27.0 Statement of Significance and Conclusions

Introduction

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

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

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

27.3 **Table 27.1** summarises the residual effects identified by the topic specialists, as reported in chapters 7-24 of the EIAR.

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

Table 27.1: Summary of Residual Effects

Topic	Summary of Residual Effects
Coastal Processes	During the construction phase, the proposed marine based development principally relates to increased dredging and provision of breakwaters to accommodate a new marina layout. The assessment considered increased suspended sediment concentration (SSC) due to the sediment spill during dredging operations and the extent of sediment plumes and subsequent deposition of this material. No effects which are significant in EIA terms have been identified therefore, in terms of SSC and deposition, no specific monitoring or additional mitigation is recommended. In terms of the physical presence of infrastructure and associated changes in bathymetry influencing tides, waves and sediment transport, impacts will escalate from the baseline condition (no infrastructure or impact) to the completed development though the course of the construction phase. The provision of infrastructure is designed to alter the wave climate within the harbour to facilitate berthing, therefore the assessment focused on potential impacts beyond those intended changes to coastal processes. No effects which are significant in EIA terms have been identified therefore, in terms of coastal processes, no specific monitoring or additional mitigation is recommended.
Navigation and Safety	With the implementation of embedded mitigation, alongside additional mitigation measures and monitoring, as documented in Chapter 8 (Navigation and Safety) and the associated Navigational Risk Assessment (NRA) (Appendix 8.1 – Volume 2 of the EIAR), it is considered that there are no likely significant environmental effects, in EIA terms, in relation to navigational and safety arising from the proposed development during both the construction and operational phases.
Major Disasters and Accidents	There needs to be a general acceptance when conducting a major accident and/or disasters assessment that some risks, however unlikely, may still occur. As explained within Chapter 9 (Major Accidents and Disasters) of the EIAR, mitigation is therefore identified pre-event and post-event to reduce the predicted effects to an acceptable level. For those risks that cannot be completely designed-out, emergency plans are available to provide the response in order to minimise the significance of any impacts. It is considered that there will not be any likely significant environmental effects arising from the vulnerability of the proposed development to major accidents and natural disasters, as explained within the Impact Assessment Section of Chapter 9.

Topic	Summary of Residual Effects
Flood Risk	Effects of the construction (temporary) phase on potential flood risk have been scoped out of the EIAR, given the short-lived and transitory nature of this phase; however, the contractor will be required to produce and agree a final CEMP to describe how construction will be managed to avoid, minimise and mitigate any potential construction effects on the environment and existing surrounding receptors, thus embedding resilience to flood risk during the construction phase. Assessment of the potential effects of the proposed development on flood risk to the existing environment was carried out for the operational phase of the development, as set out in Chapter 10 (Flood Risk). With consideration of embedded mitigation within the siting and design of scheme elements in cognisance of impacts on coastal processes and including a surface water drainage strategy designed to represent the existing drainage discharge rates on a like for like basis or discharge directly to coastal waters - the level of potential operational effects on flood risk has been assessed as Negligible and no additional mitigation is required. Overall, no significant adverse effects have been identified on flood risk as a result of the proposed development, with some betterment identified in regards existing coastal flood risk as a result of local reductions in wave heights in the Marina.
Water Quality	In terms of construction phase effects, as reported in Chapter 11 (Water Quality) of the EIAR, by undertaking appropriate mitigation detailed within the chapter, it is anticipated that the potential for accidental spillages or leaks will be reduced/suitable contingency plans will be in place to reduce the associated magnitude of impact to Low, such that the effect of the proposed development for the construction phase has been assessed as Slight/Moderate (not significant in EIA terms) for water quality (due to potential Low magnitude impacts on High sensitivity receptors) and as Negligible for hydromorphology. The residual effect of the proposed development for the operational phase is assessed as Negligible for water quality and Slight/Moderate (not significant in EIA terms) for hydromorphology (due to Low magnitude impacts on High sensitivity receptors as a result of a measurable reduction in the hydromorphological capacity of Loch Ryan).

