

23.0 Landscape and Visual

Introduction

- 23.1 This chapter presents the Landscape (and seascape) and Visual Impact Assessment (LVIA) of the proposed development at Stranraer Marina. As explained in **Chapter 2.0** (Project Description) of this Environmental Impact Assessment Report (EIAR) the proposed development consists of a series of upgrades and expansion works to the existing infrastructure at Stranraer Marina, which are situated both on land (terrestrial) and marine based.
- 23.2 This chapter provides a description of the baseline landscape and views, and the sensitivity of the local landscape character as well as the visual receptors, before considering the anticipated effects of the proposed development on landscape character and on visual receptors during both the construction and operational phases of the proposed development.
- 23.3 Potential construction phase effects are assessed with design interventions (embedded mitigation measures) and as residual effects following the identification of additional mitigation measures.
- 23.4 Potential operational phase effects are assessed on completion (between 0 and 15 years) and residual effects are also considered (following 15 years' establishment of embedded and any additional mitigation planting). The LVIA also gives consideration to the potential for cumulative effects.
- 23.5 This assessment should be read with reference to the LVIA Drawings listed below and provided at **Volume 3** of this EIA:
- Drawing 23.1: Site Location Plan and Study Area;
 - Drawing 23.2: Landscape and Planning Designations;
 - Drawing 23.3: Published Landscape Character Types;
 - Drawing 23.4: Topography Plan
 - Drawing 23.5: Theoretical Zone of Visual Influence (ZTVI) based on Bare Ground;
 - Drawing 23.6: Photo Viewpoint Location Plan;
 - Drawings 23.7 to 23.21: Photo Viewpoints 1 to 14.

Competency Statement

- 23.6 This chapter has been prepared by Emily Russell BA (Hons), MLA, Chartered Member of the Landscape Institute (CMLI), Technical Manager of the Landscape Architecture team at Fairhurst Group LLP. Emily has over 14 years' experience working as a professional Landscape Architect. Emily has been involved in the preparation of Landscape and Visual Impact Assessments (LVIA) throughout her career for a wide range of project types. This includes LVIA's for nationally significant infrastructure projects through to battery storage facilities or residential developments. She has prepared LVIA's for schemes next to water bodies (sea or

lochs). Emily is also a competent designer and has provided landscape proposals for this proposed development, tying into mitigation measures set out within the EIAR chapters.

Legislation, Guidance and Policy

Introduction

23.7 This section summarises the relevant legislation, planning policies and guidance, relevant to landscape and visual issues.

Legislative and Policy Framework

23.8 The European Landscape Convention¹ emphasises the importance of all landscape within the designated member states, encouraging their protection and management.

Landscape Policy Framework

23.9 NatureScot (formerly SNH) are currently revising their Landscape Policy Framework, published in 2005 following the publication of the joint Landscape Position Statement by NatureScot and Historic Environment Scotland (HES). The current framework sets out the following overarching aim for landscape:

“To safeguard and enhance the distinct identity, the diverse character and the special qualities of Scotland’s landscapes as a whole, so as to ensure tomorrow’s landscapes contribute positively to people’s environment and are at least as attractive and valued as they are today.”

23.10 NatureScot Open Data² has been used to inform this chapter through the mapping of relevant designated sites and published landscape character types.

National Planning Policy Context

National Planning Framework 4 (NPF4)

23.11 Overarching planning policies for Scotland are contained within the ‘National Planning Framework 4’ (NPF4)³. Those of relevance to this chapter, Landscape and Visual, are noted below:

- Biodiversity;
- Natural Places;
- Forestry, Woodland and Trees;
- Design, Quality and Place; and
- Blue and Green Infrastructure.

¹ ELC: Council of Europe: 2000

² [NatureScot Spatial Data Hub](#): June 2025

³ Scottish Government: National Planning Framework 4: February 2023

Local Policy and Guidance

Dumfries and Galloway Council Local Development Plan 2 (LDP2)

23.12 The 'Local Development Plan 2' (LDP2)⁴ was adopted by Dumfries and Galloway Council in October 2019 and sets out how and where land and property will be used and where development will take place. Policies of relevance to this chapter, Landscape and Visual, are noted below:

- OP1: Development Considerations;
- OP2: Design Quality and Placemaking;
- HE2: Conservation Areas;
- HE6: Gardens and Designed Landscapes;
- NE8: Trees and Development;
- NE9: Developed and Undeveloped Coast; and
- CF2: Green Networks.

Methodology Used for Assessment

Introduction

23.13 This Chapter has been undertaken in accordance with 'Guidelines for Landscape and Visual Impact Assessment Third Edition' (GLVIA3)⁵. It has been undertaken by Chartered Landscape Architects experienced in undertaking Landscape and Visual Impact Assessments of infrastructure developments such as these.

23.14 Reference has also been made to 'Technical Guidance Note LITGN-2024-01'⁶ which should be read alongside GLVIA3. This note provides a comprehensive list of corrections and clarifications to GLVIA3.

23.15 The assessment of effects includes embedded mitigation measures i.e. those mitigation measures that are an integral part of the design of the proposed development. Mitigation is described following the description of potential impacts.

23.16 Duration and reversibility of landscape effects has been assessed with the following considerations:

- Short term: 0-5 years during the construction period and during the operation of the finished development;
- Medium term: 5-15 years, which represents the establishment phase of planting proposed; and

⁴ Dumfries and Galloway Council: Local Development Plan 2: October 2019

⁵ Landscape Institute, IEMA: Guidelines for Landscape and Visual Impact Assessment Third Edition: April 2013

⁶ Landscape Institute: Notes and Clarification on Aspects of Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA3): August 2024

- Long term: 15 years onwards for the life of the proposed development.

23.17 The Chapter is based on survey work undertaken in October 2024 when trees and hedges had begun to lose their leaves. Seasonal differences in effects arising due to varying degrees of screening and filtering from vegetation are mentioned where relevant.

23.18 GLVIA3 states the guidance is “not intended to be prescriptive, in that it does not provide a ‘recipe’ that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances”. This assessment has therefore defined a set of typical criteria to assess the potential landscape/ townscape and visual effects of the proposed development.

Consultation

23.19 An EIA Scoping Report (March 2021)⁷ setting out the proposed scope of the EIA for the proposed development was submitted to MS-LOT, and received in June 2021. The Scottish Ministers issued their Scoping Opinion, (February 2023)⁸, which has been used to help inform the contents of this EIA Report (EIAR), including the LVIA. The scoping opinion was content with the suggested contents of the LVIA for the EIAR.

Study Area

23.20 A study area of 5km has been set due to the type of proposals and surrounding site context, including topography, openness and extent of Seascape views.

Baseline conditions

23.21 The baseline is gathered through desk-based assessment, involving a review of relevant information, guidance and planning policy relating to the type of development proposed and to landscape and visual amenity.

23.22 Site survey is also used to further understand the baseline scenario and to undertake photography at viewpoint locations.

Impact Assessment Methodology for Landscape Effects

23.23 Direct effects are those that actually change the landscape elements, whereas indirect effects are those which alter the landscape character. The former are physical effects and the latter experiential so this categorisation is used in the landscape character assessment.

⁷ RPS Group: Environmental Impact Assessment Scoping Report – Stranraer Marina (March 2021)

⁸ 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

23.24 The level of landscape effects identified is determined by consideration of the sensitivity of the landscape receptors and the magnitude of the effects on them.

Landscape Sensitivity

23.25 The sensitivity of a landscape is the degree to which change is able to be accommodated without unacceptable detrimental effects upon character or change of character.

23.26 The nature or sensitivity of a landscape receptor combines judgements of their susceptibility to the type of change or development proposed and the value attached to the landscape/ seascape, as defined in the GLVIA3 glossary and in paragraph 5.39 of GLVIA3. This also states that Landscape and Visual Impact Assessment (LVIA) sensitivity is similar to the concept of landscape sensitivity used in landscape planning, but is not the same as it is specific to the particular project or development proposed and the location in question. Thus, assessment of sensitivity is not strictly part of the initial baseline study of landscape character; it is considered as part of the assessments of impacts of the development.

Susceptibility to Change

23.27 Professional judgements are used to determine the ability of a landscape receptor to accommodate the proposed development without undue consequence for the maintenance of the baseline situation and/ or the achievement of landscape planning policies and strategies.

23.28 Judgements on susceptibility to change are recorded on a scale of high, medium and low.

Landscape Value

23.29 Table 23-1 below sets out the criteria for determining landscape value of a receptor.

Table 23.1: Criteria for the Assessment of Landscape Value

Value		Typical Criteria	Typical Scale	Typical Examples
High	Exceptional	Excellent condition, high importance, scenic quality, rarity No or very limited potential for substitution	International, National	World Heritage Site, National Park, Area of Outstanding Natural Beauty (AONB).
High	High	Very good condition, high importance, scenic quality, rarity Limited potential for substitution	National, regional	National Park, Areas of Outstanding Natural Beauty (AONB), Registered Historic Parks and Gardens

Value		Typical Criteria	Typical Scale	Typical Examples
Medium	Medium	Good condition, medium importance, scenic quality, rarity Limited potential for substitution	Regional, local authority	Local Designations e.g. AGLVs (If they have been reviewed and updated)
Low	Low	Poor condition, low importance, scenic quality, rarity	Local community	Areas identified as having some redeeming feature or features and possibly identified for improvement
Low	Very low	Very poor condition, low importance, scenic quality, rarity	Local community	Areas identified for recovery

23.30 Landscape quality or condition is *“based on judgements about the physical state of the landscape and about its intactness from visual, functional and ecological perspectives. It also reflects the state of repair of individual features and elements which make up the character in any one place”* Countryside Agency & SNH (2002).

Defining Landscape Sensitivity

23.31 The resulting sensitivity can be defined on a scale from high to low, this five-point scale as summarised in Table 23-2 below.

Table 23.2: Level of Landscape Sensitivity

Typical Scale	Typical Examples
High sensitivity	These landscapes are likely to be of high value, have some enclosure, may already be affected by some man-made features, have little inter-visibility with adjacent landscapes or exhibit a high density of sensitive landscape areas/ features
Medium - high sensitivity	These landscapes are likely to be of medium to high value, have some enclosure, may already be affected by some man-made features, have little inter-visibility with adjacent landscapes or exhibit a moderate-high density of sensitive landscape areas/ features
Medium sensitivity	These landscapes are likely to be of medium value, have some enclosure, may already be affected by some man-made features, have little inter-visibility with adjacent landscapes or exhibit a moderate density of sensitive landscape areas/ features
Medium – low sensitivity	These landscapes are likely to be of medium to low value, have some enclosure, may already be affected by some man-made features, have little inter-visibility with adjacent landscapes or exhibit a moderate-low density of sensitive landscape areas/ features

Typical Scale	Typical Examples
Low sensitivity	These landscapes are likely to be of low value, have a strong sense of enclosure reducing visual sensitivity, are likely to be already affected by man-made features, have reduced tranquillity, little inter-visibility with adjacent landscapes and exhibit a low density of sensitive landscape areas/features

Magnitude of Landscape Effects

- 23.32 The magnitude of landscape effects depends upon the extent to which the landscape changes are perceptible in the wider context, and the degree to which the fundamental elements of the landscape that give it its unique characteristics are affected. This depends on the scale of changes, extent of area influenced and the duration and reversibility of the effects.
- 23.33 Table 23-3 sets out the criteria for determining the magnitude of landscape/ townscape effects; this has been derived from GLVIA3.



