unexpected Garden, but given the pontoons' low profile will generally not be visible from the Conservation Area. The pontoons would not interfere with identified significant views and it is considered that revised layout in itself would result in a neutral change. However, the vessels using the marina will be visible from
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Market Street. In the case of smaller vessels, this visibility will be restricted to the masts. These would not interfere with the appreciation of views out to Loch Ryan. Occasionally, larger vessels, such as superyachts, will curtail views beyond the marina to Loch Ryan, though it should be noted that the foreground of such views is frequently occupied by vehicles in the Breastworks Car Park. Larger vessels will also potentially curtail the significant views from the West Pier across the harbour to the Conservation Area. This will occur occasionally and for relatively short periods of time.

- 22.67 The new car park will be visible across the marina from the West Pier and from the north-eastern limit of the Conservation Area. This will not affect the character of these views, in which the Breastworks Car Park is already clearly visible. It is considered that it will represent a neutral change.
- 22.68 The stone quay wall at the Breastworks car park will be hidden behind the new sheet pile wall. Consequently, part of the historic fabric of the harbour will be obscured and, whilst the wall will be preserved in situ, it will no longer be possible to appreciate the 19th century origins of this part of the harbour. This will result in a very slight loss of historic character, constituting an adverse impact of low magnitude.
- 22.69 The extension of the existing breakwater will constitute a barely perceptible and therefore neutral change in baseline conditions.
- 22.70 The proposed development itself will for the most part result in a neutral change in the Conservation Area and its setting. However, the new sheet pile wall will obscure one of the elements of the 19th century harbour that remains, resulting in a loss of historic character. It is considered that this will represent an adverse impact of low magnitude.
- 22.71 In addition, larger vessels, such as superyachts are likely to interfere with significant views, which contribute to the cultural significance of the Conservation Area. As the change will be occasional and short term and the character of the views will remain 'maritime' this is considered to represent an indirect impact of low magnitude.
- 22.72 It is concluded that taken as a whole the proposed development will have an adverse impact of low magnitude. The effect is considered to be of **slight** significance. This is not significant in the terms of the EIA Regulations.
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Mitigation, Monitoring and Residual Effects

Mitigation/ Monitoring

- 22.73 The 19th century quay wall will be hidden by the proposed sheet pile wall. It is proposed that this be offset through a photographic record. The record will be undertaken in accordance with a Written Scheme of Investigation (WSI) agreed with the DGC Planning Archaeologist. Aside from this no potential construction impacts have been identified in respect of terrestrial archaeology.
- 22.74 Detailed sensitive design of the substation and compound will ensure that its appearance is in keeping with the Conservation Area.
- 22.75 A reporting protocol or PAD will be developed and agreed with the DGC Planning Archaeologist to allow for the reporting and thereby appropriate recovery and recording of any cultural material encountered during the construction phase below the high-water mark, i.e. marine archaeology.
- 22.76 Accidental damage to heritage assets, in particular the Harbour Office, during construction will be prevented by measures such as fencing where necessary. These measures will be detailed in the Construction and Environmental Management Plan.
- 22.77 The above mitigation will be secured through suitably worded planning conditions.

Residual Effects

Terrestrial Archaeology

- 22.78 No potential effects relating to terrestrial archaeology have been identified.

Marine Archaeology

- 22.79 The reporting protocol will allow the appropriate recovery and recording of any marine archaeological assets encountered during construction. This will allow their archaeological interest to be realised and prevent their physical loss. Some damage and hence loss of archaeological interest may still occur, but it is considered that with mitigation in place the impact would be of minor magnitude at worst. Assuming that if hitherto unrecorded assets were present, they would be of low sensitivity, this would represent an adverse effect of **slight** significance. This is not significant in the terms of the EIA Regulations.

Conservation Area

- 22.80 Detailed design of the substation compound will prevent its having an adverse impact upon the Conservation Area. However, whilst the proposed recording of the quay wall before it is hidden behind sheet piling will offset this impact, it is not considered that this will reduce its magnitude. No mitigation is proposed in respect of the impact of superyachts upon views to the loch. The

residual effect will therefore be **slight** adverse. This is not significant in the terms of the EIA Regulations.

Listed Buildings

22.81 No mitigation is possible in respect of the predicted negligible effect upon the Category C-listed 10 and 11 Market Street. The residual effect will therefore be **negligible**. This is not significant in the terms of the EIA Regulations.

Table 22-4: Summary of Mitigation and Residual Effects

Asset	Impact	Sensitivity	Significance of Effect	Additional Mitigation	Magnitude of Residual Impact	Significance of Residual Effect
Hitherto Unrecorded Archaeology - Terrestrial	No Impact	-	No Effect	No additional mitigation required.	No Impact	No Effect
Hitherto Unrecorded Archaeology - Maritime	Construction Phase: Disturbance during dredging and similar operations	Low	Moderate	A reporting protocol will allow for the appropriate recovery and recording of any marine archaeological assets encountered during construction	Minor	Slight
Harbour Office, Market Street (LB49655) Category C Listed Buildings	Operation Phase: Change in setting	Low	No Effect	No additional mitigation required.	No Impact	No Effect
28 and 30 Harbour Street (LB41768) Category B Listed Building	Operation Phase: Change in setting	Medium	No Effect	No additional mitigation required.	No Impact	No Effect