Topic	Summary of Residual Effects
Benthic Ecology	The potential impacts of the proposed development on benthic ecology will be assessed following completion of the analysis of the results from the benthic and intertidal survey. It is intended that this will form an addendum to the main EIAR. This will include assessment against the potential impacts identified.
Fish and Shellfish Ecology	Prior to additional mitigation, the potential impact on fish populations from underwater noise was assessed as moderate, owing to a low magnitude of potential impacts combined with high receptor sensitivity. However, with the application of the additional mitigation described in Chapter 13 (Fish and Shellfish Ecology) of the EIAR, it is considered that there would be a reduction in the magnitude of the impacts of underwater noise on fish populations. Avoidance of piling operations within the peak fish spawning time between February and June, in addition to the adoption of a 15 minute soft start protocol, would reduce the overall magnitude of impacts from underwater noise associated with the proposed development to negligible, and the resulting significance to slight adverse, which is not significant in EIA terms. It should be noted that following the application of additional mitigation, the overall effect significance of underwater noise on migratory fish species and fish spawning appears unchanged in terms of the effect level. As high sensitivity receptors, the lowest possible effect significance rating that can be assigned to migratory fish and fish spawning in accordance with the significance of effects matrix is slight, despite the additional mitigation measures likely reducing the level of potential impacts by a considerable margin. The residual impact of construction and operational activities is considered to be slight for all groups of fish and negligible for invertebrates, which is not significant in EIA terms.

Topic	Summary of Residual Effects
Marine Mammals	During both the construction and operational phases, potential pollution is identified as a potential impact. While the potential effect is likely to be relatively limited, a range of mitigation measures (both embedded and additional) have been identified in Chapter 14 (Marine Mammals) to help to minimise risk of pollution to a range of receptors including marine mammals. During the operational phase, the increase in marine vessels has been identified as a potential adverse effect on marine mammals at an early stage with the inclusion of information to influence vessel owners and operators identified early in project development as embedded mitigation. However, following the application of mitigation measures, residual effects are considered to be negligible, and not significant in EIA terms. As noted in Chapter 14, while in most cases this assessment can be made with a high degree of confidence, operational disturbance will rely on boat operators and owners operating in a responsible manner.
Terrestrial Biodiversity and Ornithology	During the design development stages and where possible embedded mitigation was developed to minimise and reduce effects or identify opportunities for enhancement. As discussed in Chapter 15 (Terrestrial Biodiversity and Ornithology) of the EIAR, to help alleviate environmental effects, a range of construction stage and operational stage additional mitigation measures are identified. Following the implementation of all mitigation measures, the assessment concludes that considering the nature and location of potential effects that any residual effects on ecological receptors are at most slight adverse, and not significant in EIA terms. Slight beneficial effects have been predicted in relation to Terrestrial Habitats.

Topic	Summary of Residual Effects
Transportation	The construction phase will result in temporary closure of the Core Paths STRA/544/1 and 2, causing severance for non-motorised users (NMUs) who rely on these paths for access. To mitigate this impact, temporary diversion routes will be established. Pedestrians will be directed to use the existing footways on Market Street, which are adequate to support the increased foot traffic. Cyclists will be directed to join the road traffic on Market Street, although this is not ideal due to the increased construction traffic. It is noted that the Kirkpatrick C2C route uses Market Street. Assuming the diverted Core Path proposals are included, the route distance would be shorter than the existing Core Paths, so no additional delays would be expected. The diversion routes are expected to be effective in maintaining access for NMUs. The footways on Market Street are wide enough to accommodate the additional pedestrian traffic, and the road is capable of handling the increased number of cyclists. The NMU amenity of Market Street for both pedestrians and cyclists is adequate. While the diversion routes will mitigate the impact, there may still be a temporary reduction in the number of cyclists due to the less ideal conditions. However, this residual impact is considered to be minor and short-term, as the primary access routes will be restored once construction is complete. During the construction phase, the predicted residual effects in relation to severance and NMU amenity, are Moderate Adverse, which are significant in EIA terms, albeit temporary in nature. With regard to fear and intimidation, a significance for the Market Street receptor of negligible / slight adverse (not significant in EIA terms) is predicted. Routing Boat Yard / Stranraer Water Sports Association (SWSA) / harbour master bound pedestrians and cyclists via the shared use path (part of the Kirkpatrick C2C route) in the Marine Lake Car Park would mitigate the fear and intimidation impact on the harbour access road receptor for NMUs. The sensitivity of the alternative access is low, the magnitude of impact would be negligible, resulting in the significance of effect being negligible, not significant in EIA terms.