Table 23.3: Criteria for the Assessment of Magnitude of Landscape Effects

Typical scale	Typical examples
High	<ul style="list-style-type: none"> • Total loss of or major alteration to key features or perceptual aspects of the baseline and/ or the addition of new features considered to be totally uncharacteristic when set within the attributes of the receiving landscape • The effects would be of a large scale influencing several landscape character types/ areas • The effects would be long term and/ or irreversible
Medium	<ul style="list-style-type: none"> • Partial loss of or alteration to key features or perceptual aspects of the baseline and/ or the addition of new features that may be prominent but may not necessarily be considered to be substantially uncharacteristic when set within the attributes of the receiving landscape • The effects would be at the scale of the landscape character type/ area within which the proposed development lies • The effects would be medium term and/ or partially reversible
Low	<ul style="list-style-type: none"> • Minor loss of or alteration to key features or perceptual aspects of the baseline and/or the addition of new features that may not necessarily be considered to be uncharacteristic when set within the attributes of the receiving landscape • The effects would be at the level of the immediate setting of the site • The effects would be short term and/ or reversible
Negligible	<ul style="list-style-type: none"> • Very minor loss of or alteration to key features or perceptual aspects of the baseline and/ or the addition of new features that are not uncharacteristic with the surrounding landscape - approximating the 'no change' situation • The effects would be at the site level, within the development site itself • The effects would be very short term and/ or reversible

Level of the Landscape Effects

- 23.34 A consideration of the sensitivity of the landscape receptors to the development and the magnitude of change resulting from the development determines the level of the predicted impact. The relationship between sensitivity and magnitude to reach an overall effect is sometimes presented in a matrix. However, this may lead to the equal weighting of each criterion, which may not always be appropriate and may lead to a formulaic approach. Therefore, although a table of criteria is presented below in Table 23-4, descriptions are provided in this document as to how the overall landscape/ seascape effect has been determined.
- 23.35 The overall effect, whether this be adverse, neutral or beneficial, was assigned a level on the scale: negligible, slight, moderate, substantial, severe, taking into account mitigation measures and different stages of the project lifecycle. Table 23.4 describes the typical criteria for each level of effect. Intermediate levels may also apply, such as slight to negligible or moderate to slight.

Table 23.4: Criteria for Determining the Overall Level and Significance of Landscape Effects

Typical Scale		Typical Examples
Significant	Severe	The proposals are wholly out of character with the existing situation, both locally and on the wider scale, and/ or the landscape receptors are of high sensitivity.
Significant	Substantial	The proposals have a large effect within the context of the wider area, and/ or the landscape receptors are of high sensitivity.
Not significant	Moderate	The proposals have a noticeable effect within the context of the wider area, and/ or the landscape receptors are of medium sensitivity.
Not significant	Slight	The proposals have some, but only a limited effect within the mainly local context, and/ or the landscape receptors are of low sensitivity.
Not significant	Negligible	The degree of change is so small as to have little or no effect, and/ or the landscape receptors are of low sensitivity.

Methodology for the Assessment of Visual Effects

- 23.36 The visual assessment considers the application site of the proposed development (“the site”) and surroundings, focusing on a radius of up to approximately 5km. The Theoretical Zone of Visual Influence (TZVI) depicts the worst-case scenario visibility of the proposed development based on bare ground topography.
- 23.37 Draft viewpoints are selected using a combination of desk study, map analysis and consultation. Viewpoints are selected to represent a range of potential receptors including residents, footpath users, road users etc.

- 23.38 Field survey is used to verify and define the viewpoints and receptors identified. It also helps to establish the condition and quality of the landscape within the study area.
- 23.39 A consideration of the combination of the sensitivity of visual receptors and the magnitude of change determines the level of predicted impact. The nature or magnitude of the effects on visual receptors depends upon the size or scale of the changes, the geographical extent of the area influenced, and the duration and reversibility of the effects. The magnitude is also determined by the distance from the viewer, the extent of change in the field of vision, the proportion or number of viewers affected and the duration of activity apparent from each viewpoint, or a sequence of points which may have transient views, such as along a road.

Viewpoint Photography

- 23.40 A site visit was undertaken on 31st October 2024 to capture relevant viewpoint photography. Representative viewpoints have been identified and shown on Drawing 23.6 found within **Volume 3** of this EIAR.
- 23.41 The Landscape Institute produced an Advice Note 06/19 in September 2019⁹ to advise its members on the use of photography and photomontage in landscape and visual assessment; the photographic viewpoints used in this landscape and visual assessment have been produced and presented in accordance with this advice.
- 23.42 The visual assessment considers the site and its surroundings, with key receptors identified within a radius of up to 5km. It is considered that observers over 2km are unable to perceive detail, although the effect of certain changes may still be perceptible.
- 23.43 Views have been assessed from an average height of 1.7m above ground level, in line with GLVIA3 guidance.
- 23.44 The photographs were taken in October 2024 using a digital camera with an equivalent of 50mm lens, mounted on a stable, levelled tripod. The photographs illustrate views of potential receptors and show the site in the context of the surrounding landscape.
- 23.45 Following completion of the site photographs, these are constructed into panoramic images by combining several frames together using Adobe Lightroom Software. The viewpoint location (National Grid Reference), camera type, lens focal length, horizontal angle of view and appropriate viewing distance are recorded on each image.
- 23.46 Where annotated photographs are included, either as standalone or alongside photomontages, professional judgement is used to locate and demarcate the anticipated location and extent of the proposed development within the view, based upon site survey, map information and existing landscape features.

⁹ [TGN-06-19-Visual Representation](#)

Sensitivity of Visual Receptors

- 23.47 Visual receptors include the public or community at large, residents, visitors, workers and people travelling through the landscape. The types of viewers, numbers, the duration and importance of view, or views of and from valued areas define the sensitivity of a visual receptor.
- 23.48 Sensitivity of visual receptors are assessed in terms of their susceptibility to change and the value attached to particular views.

Susceptibility to Change

- 23.49 Susceptibility of visual receptors to change is mainly a consideration of the occupation/ activity of the receptor as well as the extent to which their attention may be focused on the views/ visual amenity.
- 23.50 Receptors most susceptible to change are likely to include residents at home, people engaged in outdoor activity whose attention is focused on the landscape (e.g. users of public footpaths), visitors to heritage assets where views are important to the experience and communities where views contribute to the landscape setting.
- 23.51 Receptors likely to be least susceptible to change includes those engaged in an outdoor sport/ recreation and people at their place of work whose attention is not necessarily focused on the surrounding views.

Value of Views

- 23.52 The value attached to the views experienced should take account of recognition of the value attached to views (e.g. in relation to heritage assets or planning designations) and indicators of the value attached to views (e.g. tourist maps and facilities to enjoy particular views).

Defining Visual Sensitivity

- 23.53 Sensitivity is defined on a scale of high to low. The typical criteria for the assessment of sensitivity of visual receptors are set out in Table 23-5.

Table 23.5: Typical Criteria for Determining the Sensitivity of Visual Receptors

Typical Scale	Typical Examples
High	<ul style="list-style-type: none"> • Public views within areas of protected landscapes such as National Park, National Scenic Area and AONB • Users of outdoor recreational facilities including public rights of way, or visitors to heritage assets or other attractions whose attention or interest is focused on the landscape and where tolerance to change is likely to be low • Communities where the development results in changes in the landscape setting or valued views enjoyed by the community • Occupiers of residential properties with views affected by the development • Tourists travelling through or past the affected landscape in cars, on trains or other transport routes whose attention or interest is focused on the landscape and where tolerance to change is likely to be low
Medium	<ul style="list-style-type: none"> • People, such as commuters and hauliers (not tourists) travelling through or past the affected landscape in cars, on trains or other transport routes • Areas of public open space/recreation areas where the nature of the view may be only partially relevant to the activity being undertaken
Low	<ul style="list-style-type: none"> • People engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape • People at their place of work, or engaged in similar activities, whose attention may be focused on their work or activity, not their surroundings, and where setting is not important to the quality of working life • Views from urban roads, footways, railways and industrial areas whose attention may be focused away from the landscape and where tolerance to change is likely to be high

Magnitude of Visual Effects

- 23.54 Magnitude is influenced by the effects of distance, which can control how a development is perceived, but how much of the development is seen is important. Whether the whole of the development is visible or just a small area influences the degree of change. Magnitude can vary greatly in different weather conditions; therefore this LVIA has taken into consideration the worst case scenario.
- 23.55 Table 23-6 explains how criteria are applied to arrive at an assessment of magnitude of visual effects. This is derived from GLVIA3.
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Table 23.6: Typical Criteria for Determining the Magnitude of Visual Receptors

Typical Scale	Typical Examples
High	<ul style="list-style-type: none"> • Total loss of or major alteration to views and/or the addition of new features that would be very prominent, and/or would greatly contrast with the existing view • Full, open views, experienced for the majority of a journey or full duration of an activity • The views would be close, direct and/or totally occupied by the proposed development • The effects would be long term and/or irreversible
Medium	<ul style="list-style-type: none"> • Partial loss of or alteration to views and/or the addition of new features that would be prominent, and/or would contrast with the existing view • Partial views, experienced for part of a journey or activity • The views would be middle distance, partially oblique and/or partially occupied by the proposed development • The effects would be medium term and/or partially reversible
Low	<ul style="list-style-type: none"> • Minor loss of or alteration to views and/or the addition of new features that would not be prominent, and/or would not contrast with the existing view • Glimpsed views, experienced for a small part of a journey or activity • The views would be distant, oblique and/or only a small part of the view would be occupied by the proposed development • The effects would be short term and/or reversible
Negligible	<ul style="list-style-type: none"> • Very minor loss of or alteration to views and/or the addition of new features that would be almost imperceptible - approximating the 'no change' situation • Very brief glimpsed views • The views would be very distant, very oblique and/or only a tiny part of the view would be occupied by the proposed development • The effects would be very short term and/or reversible

Assigning Significance of Effect - Overall Level of Visual Effects

23.56 A consideration of the sensitivity of the visual receptors and magnitude of change determines the overall level of predicted significance of effect. As with landscape effects, a matrix is not used and descriptions of how the overall level of visual effects has been determined are provided.

23.57 Table 23-7 assigns typical criteria for each level for visual effects. However, it should be noted that various different scenarios of susceptibility to change, the value of views, the scale, geographical context, duration and reversibility of effects could apply to result in effects described in the assessment. Therefore, the table below shows typical criteria only.

Table 23.7: Criteria for Determining the Overall Level and Significance of Visual Effects

Typical Scale		Typical Examples
Significant	Severe	The proposals would dominate views and would be wholly out of character with the existing situation, the changes would be experienced by a very large number of people, and/or the visual receptors would be of high sensitivity to the changes.
Significant	Substantial	The proposals would be prominent and contrasting with the existing views, the changes would be experienced by a large number of people, and/or the visual receptors would be of high sensitivity to the changes.
Not significant	Moderate	The proposals would be noticeable in views but not dominating, the changes would be experienced by a medium number of people, and/or the visual receptors would be of medium sensitivity to the changes.
Not significant	Slight	The proposals would result in small changes to the views, the changes would be experienced by a small number of people, and/or the visual receptors would be of low sensitivity to the changes.
Not significant	Negligible	The proposals would be imperceptible in views, the changes would be experienced by a very small number of people, and/or the visual receptors would be of low sensitivity to the changes.

23.58 The resulting landscape and visual effects can either be described positive, negative or neutral. This is largely subjective and determined using professional judgement, it is broadly determined as follows:

- Beneficial – the effect would result in an improvement in the baseline scenario
- Neutral – the effect would result in there being little or no change in the baseline scenario, or that the change is neither negative or positive
- Adverse – the effect would result in a deterioration of the baseline scenario.

Limitations to Assessment

- 23.59 As the viewpoints are representative receptors from publicly assessable areas there are no views taken from boats within Loch Ryan. The closest public ferry route is located over 5km north east of the site at Cairnryan, and there are no longer public ferries from Stranraer.
- 23.60 Loch views have been considered at key locations on the loch edges, and do provide representative loch views.

Baseline Conditions

- 23.61 This section references relevant information from published landscape character assessments and details regarding landscape designations. It also includes cultural and natural heritage designations that may contribute to landscape character and visual amenity. The nature of existing views and visual amenity in the study area is described, and the visual receptors (people) who experience these views are identified.
- 23.62 This chapter does not assess the potential effects of the proposed development on the significance of cultural heritage assets such as Listed Buildings or Scheduled Monuments. A judgement is made regarding the contribution that cultural heritage assets make to landscape character and visual amenity as outlined in the section on potential impacts. The potential impacts and significance of effects on cultural heritage assets are provided in Chapter 22 (Cultural Heritage).
- 23.63 The LVIA does not assess the potential effects of the proposed development on the qualifying interests or integrity of ecological designations such as Sites of Special Scientific Interest (SSSI) or Local Nature Reserves (LNR). A judgement is made regarding the contribution that these designations make to landscape character and visual amenity as set out in the assessment of landscape value in the section on potential impacts. A description of the potential impacts and significance of effects on the specific biodiversity and ornithology is provided within **Chapter 15** (Terrestrial Biodiversity and Ornithology) .