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10 & 11 Market Street (LB41771 & LB41772) Category C Listed Building	Operation Phase: Change in setting	Low	Negligible	No additional mitigation required.	Low	Negligible
Stranraer Conservation Area	Operation Phase: Very limited loss of historic character and change in appearance and setting	Medium	Slight	Historic Building Recording comprising a photographic record of the Breastworks Quay Wall. Sensitive detailed design of the substation and compound.	Low	Slight

Cumulative Effects

22.82 The potential for cumulative effects to arise has been considered in relation to projects that either physically overlap with the Site or which lie immediately adjacent, as the addition of the proposed development to these may theoretically give rise to greater or additional impacts relating to the physical fabric or setting. Following an initial filtering process (Table 22.5) it has been concluded that there is no potential for cumulative effects to arise from the following committed and reasonably foreseeable projects:

Table 22-5: Developments considered in respect of cumulative effects

Name and Reference	Description	Status	Potential for Cumulative Development?
<p>Land Between West Pier And Agnew Park, Stranraer Harbour, Stranraer 23/0976/FUL</p>	<p>Erection of boat shelter with roof mounted solar panels; extension to boat yard including formation of hardstanding area, installation of pole mounted flood lights, erection of 2 metre high security fencing and formation of gated access; formation of instructor platform, equipment lay down area, open air showers, stepped access to the beach and erection of instructor shelter</p>	<p>Under Construction</p>	<p>No. Considered to form a part of the baseline.</p>
<p>Land To West Of Marina And Harbourmaster's Office Stranraer 23/0970/FUL</p>	<p>Erection of watersports centre and installation of roof mounted solar photovoltaic panels, formation of additional parking area with associated hard and soft landscaping and formation of footpath</p>	<p>Under Construction</p>	<p>No. Considered to form a part of the baseline.</p>
<p>Stranraer harbour - main basin, marina and approaches MS 00008983</p>	<p>Maintenance Dredging and sea deposit - Use of plough dredger to move material from the dredging area in to the deep void situated off the old Stena Line terminal between the East Pier and Ross Pier. Water injection will be used to liquefy and move any material under</p>	<p>Committed</p>	<p>No. Considered to form a part of the baseline.</p>

Name and Reference	Description	Status	Potential for Cumulative Development?
	the marina pontoons which are inaccessible to the plough dredger. This material will then also be moved by plough dredging		
Stranraer Marina, Agnew Park, Stranraer MS 00010825	Construction of: Platform for instructor shelter. Removal of: 2 no. redundant sewer outfall pipes & debris, unlit beacon, removal of boulders, beach clearance	Awaiting determination	No. No physical overlap with proposed development. The project has no potential to affect the setting of heritage assets.
Stranraer Marina, Stranraer MS 00010841	Marine Construction & Pontoon Deposit - 8 (pontoons) + 3 (racing markers). Moorings are for offshore pontoons as opposed to vessels. Small craft (eg. SUP, dinghies) will dock against the pontoons temporarily as rest stations. No vessels will be moored to the racing markers.	Awaiting determination	No. No physical overlap with proposed development. The project has no potential to affect the setting of heritage assets.
Stranraer Marina, Stranraer MS 00010772	Marine Licence Application – 18 Moorings	Awaiting determination	No. No physical overlap with proposed development. The project has no potential to affect the setting of heritage assets.
Port Rodie Car Park 25/1190/FUL	Erection of transport hub with roof mounted photovoltaic panels incorporating provision of secure bicycle locker storage for bicycles, e-bikes (electric bicycles) and acc-bikes (accessible electric bicycles), bike wash / pump / repair station, public toilets, bus waiting areas, internal general purpose space and external shelter with fixed benching and installation of 5 bike stands and 4 electric vehicle charging units	Awaiting determination	No. No physical overlap with proposed development. The project has no potential to affect the setting of heritage assets.



Summary and Conclusions

- 22.83 This chapter has considered the potential effect of the proposed development upon cultural heritage assets during both its construction and operation.
- 22.84 No predicted construction phase impacts in respect of known heritage assets have been identified. There is low potential for isolated artefacts and such to be disturbed during dredging operations. This potential will be addressed through the enactment of a protocol for the reporting of archaeological discoveries during dredging. This would allow for their recovery, but there remains some potential for loss of data. As such there may be a residual effect of slight significance. This is not significant in the terms of the EIA Regulations.
- 22.85 Onshore ground disturbance will be contained within modern made ground and it is considered that there is no potential for terrestrial heritage assets to be affected.
- 22.86 During its operational phase, the proposed development itself will for the most part result in a neutral change in the Conservation Area and its setting. However, the new sheet pile wall will obscure one of the last elements of the 19th century harbour that remains, resulting in a loss of historic character, and the substation and compound may be experienced as detracting from the Conservation Area's character and appearance. The former will be offset through a programme of historic building recording and the latter prevented by the implementation of sensitive detailed design. In addition, larger vessels using the facility may interfere with significant views that contribute to the cultural significance of the Stranraer Conservation Area. No mitigation is possible, and it is considered that there will be a slight effect upon the Conservation Area. This is not significant in the terms of the EIA Regulations.
- 22.87 Larger vessels will also affect views from the Category C-listed 10 and 11 Market Street resulting in residual effects of negligible significance. This is not significant in the terms of the EIA Regulations.
- 22.88 No other operational effects have been identified.
- 22.89 The potential for cumulative effects to occur has been considered. No such potential effects have been identified.
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