Topic	Summary of Residual Effects
Transportation	In relation to the operational phase, as reported in Chapter 16 (Transportation) of the EIAR, the predicted increase in traffic on the Market Street and harbour access road receptors is predicted to be 5.33% and 0.00%, respectively. In accordance with IEMA Rules 1 and 2, no further assessment is required. The completed development will return the Core Paths STRA/544/1 and 2 to their original route and provide local improvements. This results in no further assessment being required. It is therefore concluded that the operational phase has no significant traffic and movement effects. The majority of traffic flow increases can be minimised within Stranraer by encouraging trips by sustainable means such as walking, cycling and public transport. Existing bus and rail services are accessible from Market Street / Harbour Street / Port Rodie and at Stranraer Railway Station, respectively. The local bus stops are located within 800 metre walking distance from the site, whilst rail services can be accessed within approximately 1.2km walking distance from the Marina Access. A site-specific Employee Travel Plan will be implemented at the site which sets out a series of measures to facilitate and encourage a positive modal shift towards more sustainable modes of transport. These measures will be refined based on travel surveys conducted at the occupied development. It is therefore concluded that despite increases in traffic flows, the proposals will have an overall beneficial effect on sustainable travel and the choice of travel options in Stranraer.

Topic	Summary of Residual Effects
Air Quality and Dust	**Construction Stage** Provided the package of mitigation measures is implemented, the residual construction dust effects will not be significant. The Institute of Air Quality Management (IAQM) dust guidance states that *"For almost all construction activity, the aim should be to prevent significant effects on receptors through the use of effective mitigation. Experience shows that this is normally possible. Hence the residual effect will normally be 'not significant'."* The IAQM dust guidance recommends that significance is only assigned to the effect after the activities are considered with mitigation in place. Given that change in concentration at existing sensitive receptors as a whole is categorised as "negligible", using professional judgement, the overall residual air quality effect during the construction phase is considered to be "not significant". **Operational Stage** Given that change in concentration at existing sensitive receptors as a whole is categorised as "negligible", using professional judgement, the overall residual air quality effect during the operational phase is considered to be "not significant".

Topic	Summary of Residual Effects
Climate Change	**Construction Stage** Construction mitigation measures detailed within Chapter 18 (Climate Change) focus on reductions to construction phase emissions through appropriate construction practices. While these measures have not been quantitatively assessed at this stage, it is considered that the measures constitute good construction practice aligned with a 1.5℃ compatible trajectory towards net zero. Considering the mitigation measures to reduce emissions associated with construction practices, and the potential magnitude of GHG emissions set out in Error! Reference source not found., the impact on the high sensitivity receptor would result in a minor adverse residual effect, which is considered not significant in EIA terms. **Operational Stage** No residual effects are assessed within the above impact assessment, and as such no further detail is required. **Net Whole Life GHG Emissions** Construction embedded mitigation measures outlined within Chapter 18 focus on reductions to construction phase emissions through appropriate construction practices, which are considered to constitute good construction practice aligned with a 1.5℃ compatible trajectory towards net zero. Furthermore, embedded operational emissions reductions listed in the chapter focus on reductions within the Applicant's control (i.e. associated with energy demand on site). Emissions arising from such consumption, alongside indirect emissions arising from fuel consumption by vessels and vehicles are anticipated to decarbonise alongside national policy targets. As such, the emissions presented represent a conservative estimate that do not account for such decarbonisation. Considering the embedded and additional mitigation measures to reduce emissions across the proposed development's whole lifetime, the potential magnitude of GHG emissions on the high sensitivity receptor would result in a minor adverse effect, which is considered not significant in EIA terms.