Landscape Baseline

- 23.64 Landscape, cultural heritage, and nature conservation designations in the LVIA study area are shown on Drawing 23.2 (**Volume 3**).

Environmental Designations

- 23.65 The proposed site does not lie within any international, national, or local landscape designations.
- 23.66 There are three Sites of Special Scientific Interest (SSSI) located in the study area. Auchrochar Wetlands is located 3km south east of the proposed site. White Loch – Lochinch SSSI is located 4.2km east of the site and is also a Special Protection Area (SPA).
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- 23.67 Glen App and Galloway Moors is a SSSI and SPA, covering an area of approximately 9000 hectares (ha). The southernmost parcel of this designation falls within the study area, located 4.8km north east of the proposed site.
- 23.68 Loch Ryan is a Marine Consultation Area, identified by Scottish Natural Heritage (SNH) (now NatureScot) due to the quality and sensitivity of the marine environment. Loch Ryan lies within the northernmost part of the proposed site boundary. A description regarding the importance of biodiversity within the Loch Ryan is provided below.

“Loch Ryan is a site of national importance for six species of wetland birds, including scaup and Canadian pale-bellied brent geese. Wintering scaup rely on feeding sites in the oyster beds in the deep water of the southern basin of Loch Ryan. Numbers of Canadian pale-bellied brent geese are increasing and can be found in significant numbers on the exposed mudflats and eelgrass beds in the southern basin of Loch Ryan to the east of Stranraer. Marine Consultation Area is a non-statutory designation by SNH to highlight nature conservation priorities in the near shore marine environment.”

Cultural Heritage Designations

- 23.69 Stranraer Conservation Area covers an area around the core of the old town. This includes an area that lies within the site boundary, including the Marina boatyard, Workshops and Breastworks car park. The proposed new car park and new and existing berths are outwith the Conservation Area.
- “The burgh of Stranraer was established in 1595 on the site of an existing clachan which had grown up around the Adair family’s tower house. Four centuries of development followed, creating a town where the street pattern of the early burgh has survived along with interesting, high-quality buildings from a range of periods. These features provide the distinctive historic character which is the backdrop to people’s daily lives.”*
- 23.70 Stranraer Conservation Area was first designated in 1977 and the boundary amended in 2014. It includes the core of the old town, the waterside areas along Agnew Crescent and the later extension of the old town along Lewis Street.
- 23.71 There are several listed buildings within the Conservation Area, as well as directly east of this. Only one lies within the proposed site boundary, Market Street, Harbour Office with Weighbridge, Category C.
- 23.72 Garden and Designed Landscape Castle Kennedy is located 3.7km west of the proposed site at its closest point. The area is an outstanding surviving example of an early 18th century formal garden. The gardens are within a wider landscape of parkland and woodland, mostly established in the 19th century.
- 23.73 There are several Scheduled Monuments (SM) within the 5km study area. The closest is Mid Ochtrelure, 1.4km south west of the proposed site. Other SMs within the study area are listed below:
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- Cairn Pat, or Piot, fort;
- Innermessan Mote, motte;
- Palisaded settlement, 230m WNW of North Lodge;
- Dalminnoch;
- Enclosed settlements 340m ESE of Craigcaffie Bungalow;
- Teroy Fort, broch, Craigcaffie;
- Barrows, 125m ESE of Endfield House; and
- Fort, 245m NE of Kildrochet House.

Published Landscape Character

- 23.74 This section of the chapter summarises key characteristics of the landscape described in published landscape character assessments followed by an analysis of the local landscape based on fieldwork undertaken by a Chartered Landscape Architect. Relevant published landscape character types are shown on Drawing 23.3 (**Volume 3**).
- 23.75 Two Landscape Character Types are present within the site boundary, as defined by SNH (now NatureScot) in 2019.

Landscape Character Type 158 Coastal Flats

- 23.76 The Coastal Flats Landscape Character Type (LCT) encompasses the south western coast of Loch Ryan. This LCT continues inland and extends to Luce Sands in the south. The easternmost part of the site, located closest to the existing East Pier lies within this LCT.
- 23.77 Key characteristics are listed below, with those relevant to the site and immediate surroundings denoted in **bold**.
- **Coastal flats are generally extremely flat and low-lying, although the coastal plain and coastal parkland have some gentle undulations.**
 - More varied topography in the Nith Estuary.
 - **Exposed with long views over the flats, as they merge with the Solway waters out to sea and offer distant views of the opposite coastline.**
 - A more intimate feel to coastal parkland enhanced by the minor road network, abundant trees, and the generally well-managed appearance.
 - Large to medium-sized fields of improved pasture, more lush in parkland areas, with some arable cultivation. Fields are enclosed by hedgerows or fences, or a combination of both, although sheep-grazed salt marsh is traditionally unenclosed.
 - Predominantly rural character with generally sparse, isolated settlements and occasional caravan/camping parks, contrasting with occasionally larger towns such as Annan.
 - Policy landscapes around large houses and farmsteads in coastal parkland.
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- Varied tree cover, with generally few woodlands or shelterbelts, except in coastal parkland where trees and small woodlands create intimacy. Some coastal moss areas contain large, dominating coniferous forests, creating dark green bands on the skyline (others are being restored to moss moorland).
- Wet vegetation in areas of coastal moss.
- Telegraph poles, power lines, and farm structures are very evident as they break the flat horizon in flat estuarine areas.
- **Major communication routes for road, rail, and power lines on the coastal plain.**
- Man-made drainage features in coastal parkland.
- Open network of small burns dissecting merse areas.

Landscape Character Type 156 Peninsula

23.78 The Peninsula LCT covers the western half of Dumfries and Galloway, extending along the main peninsulas and coastal promontories. The westernmost parcel of the site lies within this LCT including two of the existing car parks and the west pier.

23.79 Key characteristics are listed below, with those relevant to the site and immediate surroundings denoted in **bold**.

- Medium-scale landscape rising from boggy hollows to rolling pastureland, up to gorse moorland.
- **Narrow intertidal range with an abrupt end to inland land use.**
- **Intimate sheltered bays with stony beaches or occasional narrow strips of exposed flat land used for transport routes.**
- Medium-scale field systems enclosed by drystone dykes or hedgerows, although the Mull of Galloway has distinctive shore turf on flat land, no field boundaries, and steep cliffs to the sea.
- Few, but well-developed, policy landscapes.
- Numerous evenly spaced farmsteads and few small settlements.
- Old forts and castles defending rocky western coasts.
- Early Christian settlements and abbeys.
- Inland areas less influenced by the sea.

Landscape/ Seascape Character of the Proposed Site and Immediate Surroundings

23.80 This section describes the landscape character of the site itself and the land immediately adjacent to it, including landscape aspects such as land use, topography and vegetation.

23.81 The proposed site comprises various existing land uses around the Stranraer Marina, to the north of Market Street, which is predominantly hard landscape. It includes two existing car parks; Breastworks and Marine Lake Car Park A small existing boatyard is also present to the

north west of the site. Fisher Street Parking lies just south of the site, on the opposite side of Market Street.



Photograph 23.1: View from Coastal Path toward the East Pier and breakwater.

- 23.82 There are limited existing buildings on site, including the listed Market Street Harbour Office, which is adjacent to a visitor centre 'Gateway to Galloway'. A harbour office building with a pale green coloured roof is located to the north west of the site, by the west pier. South of the site, the majority of built form is 2 to 3 storeys in height and primarily of residential and commercial use. A number of the properties are also in use as B&B's or guest houses. Many of the buildings along Market Street are finished with different coloured renders or paintwork, including blue's, pinks, white and yellow.
- 23.83 Vegetation is characteristic of townscape tree planting and more formal in nature. A line of established trees separates Breastworks car park and Market Street to the south, continuing along the southern edge of the adjacent Marine Lake car park. Between this car park and the boat yard to the north there are small areas of amenity grass, with some longer meadow areas towards the west. Immediately west of the site is Agnew Park, with a line of mature trees on the border of the park and site, visually containing the site.



Photograph 23.2: View from Market Street toward Marine Lake car park and Marina beyond.



Photograph 23.3: Existing vegetation between the site and Agnew Park to the west.



Photograph 23.4: Existing tree line between Breastworks car park and Market Street



Photograph 23.5: View from the Coastal Path across the Marina to West Pier and the harbour office



Photograph 23.6: View east along the Coastal Path and the Breastworks car park.

- 23.84 Within Loch Ryan, the site extends to the existing breakwater, and includes the existing marina infrastructure, meeting the east pier at its closest point. The existing piers screen some of the seascape (loch) views directly north from the centre of the site. The shape of the loch, which is orientated on a north-south axis and approximately 8 miles long, conceals wider long-distance views of the North Atlantic Ocean and Firth of Clyde. The undulating landscape rises up to the east and west around Loch Ryan, forming a backdrop beyond the sea loch.
- 23.85 The topography is low lying and generally flat around the marina. To the south west of Stranraer this rises up steadily to Broad More, outwith the study area. To the north east, the topography rises more steeply to Beoch Hill and Braid Fell.

Landscape Sensitivity

- 23.86 The Coastal Flats LCT contains a variety of differing characteristics, from coastal plain, estuarine flats and coastal parkland. These characteristics also change with the tide, with extensive areas of mudflats exposed in low tide. The landscape value is high due to the scenic qualities of the variation in coastal characteristics and presence of designations such as Registered Parks and Gardens. Due to the expanse of the LCT, combining several different types of landscape, and inclusion of lower value features, it is considered that the susceptibility to change of this landscape receptor is medium. The overall sensitivity of Coastal Flats LCT is considered to be **medium**.
- 23.87 The Peninsula LCT covers the area of the Rhins, which is rockier than other areas covered in this LCT in the wider area. The value of this LCT is high, due to the presence of a number of

Registered Parks and Gardens, historic sites and distinctive characteristics of the landscape with is generally sparsely populated giving an isolated feel. It is considered that due to the varied landscape types and characteristics present within this LCT, the susceptibility to change would be medium. Overall, the sensitivity of Peninsula LCT is considered to be **medium**.

- 23.88 The site landscape character is dominated by an expanse of hard landscape areas, in use for the harbour and for public parking. There are several infrastructure elements such as gantries, lighting, CCTV and security gates. Views to the more rural surrounding landscapes can be viewed from this area. The value of the site character is considered to be low given its localised uses and generally poor condition. The site character has a low susceptibility to change as numerous of the sites key characteristics could accommodate developmental change. The overall sensitivity of the site character is **Low**.

Visual Baseline

- 23.89 This section describes the visual baseline of the study area and identifies visual receptors (people that experience views of the proposed site and are likely to experience changes in view as a result of the proposed development), as well as viewpoints that would inform the baseline description and assessment of potential effects.

Visual Envelope and Theoretical Zone of Visual Influence (TZVI)

- 23.90 The TZVI is shown on Drawing 23.5 (**Volume 3**). The visual envelope is the extent to which the proposed development would be seen from areas in the surrounding landscape/ seascape. The visual envelope is shown as a coloured area on the TZVI Plans. Drawing 23.5 (**Volume 3**) illustrates the TZVI with only the 'bare land' topography within the study area taken into consideration to indicate a worst-case situation, however in reality the visual envelope is even further contained by minor landforms, walls, buildings and roadside vegetation. It is important to note that the TZVI mapping is not fully accurate but can help to build up an understanding of the overall visibility of the development when supported by inspections on site.
- 23.91 A desk study has also informed the viewpoint selection, with particular consideration given to designated or sensitive locations such as Core Path routes, Conservation Areas, Scheduled Monuments, Listed Buildings and residential areas.
- 23.92 The TZVI, followed up by initial site photography, indicates that views toward the site are generally contained to the immediate site area, within 1km of the site. Receptors at Market Street and along the Stranraer Waterfront Core Path will experience the more prevalent changes in view. Receptors further afield along the edges of Loch Ryan will also be able to experience changes in view, although this is primarily along the western coastline, as views of the site from the east are often screened by the East Pier. Receptors further afield may experience partial or glimpsed views. Changes in view over 2km from the development will be limited.
- 23.93 Site photography was carried out on 31 October 2024 in overcast weather conditions.
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Visual Receptors

Table 23-8 : Potential Visual Receptors within the Study Area

Receptors	
Recreational users of:	
Loch Ryan Coastal Path - Core Path (Path ID STRA/429/2, STRA/429/3)	Stranraer West Beach
Stranraer Waterfront - Core Path (Path ID's STRA/544/3, STRA/544/2 and STRA/544/1)	Picnic Area at A718/ Sheuchan Street
Soleburn Core Path (Path ID LESW/520/1)	Rotary Club Path Cairnryan – Core Path (Path ID CAIR/429/1)
Brockloch Fell Cairnryan Core Path (Path ID CAIR/376/1)	Southern Upland Way (Path ID UNNO/504/3)
Agnew Park	Rotary Club Path Cairnryan - Core Path
Workers on boats in Loch Ryan / private boat users in the loch	Southern Upland Way/ Core Path
Gallowhill - Core Path (Spring Bank Road)	Kirkcolm Circular - Core Path/ Wig Sands
Road users of:	
A77 to the north east	Market Street
Fisher Street Parking	Spring Bank Road
Built users of:	
Residents at Market Street	Residents along the A77/ Cairnryan Road
Residents at Leswalt High Road – elevated windows with views north	Residents/ Tourists at Ryanbay Holiday Park
Residents at Hillhead - elevated windows with views north	Businesses north of A717 south of Loch Ryan
Residents at Foreland Place	Residents at Broadstone Road
Residents at Sheuchan Street	

Representative Viewpoints

Table 23-9: Representative Viewpoints

Viewpoints	Description of Location	Grid Reference	Distance from centre of the site (km)	Description of View
Viewpoint 1a	Stranraer Waterfront, Core Path STRA/544/1	NX061610	0.15km	View north west to Market Street and Breastworks car park and the marina.
Viewpoint 1b	Stranraer Waterfront, Core Path STRA/544/1	NX061610	0.15km	View north west toward greenspace along the waterfront and east pier.
Viewpoint 2	Market Street (A718)	NX058609	0.27km	View north across Market Street to Marine Lake car park and the marina beyond.
Viewpoint 3	Agnew Park	NX056611	0.35km	View west to vegetation on the border of Agnew Park toward the adjacent car park and Harbour building.
Viewpoint 4	Stranraer Waterfront by Agnew Park, Core Path STRA/544/2	NX057612	0.35km	View east across the beachfront to west pier, Marina and the breakwater.
Viewpoint 5	Hillhead residential street	NX055610	0.5km	View from elevated residential road toward Market Street, the marina and Loch Ryan.
Viewpoint 6	Picnic Area off Sheuchan Street (A718) and Core Path STRA/544/2	NX053615	0.85km	View south east to west pier, marina and the breakwater.
Viewpoint 7	Broadstone Road and Core Path STRA/544/2	NX049620	1.45km	View south east along Broadstone Road to the west pier, marina and town beyond.
Viewpoint 8	Auchneel Cottages off the A718	NX037618	2.4km	View south east across the town to Loch Ryan, filtered views of the marina and east pier.
Viewpoint 9	A718/ Core Path LESW/520/1 at Soleburn	NX034642	4km	View south east of surrounding farmland to Stranraer and surrounding Loch Ryan.
Viewpoint 10	Old Military Road near the Southern	NX051597	1.7km	View north east toward Stranraer and Loch Ryan.

Viewpoints	Description of Location	Grid Reference	Distance from centre of the site (km)	Description of View
	Upland Way, Core Path UNNO/504/3			
Viewpoint 11	Cairnryan Road/ A77 and Core Path STRA/429/2	NX067609	0.7km	View north west along the A77 to east pier and marina beyond.
Viewpoint 12	Junction of Cairnryan Road/ A77 and McMaster's Road, and Core Path STRA/429/2	NX074612	1.35km	View north west along the A77, across Loch Ryan to east pier and marina beyond.
Viewpoint 13	Loch Ryan Coastal Path, Core Path STRA/429/3 at Ryan Bay Holiday and Residential Park	NX084626	2.85km	View south west across the parking area and Loch Ryan to Stranraer.
Viewpoint 14	Local road at Craiggaffie	NX092643	4.5km	View south west across the farmland across Loch Ryan to Stranraer beyond.

Views from Core Paths

- 23.94 There are a number of Core Paths surrounding Stranraer, as shown on Drawing 23.2 (Volume 3). The Stranraer Waterfront path (Core Path STRA/544/1) experiences open views across the entirety of the site due to its location along the waterfront. Views encompass the marina, pier and harbour office, as well as both the Breastworks and Marine Lake car parks within the site. Views across the loch and to the east pier, which sits outside of the boundary are also possible.
- 23.95 This path (Core Path STRA/544/2) continues to the east along the waterfront, past Agnew Park and residents at Foreland Place. Views here look across the beach toward the pier, breakwater and harbour office (refer to Viewpoint 4). The boatyard is also visible, which partially screens the harbour office, as well as the town to the south. The vegetation along the periphery of Agnew Park, including evergreen hedgerows screens views to Marine Lake car park and Market Street. Beyond the marina the east pier can also be seen, which interrupts continuous views across Loch Ryan to the hills beyond.
- 23.96 Further west along the Core Path, the view is more expansive, encompassing the town of Stranraer beyond the site (refer to Viewpoint 6). The topographical changes of the town are evident from this view and the Castle of Saint John can be seen on the skyline. Evergreen trees on the hills beyond Stranraer form a backdrop of the view. The Core Path continues to

McCulloch's Point (refer to Viewpoint 7) and users experience similar views to that of Viewpoint 6. The foreground of the view comprises a small pebble beach and Broadstone Road. The site and surrounding town of Stranraer forms the background of the view. The green roof of the harbour building stands out in the landscape against the surrounding backdrop of the town. Further north east, there is a short route at Soleburn (Core Path LESW/520/1) linking the road and the beach. Users experience foreground views of the adjacent pasture, mid distance views of the loch and dwellings on the north east extent of Stranraer (refer to Viewpoint 9). The town centre and marina can be seen in the distance, including the west pier and green roof of the harbour building. The town is visible against a backdrop of wooded hills.

- 23.97 Loch Ryan Coastal Path (Core Path STRA/429/2) follows Cairnryan Road (A77) to Ryan Bay Holiday Park. There are open views from the Coastal Path across Loch Ryan toward the east pier and Stranraer marine beyond. The roof of the harbour building and blue pillar crane on the marina can be seen (refer to Viewpoints 11 and 12). The coastal path extends alongside the A77 to Inermessan, as the Core Path moves inland views of the site are screened by the topographical changes along the roadside. At Inermessan, the paths heads back toward the coast and intermittent views across Loch Ryan is possible due to existing coastal vegetation.
- 23.98 Within Stranraer there are only three short sections of Core Path, Stranraer Playingfield (STRA/393/1) and Ailsa Gate (OCHT/519/1 and OCHT/519/2). Although elevated, due to the surrounding built form and roadside vegetation no views of the site are possible.
- 23.99 To the south of Stranraer there are a small number of Core Paths which extend into the surrounding countryside, with elevated views toward the town. To the south west, Gallowhill (Core Path STRA/395/1) follows Springbank Road in a south westerly orientation to Gallowhill Farm. Although elevated views of the town are possible, roadside vegetation screens wider views, and the topography and built form of the town screens the site, although from higher elevations Loch Ryan can be seen. The Southern Upland Way is located south of Stranraer, and lies within the Study Area between Castle Kennedy and Knockquhassen Reservoir. Elevated views of Stranraer and Loch Ryan are possible (refer to Viewpoint 10), including views of the built features along the East Pier adjacent to the site. Across the loch views extend to the Cairnryan ferry port and the hills beyond.

Views from recreational areas

- 23.100 Agnew Park is located on Stranraer Waterfront adjacent to the site to the west. The Park comprises open grassed lawns, tarmac footpaths, play areas including mini train and the Driftwood Restaurant. Two further buildings are located to the north east and north west of the park, housing Loch Ryan Sailing Club and the RNLI Stranraer Lifeboat Station. Due to the close proximity of the park, views of the site are possible. Views are filtered by the existing tree line and low evergreen hedgerow. Cars within Marine Lake carpark can be seen against the backdrop of the built form on Market Street. Partial views of the marina are also possible including views of the blue pillar crane, harbour office and a number of the boats. Glimpses of

the loch are also possible and the hills beyond, across Loch Ryan form the backdrop of the view. To the northern edge of the park, views are similar to that along the Waterfront Core Path, with open views across the beach toward the site, encompassing the west pier, breakwater and harbour office building. Beyond the site the east pier is visible.

- 23.101 Between Breastworks and Port Rodie car parks there is an area of grassland and small community garden adjacent to Burns House. Views north west and north east are possible, including views across Breastworks carpark toward the treeline of Agnew Park. The marina, including pillar crane and harbour office can be seen as well as the pier and breakwater. Views north east across the loch extend to the east pier, and the hills beyond.
- 23.102 To the north west of Stranraer, along the coast is a picnic area including parking and seating areas, as well as access to the coast (refer to Viewpoint 6). Open views along the coastline toward the town centre are possible. The majority of the site is visible including the pier, breakwater, harbour office, boat yard and partial views of the car parks. The site is seen against the backdrop of the town and wooded hills to the south.

Views from residential receptors

- 23.103 Properties at the north of the town along Market Street have direct views of the proposed site and out to the loch (refer to Viewpoint 2). Elevated views from upper storey windows will experience more expansive views across the wider site area and out to the marina and loch. To the west along Agnew Crescent, views of the site are filtered by the vegetation within Agnew Park.
- 23.104 Residents along the coastline to the north west of Stranraer will also experience views of the site. At Foreland Place, the foreground of the view encompasses the road and pebble beach. Looking east the pier, breakwater, harbour office and boat yard are all visible. Views to the car parks are mostly filtered by the marina. Further north west residents along Broadstone Road will experience similar views (refer to Viewpoint 7), albeit the site is visible in the background of the view.
- 23.105 Within the town itself, topographical changes and surrounding built form mean that views of the site are limited. Residents at Hillhead experience views of Loch Ryan and the site (refer to Viewpoint 5). These views are primarily from rear upper windows due to the localised topography. It is anticipated that it is primarily the pier and breakwater within the site, that are visible from these receptors. Glimpsed views of other site features may also be possible. Residents at Sheuchan Street between Park Lane and Foundry Lane will also experience partial views of the site beyond Agnew Park, this is primarily of the pier and marina, with glimpsed views of Marine Lake car park through the surrounding vegetation. A handful of residents at Fisher Street have views toward the site, primarily the Breastworks car park and waterfront area to the east. Rear windows of upper storeys of a handful of properties at George Street may also experience partial and glimpsed views of the site.
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- 23.106 A number of residential receptors within Stranraer are located at elevated positions and will have partial views of Loch Ryan. However, due to the surrounding built up nature of the marina, only those residents within close proximity to the seafront are likely to experience views of the site.
- 23.107 Residents along the waterfront at Cairnryan Road experience open views looking across Loch Ryan. To the west, views extend across the derelict east pier towards the site and marina (refer to Viewpoints 11 and 12). The majority of the site is screened by the harbour office is visible as well as the blue pillar crane, boats in the marina and glimpses of the pier. The treeline along Agnew Park forms the backdrop of the site. The views also encompass the wider town and surrounding hills.
- 23.108 To the south of the town of Stranraer in the surrounding countryside there are several farmsteads and isolated properties.
- 23.109 A small number of residents at Auchneel experience partial views of the site due to its elevated position to the south west of Stranraer, (refer to Viewpoint 8). The pier and breakwater is filtered by surrounding vegetation. During summer months when trees are in leaf, it is anticipated that the majority of the site would be screened. Further south, along Old Military Road, although there are elevated views of the town are Loch, the site is screened by the surrounding built form.