Topic	Summary of Residual Effects
Noise and Vibration	During construction, noise and vibration has the potential to cause significant effects at nearby Noise and Vibration Sensitive Receptors (NVSRs). Therefore, additional mitigation and management strategies will be required to help minimise and alleviate, as far as reasonably practicable, the likelihood of significant adverse effects. The resultant worst case residual effects at the NVSRs are as follows, and only relate to certain activities during the construction period: • NVSR1 – moderate/substantial (West Car Park Works, Demobilising) • NVSR2 – slight/moderate (Dredging, Breakwater and East Car Park Revetment and Reclamation, West Car Park Works) • NVSR3 – moderate/substantial (Dredging, Breakwater and East Car Park Revetment and Reclamation, Demobilising) • NVSR4 – moderate (Dredging, Breakwater and East Car Park Revetment and Reclamation, West Car Park Works, Demobilising) • NVSR5 – moderate/substantial (Dredging, Breakwater and East Car Park Revetment and Reclamation, Demobilising) • NVSR6 – moderate/substantial (Dredging, Breakwater and East Car Park Revetment and Reclamation) • NVSR7 – slight (Dredging, Breakwater and East Car Park Revetment and Reclamation) • NVSR8 – slight/moderate (Dredging, Breakwater and East Car Park Revetment and Reclamation) • NVSR9 - moderate/substantial (Dredging, Breakwater and East Car Park Revetment and Reclamation, Breastworks Car Park, Demobilising) Based on the proposed development meeting the limits set at the NVSRs, there are no predicted significant adverse effects once the project is operational. The assessment contained within Chapter 19 of the EIAR, has demonstrated traffic associated with both construction and operational phases of the proposed development will have a negligible impact (overall not significant effect).

Topic	Summary of Residual Effects
Underwater Noise	**Construction Stage** **Impact piling** There will be a negligible risk of hearing injury to marine mammals and fishes (AUD INJ thresholds) from impact piling subject to a 30-minute soft-start (-10dB). This is valid provided a qualified Marine Mammal Observer verifies the absence of marine mammals prior to piling start within the harbour walls or to 500m (JNCC standard mitigation for impact piling). Risk ranges for temporary hearing impact (TTS) will likely extend to 1500m for the Very High Frequency (VHF) hearing group (harbour porpoises), and <520m for the remaining marine mammals and fishes, in a direction directly north – limited by the space and line-of-sight between the breakwater and the eastern solid pier. **Dredging and Rock Dumping** There is a negligible risk of auditory effects on marine mammals and fishes from dredging and rock dumping, with TTS possible for mammals very near the activity (<30m). **Sheet Piling** There is a negligible risk of auditory effects on marine mammals and fishes from vibro piling of sheet piles, with TTS possible for marine ma near the activity (<200m, i.e. extending to the centre of the marina). **Operational Stage** The increase in noise after project completion will be negligible, given the main type of additional vessel traffic will be hobby/leisure craft.

Topic	Summary of Residual Effects
Soils, Geology and Contamination	As noted in Chapter 21 (Soils, Geology and Contamination) with the implementation of additional mitigation measures, no significant adverse effects are predicted during the construction phase of the proposed development. There is the potential for unforeseen gross contamination to be encountered during the construction phase outwith the positions in the intrusive investigation. Should unforeseeable gross contamination be encountered, additional environmental risk assessments should be undertaken which may result in further complete pollutant linkages requiring mitigation. Following the implementation of the mitigation specified within the chapter, residual effects are considered to be negligible (not significant) for all potential effects at the operational phase. A Remediation Strategy and Verification plan will be prepared to ensure that remedial measures are designed and verified in accordance with current guidelines. This should include importation criteria for the growing medium.
Cultural Heritage	**Terrestrial Archaeology** No potential effects relating to terrestrial archaeology have been identified. **Marine Archaeology** The reporting protocol will allow the appropriate recovery and recording of any marine archaeological assets encountered during construction. This will allow their archaeological interest to be realised and prevent their physical loss. Some damage and hence loss of archaeological interest may still occur, but it is considered that with mitigation in place the impact would be of minor magnitude at worst. Assuming that if hitherto unrecorded assets were present, they would be of low sensitivity, this would represent an adverse effect of slight significance. This is not significant in the terms of the EIA Regulations.