Views from local roads and footpaths

- 23.110 Receptors at Market Street, both on the local roads and footpaths, experience open views toward the site, in particular the car parks along the southern boundary. The marina, blue pillar crane and Harbour building are also visible from this road. Views north east toward the derelict east pier and the site boundary are also possible (refer to Viewpoint 1). Users of Harbour Street also have views toward the east of the site, partially screened by the surrounding community garden. Burns House screens views north west toward the Breastworks car park.
- 23.111 A small number of streets that are oriented north-south between Market Street and George Street also have partial views of the site, constrained by the surrounding built form. These streets include King Street, Queen Street, Prince Street and North Strand Street. Glimpsed views from George Street are also possible at the southern end of the aforementioned roads.
- 23.112 Local footpath and road receptors at Cairnryan Road will also experience views west toward the site. These views are as described for the Loch Ryan Coastal Path (refer to 23.96 and Viewpoints 11 and 12). As the A77 continues north east, partial views of the site remain possible until the road moves inland at Ryan Bay Holiday Park. Glimpsed views are possible as the road moves west again toward the Loch, although views are transient in nature and particular elements of the site are difficult to pinpoint due to the distance.
- 23.113 To the north east an unnamed road connects the A77 to Craiggaffie. The elevated position provides views south towards Stranraer, the loch and the surrounding countryside. The derelict
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east pier and the built form upon it screen the majority of the site from view, although the roofscape of the harbour office is visible. Other features within the site are difficult to discern due to the distance. The surrounding context includes a windfarm on the horizon line at Broad Moor and Craigenlee Fell.

- 23.114 Views from both local road and footpath users at Sheuchan Street are possible, between Broadstone Road and Seabank Road. Views are filtered by established trees on the roadside. To the north at Broadstone Road, road receptors will also experience views south west toward the site. These are as described for the Stranraer Waterfront Core Path (refer to 23.95 and Viewpoint 7).
- 23.115 Further north along the coastline views southeast to Stranraer and the site are possible from the A718 (refer to Viewpoint 9). The foreground and midground of the view encompass the shoreline, surrounding pasture and woodlands, as well as dwellings on the north western edge of Stranraer. The pier, breakwater and harbour building are visible within the site. Further north along the road, elements of the site become more difficult to distinguish due to the distance, although the site and surroundings remain in view.

Views from Loch Ryan

- 23.116 There are no longer passenger ferries from Stranraer therefore all views from the loch would be from private boats such as fishing boats. From the loch open views back to shore would be uninterrupted and likely to encompass the entirety of the site. Features such as the breakwater, pier and the harbour building would be more evident due to the proximity of these features to the open water.
- 23.117 Commercial and passenger ferries are located to the north at Cairnryan, which lies over 5km from the site. Although Stranraer would be evident in the background of the view, the site itself would be difficult to perceive due to the distance.

Viewpoints Sensitivity

Viewpoint 1A and 1B

- 23.118 Viewpoint 1A and 1B are representative of users of the Stranraer Waterfront Core Path as well as recreational receptors at the community garden. 1A looks in a north westerly direction toward the site. The northern edge of Burns house is visible as well as Market Street adjacent to the site. Breastworks car park is visible along with its tree lined boundary. The marina is also visible, partially screen the pier beyond. The fisherman's compound and boat yard can be seen, as well as the blue pillar crane. The harbour office is partially screened by boats in the marina. 1B includes views across the existing loch to the derelict east pier, which partially screens the wider landscape beyond. A feature of the community garden, a boat with seasonal planting sits within the greenspace in the foreground of the view. Port Rode parking is visible to the edge of the view.

23.119 The sensitivity of receptors at Viewpoints 1A and 1B is considered to be **high** as this is a public footpath (Core Path) where the users' attention is focused on the surrounding landscape/ seascape.

Viewpoint 2

23.120 Viewpoint 2 represents the views of local road and footpath users of Market Street as well as commercial and residential receptors. Looking north receptors have direct views toward the site including both Agnew and Breastworks car parks. The existing tourist information centre, housed within the listed harbour office building is visible alongside weathered steel artworks. The marina is partially visible, the blue pillar crane and harbour office are partially screened by boundary vegetation. During summer months when the trees are in leaf these features are likely to be further screened. The pier and breakwater are not visible from this view.

23.121 Due to the presence of residential receptors, as well as the likely number of tourists navigating this road to access the waterfront and tourist information centre, this receptor is considered to have a **high** sensitivity.

Viewpoint 3

23.122 This viewpoint is representative of visitors to Agnew Park, looking east to the adjacent site. The foreground of the view comprises grassed and seating areas within the park, as well as the boundary vegetation of the park. The evergreen hedgerow and established line of trees partially screen wider views to the marina. Vehicles parked within the adjacent Marine Lake car park can be seen above the hedgerow whilst trees filter views of the built-up Market Street. Loch Ryan can be glimpsed and features within the marina including boats, boatyard, pillar crane and harbour office are all partially visible.

23.123 As receptors are generally focused on activities contained within the park, the sensitivity of Viewpoint 3 is considered to be **medium**.

Viewpoint 4

23.124 Viewpoint 4 depicts views available to users of the Stranraer Waterfront Core Path. Views east encompass the shingle beach to the foreground. The site is clearly visible including west pier, the breakwater, harbour office and boatyard. The marina beyond the pier is partially visible. Views toward the carparks and town centre beyond the site are largely screened.

23.125 The sensitivity is **high** due to the receptor being a public footpath (Core Path) where the users' attention is focused on the surrounding landscape/ seascape.

Viewpoint 5

23.126 Viewpoint 5 is representative of surrounding residential receptors at Hillhead, as elevated residential street within Stranraer. Glimpsed views of the loch and marine are possible. It is

considered that views from rear windows are more open in nature with views of the east of the site including the pier and breakwater.

23.127 The sensitivity is considered to be **high** due to the receptors being residential in nature.

Viewpoint 6

23.128 This view represents users of the Stranraer Waterfront Core Path and adjacent picnic area. The view comprises a foreground of mown amenity grassland and sandy beach. The core path can be winding along the shoreline with a number of benches. Agnew Park adjacent to the site is visible, the treelined boundary of which screens much of the site and Market Street beyond. Eastern elements of the site are visible including the pier, breakwater, harbour office and boatyard.

23.129 The sensitivity is **high** due to the receptor being a public footpath (Core Path) where the users' attention is focused on the surrounding landscape/ seascape.

Viewpoint 7

23.130 Viewpoint 7 represents views of both the Stranraer Waterfront Core Path, local road and footpath users of Broadstone Road and adjacent residential receptors. The foreground of the view contains a shingle beach and periphery of Broadstone Road. The coastline forms the mid distance view and the northern edge of Agnew Park is visible. Stranraer is visible and key elements of the site including breakwater, pier, harbour office, boatyard and pillar crane are visible against the backdrop of the town. Vehicles within the Breastworks car park are partially visible.

23.131 The sensitivity of this receptor is **high** due to the receptor representing views from both a public footpath (Core Path) and residential dwellings, where the users' attention is focused on the surrounding landscape/ seascape.

Viewpoint 8

23.132 Viewpoint 8 is located along an unnamed road off the A718 to the north west of Stranraer. This is representative of the surrounding Auchneel Cottages as well as local road receptors. From here an elevated view over the Stranraer and Loch Ryan is possible, including the surrounding landscape context including hills to the east. Some elements of the site are visible including the breakwater and pier, partially screened by vegetation. The other elements of the site are screened.

23.133 This viewpoint represents both local road and residential receptors, therefore the sensitivity is considered to be **high** to accommodate a worst-case scenario for residential receptors.

Viewpoint 9

23.134 This view depicts views available to users of the Core Path at Soleburn, connecting the A718 to the beach, as well as representing views of local road users. The foreground of the view

encompasses pasture and small-medium sized woodland blocks. Stranraer is visible in the background of the view with some elements of the site visible, including the pier, breakwater pillar crane and harbour office. Due to the distance from the site other features are difficult to discern within the wider view of Stranraer.

- 23.135 This viewpoint represents both local road and Core Path, therefore the sensitivity is considered to be **high** to accommodate a worst-case scenario for users of the public footpath, whose attention will be focused on the surrounding landscape.

Viewpoint 10

- 23.136 This viewpoint is representative of local road users of Old Military Road at an elevated position south of Stranraer. Receptors experience open views looking north toward Stranraer, Loch Ryan beyond the hills to the north. Within the town Stranraer Parish Church stands out on the skyline. Along the coastline, the built form of the derelict east pier is evident although no views of the site are possible.

- 23.137 As receptors here are primarily local travelling via car, with their attention not wholly focused on the surrounding view, the sensitivity is considered to be **medium**.

Viewpoint 11 and 12

- 23.138 Viewpoint 11 and 12 are both representative of a number of users including local road and footpath users of Cairnryan Road, as well as Core Path users and residential receptors. Viewpoint 11 is located closer to the site near the junction of Bowling Green Road whereas Viewpoint 12 lies further north west at the junction of McMaster's Road. Both views encompass Cairnryan Road which views across the loch toward the town. The east pier screens much of the site and the town, although elevated features such as the harbour office and pillar crane are partially visible in both views.

- 23.139 As the views are representative of both residential and Core Path receptors, where the attention is primarily focused on views across the loch the sensitivity will be **high** for both Viewpoints 11 and 12.

Viewpoint 13

- 23.140 Viewpoint 13 is taken from the Core Path at Ryan Bay Holiday & Residential Park, looking south west to Stranraer. The foreground comprises the access road to the Holiday Park and grassy bank to the loch. Loch Ryan forms the midground and Stranraer and surrounding hills comprise the background of the view. The east pier and its associated built form screens the majority of the marine area, as well as the built features of the site.

- 23.141 The sensitivity is **high** due to the receptor being a public footpath (Core Path) where the users' attention is focused on the surrounding landscape/ seascape.
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Viewpoint 14

23.142 This viewpoint is representative of local road users at Craigcaffie. This elevated road has expansive views of the road itself and boundary stone wall. The surrounding undulating grassland and woodland blocks extend from the foreground to the midground of the view, where loch views are possible. Stranraer is evident in the background of the view, set against a backdrop of hills. The site is in view, although mostly screened by the east pier and its associated built form.

23.143 As the receptor is local road users travelling via car the sensitivity will be **medium**.

Future Baseline

23.144 Without the proposed development, the existing situation at Stranraer Marina would remain. This includes an operational marina with visiting and docking boats present, as well as an existing breakwater. On land there is existing car parks and existing built form along the harbour edge.

Impact Assessment

Embedded Mitigation

23.145 Embedded Mitigation is anticipated to be incorporated into the proposed development at both construction and operation phases. This is set out below.

During Construction the following mitigation measures will be undertaken:

- Identification of construction traffic routes and construction access points;
- Most existing trees to be retained will be safeguarded during construction works through use of tree protective fencing in accordance with BS5837:2012 'Trees in Relation to Design, Demolition and Construction'.

During Operation

- 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

23.146 During construction landscape/ seascape receptors are likely to be affected by:

- Removal of grassed areas for temporary stockpiles and permanent works;
- Changes to the shoreline as a result of creating the reclaimed land area.

23.147 During construction visual receptors are likely to be affected by:

- Temporary stockpiles of materials;
 - Temporary hoarding;
 - Temporary lighting;
 - Increase vehicle movement in and around the site;
-

- Increased vessel activity within the Loch during dredging activities;
- Piling rig within Loch for construction of the new berths and linkspan;
- Earth movement around the shoreline to form the new reclaimed land area.

Landscape/ Seascape Receptors

Landscape Character Type 158 Coastal Flats

23.148 LCT 158 covers the western extent of the site. The site forms a limited extent of this LCT, which extends northwest to Innermessan and to the south coast of Scotland at Luce Sands. Construction within this LCT will be temporary in nature, with the exception of the movement of dredged materials to the reclaimed land area, which will become a permanent feature. Due to the small area of this LCT affected during construction, as well as very minor alteration to key characteristics, the magnitude of change as a result of the proposed development is considered to be negligible. A landscape receptor with a medium sensitivity and a negligible magnitude of change would result in a **Negligible** effect on LCT 158 during construction.

Landscape Character Type 156 Peninsula

23.149 LCT 156 includes the western part of the site, including the more densely built-up area of Stranraer. The proposed site forms a very limited extent of this LCT, which covers the western peninsula of Dumfries and Galloway and comprises a largely rural landscape. Due to the small area of this LCT affected during construction, as well as very minor alteration to key characteristics, the magnitude of change as a result of the proposed development is considered to be negligible. A landscape receptor with a medium sensitivity and a negligible magnitude of change would result in a **Negligible** effect on LCT 156 during construction.

Site Characteristics

23.150 During construction, it is predicted that access to certain areas would be restricted during certain operations, such as public access to the car parks, pier and Core Path. Dredging materials will be moved across site and used to form the reclaimed land area, which will form a permanent change to part of the land use of the site. Vegetation, which primarily includes a framework of established trees to the periphery of the site, will be mostly retained and protected during this time, although other grassed areas will be lost to construction of the proposals. Construction activities will also introduce new features within the loch, such as dredging vessels and piling rigs mounted on vessels, altering the seascape character during this time. It is considered that the magnitude of change would be medium during construction. A landscape receptor with a low sensitivity and medium magnitude of change would result in a **Slight** adverse effect on the site character during the construction phase.

Visual Receptors

Viewpoint 1A and 1B

23.151 Views of the construction of the proposed development will be open and encompass the majority of the works area. Vessels in the loch, such as piling rigs or for dredging will be clearly visible, as well as works to the marina and Breastworks car park. Material stockpiles and transfer of dredging materials to form the reclaimed land area will also be highly visible from receptors close in proximity at this receptor. Wider views of the loch, hills south of Stranraer and hillsides surrounding the loch will remain in the backdrop of the view. It is predicted that the magnitude of change will be high, resulting in a **Substantial / Moderate Significant** adverse effect during construction. This is considered significant as this receptor is high sensitivity and construction works being dominant in the view.

Viewpoint 2

23.152 Receptors will experience short – mid distance views of the construction of the proposed development, and also likely to experience increased views of construction traffic entering and exiting the site, although views of construction activities within Loch Ryan will be limited from this view. It is predicted that the magnitude of change will be medium, resulting in a **Moderate** adverse effect during construction.

Viewpoint 3

23.153 Short - mid distance views toward the site are filtered by boundary vegetation which will be retained and protected throughout the construction period. Partial views of activities within the loch will be possible, with primarily construction around the harbour office and Marine Lake car park most prevalent. Partial views of Market Street as well as the surrounding hillsides to the west will remain in view. It is predicted that the magnitude of change will be medium, resulting in a **Moderate/ Slight** adverse effect during construction.

Viewpoint 4

23.154 Receptors will experience open mid distance views toward construction of the west of the site, including work around the boat yard, harbour office, pier and breakwater. Vessels within the loch to the north of the, such as piling rigs or for dredging, will be clearly visible, however only partial views of works to the marina would be possible. Views of Agnew Park, the coastal path and Loch Ryan will remain to the foreground of the view. It is predicted that the magnitude of change will be medium, resulting in a **Moderate** adverse effect during construction.

Viewpoint 5

23.155 Views of the construction of the proposed development will be limited from this view, changes in view will be more prevalent from the rear of properties with windows facing north toward the marina. The majority of construction activities will be screened by existing built form and

vegetation, limited to works around the pier, breakwater and within the marina itself. It is predicted that the magnitude of change will be low, resulting in a **Slight** adverse effect during construction.

Viewpoint 6

23.156 Receptors will experience open views toward the west of the site, construction activities in the loch, notably around the breakwater and pier would be clearly visible. Construction activities to the south of the site, within both car parking areas would be partially screened by other elements within the site. Due to the distance from site, visible construction activities would not be the primary focus of the view. It is predicted that the magnitude of change will be low, resulting in a **Slight** adverse effect during construction.

Viewpoint 7

23.157 Views of the construction of the proposed development would be long distance from this receptor, although the north and west of the sites are clearly visible across Loch Ryan. Construction activities within the loch would be visible, as well as around the pier, boatyard and harbour office. Works within the southernmost part of the marina and to the carparks are screened by other elements within the site. Due to the distance from the site, the wider view would remain unchanged. It is therefore predicted that the magnitude of change will be low, resulting in a **Slight** adverse effect during construction.

Viewpoint 8

23.158 Views toward the construction of the proposed development are long distance and partially screened by surrounding vegetation. There would be partial views available of construction vessels within the loch, such as dredging and piling rig vessels, as well as construction activities around the breakwater. Other construction activities of the terrestrial works are screened from view. It is predicted that the magnitude of change will be low, resulting in a **Slight** adverse effect during construction.

Viewpoint 9

23.159 Due to the distance from the site, construction of the proposed development would be difficult to perceive within the wider view, although elements of the site are visible. Therefore, it is considered that the magnitude of change would be negligible, with a **Negligible** effect during construction.

Viewpoint 10

23.160 Existing built features within Stranraer restrict views of construction activities of the proposed development. There is the possibility that taller construction equipment used within the loch, such as piling rigs mounted on vessels, may be seen adjacent to the east pier, which is evident in the view. However, given the context of the wider view, and distance from the site,

construction activities are predicted to be imperceptible, with a negligible magnitude of change on this receptor. Therefore, there would be a **Negligible** effect during construction.

Viewpoint 11

23.161 Views toward the construction of the proposed development would be partially screened by the east pier. The loch, west pier and marina are completely screened, although construction around the harbour office and Breastworks car park would be evident. Taller construction activity within the loch, such as vessel mounted pilings rigs, could still be visible beyond the east pier. Residential receptor with upper storey views will likely experience more open views, although the loch will remain screened. It is considered that the magnitude of change would be medium, resulting in a **Moderate** adverse effect during construction.

Viewpoint 12

23.162 Views toward the construction of the proposed development would be similar to that of Viewpoint 11, although the view is further away from the site, resulting in changes in view being difficult to perceive within the wider context. It is therefore considered that the magnitude of change would be low, resulting in a **Slight** adverse effect during construction.

Viewpoint 13

23.163 Intervening features within the landscape, primarily the east pier, restrict views of construction activities within the site, resulting in taller construction equipment likely being imperceptible. It is predicted that the construction of the proposed development will have a negligible magnitude of change on this receptor, resulting in a **Negligible** effect at construction.

Viewpoint 14

Due to the filtering effect of built form, as well as the distance from site, it is anticipated that many of the construction activities will not be visible from this receptor. It is predicted that the construction of the proposed development will have a negligible magnitude of change on this receptor, resulting in a **Negligible** effect at construction.

Operational Phase

23.164 Potential effects on landscape receptors upon completion of the proposed development will include the following:

- Reduced areas of soft landscape between Agnew Park and East Pier;
 - Reduced areas of soft landscape due to layout alterations around Agnew Crescent Car Park;
 - New coastline created by the reclaimed land area. This includes activities that may include the erection of tents / stalls as vertical features;
 - Increase in soft landscape areas at reclaimed land;
-

- Inclusion of further built form, including substation at Breastworks car park;
- pontoons including navigational lighting; and
- New features within Loch Ryan including new berths, linkspans and breakwaters.

23.165 Effects on visual receptors upon operation will result from the following:

- New berths (up to 185) within Loch Ryan;
- New linkspans to berths within Loch Ryan;
- Extended breakwater within Loch Ryan;
- New Coastguard and research building (Solway Coast and Marina Pilot Project);
- New workshop buildings;
- New Fisherman's compound area;
- Pedestrian bridge to reclaimed land;
- New coastline created by the reclaimed land area. This includes activities that may include the erection of tents / stalls as vertical features; and
- Upgrading and installation of new lighting through the project area, including navigational lighting e.g. port hand light.

Landscape/ Seascape Receptors

Landscape Character Type 158 Coastal Flats

23.166 The site forms a limited extent of this LCT, which extends northwest to Innermessan and to the south coast of Scotland at Luce Sands. The magnitude of change from the proposed development on this character type is predicted to be negligible. A landscape receptor with a medium sensitivity combined with a negligible magnitude of change would result in a **Negligible** effect on LCT 158 during operation.

Landscape Character Type 156 Peninsula

23.167 LCT 156 includes the western part of the site, including the more densely built-up area of Stranraer. The proposed site forms a very limited extent of this LCT, which covers the western peninsula of Dumfries and Galloway and comprises a largely rural landscape. The proposed development does not introduce conflicting elements within this landscape character type; therefore, the magnitude of change is considered to be negligible. A landscape receptor with a medium sensitivity and a negligible magnitude of change would result in a **Negligible** effect on LCT 156 during operation.

Site Characteristics

23.168 The land use of the site will generally remain the same, increasing the size of the Marina and providing additional areas and enhanced built features for the boat yard and workshops. Car parking will also be retained as well as pedestrian access along the coastal routes, a Core Path.

An area of open water situated between the east pier and Port Rodie car park will be created from reclaimed materials. Vegetation, which primarily include a framework of established trees to the periphery of the site, will be mostly retained. Grassed areas will be lost to the workshops and increased boat yard, but this is minimal. It is considered that the magnitude of change is low, due to the majority of site features being retained and enhanced. A landscape receptor with a low sensitivity and low magnitude of change would result in a **Negligible** effect on the site character at operation. There are also opportunities for localised beneficial effects on site character through good design and improvements to car parking, inclusion of green infrastructure and improving links to the coastal path.

Visual Receptors

Viewpoint 1A and 1B

23.169 Upon operation receptors will experience open views of the site, with foreground views capturing, the reclaimed land area and changes within the Breastworks carpark. The new berths of the extended marina would also be clearly visible. Across the marina, partial views of the extended harbour office building and new workshop building would also be possible. To the east, views will encompass the new reclaimed land area, and reducing the extent of Loch Ryan visible looking toward the east pier. Changes would be apparent across the full extent of the view, however as the introduced features generally consist of changes/ addition to existing elements, they do not contrast with the surrounding baseline, the magnitude of change is therefore considered to be low, resulting in a **Moderate/ Slight** adverse effect at operation and not significant.

Viewpoint 2

23.170 Receptors will experience short – mid distance views of the proposed development, including partial views of the new and extended harbour office, workshop building and new berths to the marina. Changes to the layout of Marine Lake car park may also be apparent. The reclaimed land area is screened from view by the tourist information centre. Changes in view would be apparent across the full extent of the view, although proposals are in keeping with the existing elements and additional built form is in keeping with the surrounding baseline. The magnitude of change is therefore considered to be low, resulting in a **Moderate/ Slight** adverse effect at operation and not significant.

Viewpoint 3

23.171 Views toward the proposed development are filtered by boundary vegetation of Agnew Park which will be retained. Partial view of the new harbour and coastguard building, compound and extended boatyard will be possible. The new building is likely to further filter views of the existing marina berths. Partial views of the new berths within the loch as well of the reclaimed land area would be possible. Changes to carpark layouts of both Marine Lake car park and Breastworks

will not be perceptible from this view. The proposals would not contrast the existing baseline and therefore the magnitude of change would be low, resulting in a **Slight** adverse effect upon operation, this is not significant.

Viewpoint 4

23.172 Receptors will experience open mid distance views toward the proposed development, the extended breakwater would be evident but would not detract from wider views of the loch. The new coastguard building and fisherman's compound area would be partially visible behind the existing boatyard. Changes to car parking areas, new berths to the marina and the reclaimed land area will all be screened from view by intervening elements within the site. The change in views would introduce new features which would not contrast the existing baseline view. It is therefore considered that the magnitude of change is low, resulting in a **Slight** adverse effect, which is not significant.

Viewpoint 5

23.173 Changes in view of the proposed development will be limited from receptors here, although more prevalent from the rear of properties with windows facing north toward the marina. Elevated views are likely to view the extended breakwater as well as partial views of new berths within the marina. Partial views of the roofscape of the new coastguard building may also be possible for a small handful of receptors. Changes in view are generally partially screened, and only a small part of the view would be occupied by the proposed development, therefore the magnitude of change would be low. It is therefore predicted that there would be a **Slight** adverse effect on receptors here, this is not significant.

Viewpoint 6

23.174 Receptors will experience open views toward the west of the site, with the extended breakwater evident as well as partial views of the new coastguard building and fisherman's compound would be partially visible, a. The new berths to the marina, footbridge and reclaimed land area would be screened by intervening features within the site. Due to the distance from site, only a small part of the wider view would be changed as a result of the proposals, the changes would also be in keeping with the surrounding features and not contrast the existing baseline. The magnitude of change is considered to be low, resulting in a **Slight** adverse effect, and not significant.