Topic	Summary of Residual Effects
	Conservation Area Detailed design of the substation compound will prevent its having an adverse impact upon the Conservation Area. However, whilst the proposed recording of the quay wall before it is hidden behind sheet piling will offset this impact, it is not considered that this will reduce its magnitude. No mitigation is proposed in respect of the impact of superyachts upon views to the loch. The residual effect will therefore be slight adverse. This is not significant in the terms of the EIA Regulations. **Listed Buildings** No mitigation is possible in respect of the predicted negligible effect upon the Category C-listed 10 and 11 Market Street. The residual effect will therefore be negligible. This is not significant in the terms of the EIA Regulations.
Landscape and Visual	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 within Chapter 23 (Landscape and Visual) remain: • LCT 158: Coastal Flats – Negligible • LCT 156: Peninsula – Negligible • Site character – Slight Adverse • Viewpoint 1A – Substantial/ Moderate adverse (significant)

Topic	Summary of Residual Effects
	• Viewpoint 1B – Substantial/ Moderate adverse (significant) • Viewpoint 2 - Moderate adverse • Viewpoint 3 – Moderate/ Slight adverse • Viewpoint 4 - Moderate adverse • Viewpoint 5 - Slight adverse • Viewpoint 6 - Slight adverse • Viewpoint 7 - Slight adverse • Viewpoint 8 - Slight adverse • Viewpoint 9 - Negligible • Viewpoint 10 - Negligible • Viewpoint 11 - Moderate adverse • Viewpoint 12 - Slight adverse • Viewpoint 13 - Negligible • Viewpoint 14 - Negligible Residual operational effects consider established planting (in particular trees which provide some filtering of views) and are reported in the EIAR as: • LCT 158: Coastal Flats – Negligible

Topic	Summary of Residual Effects
	• LCT 156: Peninsula – Negligible • Site character – Negligible • Viewpoint 1A – Moderate/ Slight adverse • Viewpoint 1B - Moderate/ Slight adverse • Viewpoint 2 - Moderate/ Slight adverse • Viewpoint 3 - Slight adverse • Viewpoint 4 - Slight adverse • Viewpoint 5 - Slight adverse • Viewpoint 6 - Slight adverse • Viewpoint 7 - Slight/ Negligible • Viewpoint 8 - Slight/ Negligible • Viewpoint 9 - Negligible • Viewpoint 10 - No effect • Viewpoint 11 - Slight adverse • Viewpoint 12 - Negligible • Viewpoint 13 - Negligible • Viewpoint 14 - Negligible