Viewpoint 7

23.175 Receptors will experience open long-distance views toward the proposed development as part of a wider view encompassing Loch Ryan, the town of Stranraer and the surrounding wooded hillsides. A number of proposed elements within the site will be screened by existing intervening features. Partial views of the new coastguard and fisherman's compound building would be possible, although difficult to perceive due to the distance. As the alterations would appear very

minor and at a distance, the magnitude of change would be negligible. As receptors here are of a high sensitivity the resulting effect is considered to be **Slight/ Negligible** and not significant.

Viewpoint 8

23.176 Views toward the construction of the proposed development are long distance and partially screened by surrounding vegetation. Partial views of the new berths to the marina and the reclaimed land area would be possible for road and residential receptors here. During summer months, when trees are in leaf it is anticipated that some of these views would be largely screened, however the worst-case winter scenario is assessed. Other minor alterations would be difficult to perceive due to the distance from the site and the partial screening by other elements and structures within the site. Changes in view also only form a small proportion of the available view. The magnitude of change is considered to be negligible, resulting in a **Slight/ Negligible** effect on receptors here. This is not significant.

Viewpoint 9

23.177 Due to the distance from the site and small proportion of the view taken up by the site, changes in view resulting from the proposed development would be imperceptible for receptors here. It is therefore considered that the magnitude of change is negligible, resulting in a **Negligible** effect and not significant.

Viewpoint 10

23.178 As the proposed site is screened from view by intervening built features there would be no change and therefore **no effect** on visual receptors here.

Viewpoint 11

23.179 Views toward the proposed development would be partially screened by the existing east pier which forms part of the foreground and midground of the available view. Partial views of taller built features including the coastguard and fisherman's compound building and the workshop building would be possible. The breakwater and new berths are screened from view, as well as the reclaimed land area, although features such as trees and lighting columns would be partially visible behind the east pier. Changes within the car parking areas would not be perceptible due to the localised topography and intervening built features. It is considered that the magnitude of change would be low, resulting in a **Slight** adverse effect upon operation, which is not significant.

Viewpoint 12

23.180 Views toward the proposed development would be similar to that of Viewpoint 11, although the receptors are further from the site. The majority of changes within the site would be screened by intervening features, and some may be difficult to perceive due to the distance from site, although there would be partial views of the new coastguard and fisherman's office. Where

changes such as this are perceptible, they would only form a small part of the wider available view, therefore the magnitude of change would be negligible. It is therefore considered that there would be a **Negligible** effect on receptors, and not significant.

Viewpoint 13

23.181 Intervening features within the landscape, primarily the east pier, restrict views of the proposed development and changes in view would be perceptible for receptors here. It is therefore considered that the magnitude of change is negligible, resulting in a **Negligible** effect and not significant.

Viewpoint 14

23.182 Due to the filtering effect of built form, as well as the distance from site, the majority of changes within the site are screened from view or would be imperceptible for receptors here. The new coastguard and fisherman's office would be partially in view, although difficult to perceive. Any changes in view possible, would not contrast the surrounding view and existing features as well as only forming a very small part of the overall available view. It is therefore considered the magnitude of change would be negligible, with a resulting **Negligible** effect, this is not significant.

Table 23-10: Summary of Effects During Construction and Operation

Receptor	Receptor Sensitivity	Construction Phase		Operational Phase	
		Magnitude of Change	Significance of Potential Effect (taking account of embedded mitigation)	Magnitude of Change	Significance of Potential Effect (taking account of embedded mitigation)
LCT 158: Coastal Flats	Medium	Negligible	Negligible <i>Not Significant</i>	Negligible	Negligible <i>Not Significant</i>
LCT 156: Peninsula	Medium	Negligible	Negligible <i>Not Significant</i>	Negligible	Negligible <i>Not Significant</i>
Site character	Low	Medium	Slight adverse <i>Not Significant</i>	Low	Negligible <i>Not Significant</i>
Viewpoint 1A	High	High / Medium	Substantial / moderate adverse <i>Significant</i>	Low	Moderate/ Slight adverse <i>Not Significant</i>

Receptor	Receptor Sensitivity	Construction Phase		Operational Phase	
		Magnitude of Change	Significance of Potential Effect (taking account of embedded mitigation)	Magnitude of Change	Significance of Potential Effect (taking account of embedded mitigation)
Viewpoint 1B	High	Medium	Substantial / moderate adverse <i>Significant</i>	Low	Moderate/ Slight adverse <i>Not Significant</i>
Viewpoint 2	High	Medium	Moderate adverse <i>Not Significant</i>	Low	Moderate/ Slight adverse <i>Not Significant</i>
Viewpoint 3	Medium	Medium	Moderate/ Slight adverse <i>Not Significant</i>	Low	Slight adverse <i>Not Significant</i>
Viewpoint 4	High	Medium	Moderate adverse <i>Not Significant</i>	Low	Slight adverse <i>Not Significant</i>
Viewpoint 5	High	Low	Slight adverse <i>Not Significant</i>	Low	Slight adverse <i>Not Significant</i>
Viewpoint 6	High	Low	Slight adverse <i>Not Significant</i>	Low	Slight adverse <i>Not Significant</i>
Viewpoint 7	High	Low	Slight adverse <i>Not Significant</i>	Negligible	Slight/ Negligible <i>Not Significant</i>
Viewpoint 8	High	Low	Slight adverse <i>Not Significant</i>	Negligible	Slight/ Negligible <i>Not Significant</i>
Viewpoint 9	High	Negligible	Negligible <i>Not Significant</i>	Negligible	Negligible <i>Not Significant</i>
Viewpoint 10	Medium	Negligible	Negligible <i>Not Significant</i>	No change	No effect
Viewpoint 11	High	Medium	Moderate adverse <i>Not Significant</i>	Low	Slight adverse <i>Not Significant</i>
Viewpoint 12	High	Low	Slight adverse <i>Not Significant</i>	Negligible	Negligible <i>Not Significant</i>

Receptor	Receptor Sensitivity	Construction Phase		Operational Phase	
		Magnitude of Change	Significance of Potential Effect (taking account of embedded mitigation)	Magnitude of Change	Significance of Potential Effect (taking account of embedded mitigation)
Viewpoint 13	High	Negligible	Negligible <i>Not Significant</i>	Negligible	Negligible <i>Not Significant</i>
Viewpoint 14	Medium	Negligible	Negligible <i>Not Significant</i>	Negligible	Negligible <i>Not Significant</i>

Do Nothing Scenario

23.183 In a do nothing scenario, the existing situation, including the existing Marina, car park areas, built form and existing planting would remain and continue to be used and maintained as per the existing.

Mitigation, Monitoring and Residual Effects

Mitigation/ Monitoring

23.184 In addition to embedded mitigation, the following additional mitigation is recommended to assist the reduction of landscape and visual effects and provide opportunities for localised beneficial effects.

- A detailed Construction Environment Management Plan ('CEMP') will be implemented.

Residual Effects

23.185 At the construction phase, a final CEMP will be implemented as additional mitigation. Whilst this will implement good working practice and assist in minimising certain aspects of environmental impact during the construction phase, the residual construction landscape and visual effects as set out in the Impacts Assessment remain. Construction effects are temporary in nature.

23.186 Residual operational effects consider established planting (in particular trees which provide some filtering of views). The majority of mitigation measures for landscape and visual impacts are embedded mitigation, therefore the effects noted in the Impact Assessment remain. Therefore, the overall residual effects are those reported in **Table 23-10**.

Cumulative Effects

23.187 Fourteen developments have been considered as part of this assessment, as detailed in the Table 23.11 below.

Table 23.11 Cumulative assessment

Development	Approximate Distance (km) to Site (closest distance between red line boundaries)	Status	Potential Landscape and Visual Cumulative Effects
On Land Applications			
Site 1 23/0739/CLP Land At Port Rodie Car Park Harbour Street Stranraer DG9 8EG - Installation of 4 electric vehicle charging points with associated charging upstands, supporting equipment cabinets and substation infrastructure.	0.07km south	Approved	No anticipated cumulative landscape or visual effects at construction or operation. This is due to Site 1 being for the installation of 4 electric charging points in an existing car park. The introduction of these features is in keeping with the existing situation (existing car park that already contains vertical / built / hard features).
Site 2 23/0976/FUL Land Between West Pier And Agnew Park, Stranraer Harbour, Stranraer - 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.	Red line boundaries mostly overlap. Site 2 is land to the north of Agnew Car Park. Site 2 red line extends further north and north west than the proposed development.	Approved	As there is a large overlap with the red line boundaries, works in this area, including built form, are assessed as part of this LVIA. Site 2 introduces additional hardstanding to the east of an existing slipway onto the beach. This hardstanding provides stepped access to the beach and an instructor platform. This will introduce minor cumulative effects at construction (should construction phases overlap) and at operation to the landscape character of the shoreline edge, which would be in conjunction with the reclaimed land area and the revetment. There is already a hard built edge onto the beach in this area, so the proposals at Site 2 will be an extension of an existing situation. This will have a minor / negligible effect on the Peninsula Landscape Character Type. Visual receptors of the

Development	Approximate Distance (km) to Site (closest distance between red line boundaries)	Status	Potential Landscape and Visual Cumulative Effects
			beach will also experience a minor effect of this extension. No other landscape or visual cumulative effects are anticipated due to changes to this land largely being assessed within this LVIA.
<p>Site 3</p> <p>23/0970/FUL</p> <p>Land To West Of Marina And Harbourmaster's Office Stranraer - 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>Partial overlap of red line boundaries, with Site 3 red line boundary also extending further to the west of the existing Harbourmaster Building.</p>	<p>Approved</p>	<p>Site 3 is for the erection of a new watersports hub directly to the west of the existing Harbourmaster Building. There will also be an increase in parking as well as some external space for picnic tables / cycle parking.</p> <p>Whilst Site 3 does increase built form within the vicinity of the proposed development, it will be seen as a slight increase in built form in the area. The area is already urban in nature based on the amount of hardstanding and built form / vertical structures. Elements such as these have been assessed in this LVIA as part of the proposed development.</p> <p>There will be minor cumulative landscape and visual effects at construction (should construction phases overlap) and at operation with Site 3 and the proposed development based on the increase in built form, but this is in keeping with the existing situation at Stranraer Marina and is in keeping with the proposed development.</p>
<p>Site 4</p> <p>22/0394/S36</p> <p>Mid Moile Windfarm Cairnryan - Consent under</p>	<p>7km north east</p>	<p>Approved</p>	<p>Site 4 is outwith the 5km study area of the proposed development. As site 4 is a windfarm to the north east, in some views elements of the proposed development and site 4</p>

Development	Approximate Distance (km) to Site (closest distance between red line boundaries)	Status	Potential Landscape and Visual Cumulative Effects
<p>section 36 of the electricity act 1989 and deemed planning permission under section 57(2) of the Town and Country Planning (Scotland) Act 1997 for construction and operation of a windfarm within the planning authority area of Dumfries and Galloway Council</p>			<p>could be seen together. However, the proposed development comprises works to an existing marina and existing car parks / areas of built form as well as the creation of the reclaimed land area, which will be seen as a minor extension to the existing marina and land. The proposed development therefore isn't incongruous with the existing marina and urban situation and therefore any cumulative landscape and visual effects, at construction (should construction phases overlap) and at operation, from both the proposed development and site 4 are minor in nature.</p>
<p>Site 5 25/0778/FUL Grass Verge Next To Harbour Office West Pier Market Street Stranraer DG9 7RE Installation of one 10 metre high streetworks column, 3 antennas, 1 network camera, 1 equipment cabinet and associated works.</p>	<p>Directly to the west of the site,</p>	<p>Approved</p>	<p>Site 5 is for the erection of a 10m high column directly to the north of the Harbourmaster Building. Within this area and the adjacent area, including within the existing site, there are 8m high light columns. This feature introduces a slightly wider and taller column into an area of existing built form and vertical features, therefore minor landscape and visual effects on localised receptors, at construction (should construction phases overlap) and at operation.</p>
<p>Site 6 24/2518/FUL Site Adjacent To Springbank Road Stranraer DG9 0HS - Erection of 77 dwellinghouses</p>	<p>0.9km west north west</p>	<p>Awaiting determination</p>	<p>Site 6 is a residential development on greenfield land but directly adjacent to an existing residential area. There will be minor cumulative effects on the Peninsula Landscape Character Type due to slight increase in built form as a result of Site 6 and the</p>

Development	Approximate Distance (km) to Site (closest distance between red line boundaries)	Status	Potential Landscape and Visual Cumulative Effects
<p>with roof mounted solar panels and air source heat pumps, formation of access and internal road and footpath layout, 178 car parking spaces, landscaping, SuDS drainage pond and associated infrastructure.</p>			<p>proposed development. There are no anticipated visual cumulative effects at construction and at operation.</p>
<p>Site 7 24/1407/FUL Former Stena Port Port Rodie Stranraer - change of use of part of former port to form haulage yard (class 6), siting of office, erection of 3 metre high security fencing and access gate and installation of security lighting columns (partially retrospective)</p>	<p>0.09km to the east</p>	<p>Approved</p>	<p>There will be cumulative landscape and visual effects with the proposed development and Site 7. This is due to the close proximity between the two sites. Site 7 is works on an existing area of hardstanding but includes new vertical elements in the form of security fencing and built form. As the land along the coast at Stranraer Marina is already urban in nature, the development at Site 7 is not incongruous with the existing situation or the proposed development. On localised visual receptors using the local road and footpath network, car parks and nearby workplaces or places or residents there will be minor cumulative visual effects as a result of both developments. There may be some beneficial effects at operation due to both proposed developments as the designs could be an improvement for the area. There will also be minor landscape cumulative effects at construction (should construction phases overlap) and at operation, on the Coastal Flats Landscape Character Type due to a slight increase in urbanisation.</p>
<p>Site 8 24/1534/FUL</p>	<p>7.7km north west</p>	<p>Approved</p>	<p>Site 8 is outwith the 5km study area for the proposed development. Site 8 is for works that will be of environmental</p>

Development	Approximate Distance (km) to Site (closest distance between red line boundaries)	Status	Potential Landscape and Visual Cumulative Effects
<p>Land To The West Of Loch Ryan And North Of Corsewall Burn At Corsewall Estate Kirkcolm Stranraer DG9 0NX - Formation of coastal habitat for seabirds including formation of inland pool with islands, water inlets and outlets from and into Loch Ryan, screening bunds up to 2 metre high, 3 bird hides, access routes, upgrading bridge crossing of Corsewall Burn, landscaping and associated works including relocation of excavated earth to southern field</p>			<p>benefit and create costal habitats. Whilst some bunding and hides, as well as formalisation of recreational routes will introduce minor elements of built form, the scheme overall is to improve the area for environmental purposes. There are no anticipated landscape or visual cumulative effects of Site 8 and the proposed development at construction and at operation.</p>
<p>Site 9 25/1190/FUL</p> <p>Port Rodie Car Park, Port Rodie Stranraer DG98EG</p> <p>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 area(s), internal general purpose space and external shelter with fixed benching and installation of 5no. bike stands and 4no. electric vehicle charging units.</p>	<p>0.07Km south east from the site boundary</p>	<p>Awaiting Determination</p>	<p>Site 9 is an erection of a Transport Hub with roof mounted photovoltaic panels south east of the site.</p> <p>Although Site 9 introduces additional built form near the proposed development, it will be perceived as only a modest increase within an already urbanised setting. The surrounding area is characterised by substantial hardstanding and existing built structures, reinforcing its urban nature.</p> <p>Minor cumulative landscape and visual effects may occur during construction (if phases overlap) and during operation due to the increase in built form and the proposed development. However, these effects are consistent with the existing character of Stranraer Marina and align with the nature of the proposed development.</p>

Development	Approximate Distance (km) to Site (closest distance between red line boundaries)	Status	Potential Landscape and Visual Cumulative Effects
Marine Licences			
Site 10 00008983 (Marine Scotland): 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 the marina pontoons which are inaccessible to the plough dredger. This material will then also be moved by plough dredging.	Dredged site location: within the site boundary to the west end of the harbour area. Disposal site location: Half of this location is located within the site boundary and the other half is approx. 0.2km north.	Approved	Should this dredging take place during construction of the proposed development then there would be some localised visual effects due to the increase in vessels on the sea and general construction activity in the area. Otherwise no anticipated landscape or visual effects anticipated. This is for both operation and construction.
Site 11 07059 (Marine Scotland): Deposit of Oyster Shells - Marine Licence Application	4.5km north west	Approved	Minimal to no cumulative landscape and visual effects anticipated. There could be an increase in vessels / activity on the water at both Site 11 and the proposed development due to the increase in the marina size and visiting boat / yacht sizes that may give rise to minor visual and seascape effects, at construction (should construction phases overlap) and at operation, due to increase in activity on the water but there is some distance between the sites and unlikely to be any close range views that encompass both sites whereby vessels would be dominating in the view from both sites at the same time.

Development	Approximate Distance (km) to Site (closest distance between red line boundaries)	Status	Potential Landscape and Visual Cumulative Effects
Site 12 00009930 (Marine Scotland): Capital ¹⁰ Dredging and Sea Disposal - Loch Ryan Port, Cairnryan – Consented: 15/12/2022; Expires:14/12/2025.	8.6km north west	Approved	Should this dredging take place during construction of the proposed development then there would be some localised visual effects due to the increase in vessels on the sea and general construction activity in the area. Otherwise no anticipated landscape or visual effects anticipated. This is for both construction and operation.
Site 13 00010825 (Marine Scotland) Construction of: Platform for instructor shelter. Removal of: 2 no. redundant sewer outfall pipes & debris, unlit beacon, removal of boulders, beach clearance	0.8km north west	Awaiting determination	Site 13 is offshore works associated with Sites 2 and 3 and see's the introduction of two pontoons offshore to the north of the marina. Whilst the pontoons introduce additional small hard elements on the water, these are minimal and minor to no anticipated additional seascape or visual effects anticipated at construction and operation.
Site 14 00010841 (Marine Scotland) Marine Construction & Pontoon Deposit - 8 (pontoons) + 3 (racing markers). Moorings are for offshore pontoons as opposed to vessels. Small craft (e.g. SUP, dinghies) will dock against the pontoons temporarily as rest stations. No vessels will be moored to the racing markers.	0.8km north west	Awaiting determination	Minimal to no cumulative landscape and visual effects anticipated. Site 14 see's the introduction of pontoon / moorings and therefore increase in craft in the water. There could be an increase in vessels / activity on the water at both Site 14 and the proposed development due to the increase in the marina size and visiting boat / yacht sizes that may give rise to minor visual and seascape effects due to increase in activity on the water but there is some distance between the sites and unlikely to be any close range views that encompass both sites whereby vessels would be dominating in the view from both

¹⁰ Licence application details indicate that this is required for the purposes of ensuring the port meets the original capital dredge design depth as completed in 2011 if required.

Development	Approximate Distance (km) to Site (closest distance between red line boundaries)	Status	Potential Landscape and Visual Cumulative Effects
			sites at the same time. This is for both construction and operation.
Site 15 00010772 (Marine Scotland) Marine Licence Application – 18 Moorings	2km north west to furthest away moorings	Awaiting determination	Site 15 is offshore works associated with Sites 2 and 3 and see's the introduction of three sets of moorings offshore to the north west of the marina. There will be an increase in vessels / activity on the water at both Site 15 and the proposed development due to the increase in the marina size and visiting boat / yacht sizes that may give rise to minor visual and seascape effects at operation due to increase in activity on the water but there is some distance between the sites and unlikely to be any close range views that encompass both sites whereby vessels would be dominating in the view from both sites at the same time. If both sites are constructed at the same time there will be some minor visual effects.

23.188 There are no predicted significant adverse cumulative seascape, landscape or visual effects of the proposed development, when considered alongside the list of committed and reasonably foreseeable projects, as set out in Table 23.11. Due to a slight increase of urban features for some of the nearby on land sites, there are some minor landscape and visual cumulative effects on nearby receptors. Also due to an anticipated increase of vessel mooring opportunity both at the marina through the proposed development and some of the Sites assessed under the marine licence section of Table 23.11, there are some minor seascape and visual cumulative effects due to the increase in waiting vessels on the water.

Summary and Conclusions

Landscape/ Seascape Summary

23.189 The proposed site does not lie within any international, national or local landscape designations. The site falls within two published Landscape Character Types (LCTs); LCT 158 Coastal Flats and LCT 156 Peninsula. Both LCTs cover large areas encompassing varied landscapes including coastline, rolling pasture, woodland blocks and small settlements. The site character is dominated by an expanse of hard landscape areas in use for the harbour and public parking. Features including the existing berths to the marina, pier and breakwater lie within Loch Ryan, which is predominantly open in character.

23.190 There will be no significant adverse effects on published Landscape Character Types and it is considered a negligible effect on site character due to the introduction of features in keeping with the existing characteristics of the site, at operational phase.

Visual Summary

Effects on views from Core Path

23.191 Core Paths in closest proximity to the site, the Stranraer Waterfront Core Path, will experience short distance open views of the proposed development, including views of the proposed berths, new buildings and the reclaimed land area. As this path continues in a north westerly direction, past Agnew Park, partial views remain available. Views become more distant as the Core Path continues along the coast to the north.

23.192 Core paths in closest proximity to the site (Viewpoint 1A and 1B) are likely to experience Moderate/ Slight residual effects, which will not be significant in EIA terms. Further afield, due to the distance from site, and a number of elements being screened from view, effects range from slight adverse to negligible, and not significant.

Effects on views from recreational areas

23.193 Recreational areas are relatively limited surrounding the site. Views from Agnew Park (Viewpoint 3) are filtered by the line of existing trees. To the north west of the site receptors from a picnic area are also likely to experience changes in view (Viewpoint 6). Effects on views are predicted to be Slight and not significant.

Effects on views from residential receptors

23.194 Residential receptors in close proximity along Market Street will experience open views toward the site, with vegetation along the southern site boundary filtering views of the proposed development. A handful of residential receptors further south in Stranraer, with elevated positions overlooking the loch, will experience partial views of the proposals.

- 23.195 Residents to the north west of the site, along the coastline, will experience open views toward the town and the site (Viewpoint 7). Although some elements of the proposed development would be evident, views are long distance and affect a small proportion of the view. Residential effects are considered to be Slight/ Negligible and not significant.
- 23.196 To the east of the site, residents along Cairnryan Road have open views over the loch and partial toward the site, some of which is screened by the east pier (Viewpoints 11 and 12). Receptors closer to site are likely to experience slight adverse effects. Effects reduce to negligible with increased distance from the site as changes in view become difficult to perceive. Neither effect is significant.

Effects on views from local roads and footpaths

- 23.197 Once operational, adjacent to the site, users of Market Street will experience changes in view (Viewpoint 2). Partial views of new buildings and structures will be possible, during summer months the existing tree lined boundary will provide further screening into the site. Just south of this, users of roads connecting Market Street to George Street will also experience partial views of the proposed development, whilst users of George Street will experience intermittent views, down these north-south oriented streets toward the proposed development. Views will be partial and proposed features will not contrast the existing view therefore residual effects on these receptors will not be significant.
- 23.198 Road and footpath receptors at Cairnryan Road are predicted to encounter a slight adverse effect, reducing to moderate as the road continues north west and the distance from site increases, reducing the proportion of view in which changes would be evident. Road users at Broadstone Road (Viewpoint 7) to the north west will experience long distance views, with some elements of the proposed development visible, although a number of features would be difficult to perceive due to the distance. Residual effects are anticipated to be Slight adverse / Negligible and not significant.
- 23.199 To the south west of Stranraer, some elevated roads may experience changes in view (Viewpoint 8). The proposed development would be partially screened, with some elements difficult to perceive due to the distance from site. Residual effects are anticipated to be Slight adverse / Negligible and not significant.

Conclusion

- 23.200 Overall, in the operational phase, the proposed development is anticipated to have very limited Moderate adverse effects on some visual receptors, these are high sensitivity receptors closest to the site. Generally, due to the scale and nature of the proposals, most receptors are predicted to experience residual Slight adverse or Negligible effects, which are not significant in EIA terms.
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