Topic	Summary of Residual Effects
Socio Economics	During construction, the proposed development is anticipated to moderately boost local economic activity and reduce unemployment through job creation. The construction phase will also provide opportunities for skills development and education, and provide support to the local economy by increasing demand for temporary workers' accommodation. During construction, there is the potential for minor adverse effects (not significant in EIA terms) in relation to Crime and Safety and Changes in Access to Open Space & Public Right of Way due to construction disruptions. As recorded in Chapter 24 (Socio Economics) a range of environmental and good practice measures will be in place during the construction phase to help alleviate any potential adverse effects, which can be controlled through a CEMP. During the construction phase, Moderate Beneficial effects (significant in EIA terms) were predicted for the following receptors: Change in Economic Output; Reduced Unemployment; Improved Education, Skills & Qualifications; and Temporary Workers Accommodation. Minor Beneficial effects were predicted in relation to shops and services, during the construction phase. Once the proposed development is operational, the proposed development will continue to positively impact the local economy and employment, though to a lesser extent than during construction. It is predicted that the proposed development will significantly boost tourism and related activities, improve access to open spaces, and enhance local leisure and community uses. It is considered that the proposed development will also increase demand for local shops and services, contributing to sustained economic growth. Chapter 24 concludes that Minor Beneficial effects are predicted in relation to the receptors: Reduced Unemployment; and Improved Education, Skills & Qualifications (not significant in EIA terms), once the project is operational. Moderate Beneficial effects (significant in EIA terms) are predicted on the following receptors, once the proposed development is operational: Change in Economic Output; Change in Access to Open Space & Public Right of Way; Leisure, Recreation & Community Use; and Shops & Services.

Topic	Summary of Residual Effects
	Major Beneficial effects (significant in EIA terms) are anticipated in relation to a predicted Change in Visitor Economy, once the proposed development is operational.

Summary and Conclusions

27.4 EIA is an iterative process and opportunities for embedded environmental mitigation, have been considered throughout the design process of the proposed development. Where possible, environmental mitigation measures have been developed into the Design Fix, to ensure that the final development design and site layout represents the optimum approach to reduce potential environmental effects. The proposed development has been subject to a multi-disciplinary design process, which for example, has included input from Landscape Architects.

27.5 As noted within the EIAR, and summarised in this chapter, the construction phase of the proposed development presents the potential for some impact risks. With the implementation of standard construction and additional mitigation measures e.g. the final CEMP; Noise and Vibration Management Plan (NVMP); Dust Management Plan (DMP) and Construction Traffic Management Plan (CTMP) etc, it is considered that potential environmental effects can be controlled and alleviated. For some environmental topics, residual significant adverse effects on some receptors are still predicted, during the construction phase. However, these are temporary in nature during certain phases and activities of the construction phase.

27.6 It is also important to note that during construction, the proposed development is anticipated to moderately boost local economic activity and reduce unemployment through job creation. The construction phase will also provide opportunities for skills development and education, and provide support to the local economy by increasing demand for temporary workers' accommodation.

27.7 During the construction phase significant Beneficial effects, in EIA terms, were predicted for certain receptors in relation to socio economics, including: Change in Economic Output; Reduced Unemployment; Improved Education, Skills & Qualifications; and Temporary Workers Accommodation.

27.8 Once operational, no predicted significant adverse environmental effects are predicted for the proposed development.

27.9 In terms of transportation, the EIAR concludes that despite increases in traffic flows, the proposals will have an overall beneficial effect on sustainable travel and the choice of travel options in Stranraer.

27.10 From a socio economic perspective, once the proposed development is operational, it is predicted to positively impact the local economy and employment, yielding significant beneficial effects on some receptors. It is predicted that the proposed development will significantly boost tourism and related activities, improve access to open spaces, and enhance local leisure and community uses. It is considered that the proposed development will also increase demand for local shops and services, contributing to sustained economic growth. Overall, the long-term benefits of the marina expansion are expected to outweigh any adverse effects experienced during construction.

Abbreviations

CEMP	Construction Environmental Management Plan
CTMP	Construction Traffic Management Plan
DMP	Dust Management Plan
DGC	Dumfries and Galloway Council
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
GHG	Greenhouse Gas Emissions
IAQM	Institute of Air Quality Management
LPA	Local Planning Authority
MAU	Marine Analytical Unit
MS-LOT	Marine Scotland – Licensing Operations Team
NMU	Non-motorised user
NPF	National Planning Framework
NRA	Navigational Risk Assessment
NVMP	Noise and Vibration Management Plan
SEPA	Scottish Environment Protection Agency
SSC	Suspended Sediment Concentration
SWSA	Stranraer Water Sports Association
TTS	Temporary hearing impact
VHF	Very High Frequency

List of Tables