

Annex A

Scoping Opinion

Dumfries and Galloway Council

Scoping Opinion

Proposed – Port Facility, Old House Point, Near Cairnryan

1 Introduction

1.1 The document considered by Dumfries and Galloway Council as Planning Authority in adopting this opinion was produced by ERM and published on 6 June 2008.

1.2 Dumfries and Galloway Council accept the content and conclusions made in the above document for the proposed scope of the EIA subject to the comments made by Council consultees who will inform the Planning Authority in its decision making process. The comments and advice given are strictly without prejudice to the eventual decision of the Council on any formal application.

2 National Planning Policy Guidance

- National Planning Framework
- SPP1 – The Planning System
- SPP2 – Economic Development
- SPP7 – Planning and Flooding
- NPPG13 – Coastal Planning
- NPPG14 – Natural Heritage & PAN60 – Planning for Natural Heritage
- SPP17 – Planning and Transport & PAN75 – Planning for Transport
- SPP20 – Role of Architecture and Design
- PAN33 – Development of Contaminated Land
- PAN51 – Planning, Environmental Protection and Regulation
- PAN 56 – Planning and Noise
- PAN66 – Best Practice in Handling Planning Applications Affecting Trunk Roads
- PAN 68 – Design Statements
- PAN 81 – Community Engagement
- PAN84 – Reducing Carbon Emissions for New Development

N.B. Consultation response from Council Archaeologist also refers.

3 Development Plan

3.1 The Council in making any planning decisions must have regard to the development plan and must make decisions in accordance with that plan unless material considerations indicate otherwise. The development plan for the Cairnryan Area comprises the Dumfries and Galloway Structure Plan (1999) and the Wigtown Local Plan (July 2006).

The Structure Plan Guiding Principle is “To encourage the growth and development of sustainable communities in Dumfries and Galloway”. The development strategy set out in the Structure Plan has a number of key themes including:-

- to encourage further economic development across Dumfries and Galloway;
- to make best use of existing infrastructure, transport links and service provision; and
- to recognise the importance of the natural and built environment to the quality of life.

The strategy is developed further in 4 Strategy Statements.

The following Structure Plan Policies apply to your proposals:

Policy D7 – Employment Creation

Development proposals which assist in the growth and development of the local economy will generally be supported particularly where they would:-

1. develop existing key sectors including.....transport and distribution and tourism: or
2. introduce new business and inward investment.....

Policy D36 – Design of Development

The Council expects development proposals to take into account:

- 1) siting, scale, form, massing and layout in relation to townscape and landscape setting;
- 2) local building styles;
- 3) the access needs of all groups.

Policy D38 – Environmental Assessment and Monitoring

Environmental Assessments will be required in accordance with Government Regulations. The Council may require the impact of the development to be monitored following its implementation where an Environmental Assessment indicates this would be appropriate.

Policy E2 – Regional Scenic Areas

The siting and design of development should respect the special nature of the area. Development within, or which would have a significant impact on Regional Scenic Areas (RSAs), may be permitted where it can be demonstrated that:-

1. the landscape character and scenic interest for which the area has been designated would not be adversely affected; or

2. there is a specific need for the development at that location which could not be located in a less sensitive area.

Policy E3 – Landscape Character

When assessing development proposals likely to have a significant impact on the landscape the Council will take into account the guidance set out in the Landscape Assessment.

Policy E6 – Conservation of Habitats and Species

When assessing development proposals, the Council will seek to ensure that the impact on any habitat which is valued for its nature conservation interests is fully considered. Particular attention will be given to those habitats and species which are identified in Circular 6/1995, but which do not fall within the boundaries of the national nature conservation area designations.

Where important nature conservation interests would be adversely affected, the Council will consider the use of Section 75 Agreements to maintain existing interests or in exceptional circumstances encourage the creation of new or replacement habitats where possible.

Policy E7 – Coastal Development

Development will be assessed in relation to the developed and undeveloped coastal areas.

When assessing coastal development proposals the Council will also consider the impact of natural heritage and coastal processes, including the discharge of air or water, any engineering works required and design and layout of the scheme.

Policy E9 – Listed Buildings

Development proposals which would destroy or adversely affect the character, appearance or setting of listed buildings will be resisted.

Policy E11 – Historic Gardens and Designated Landscapes

Development in or affecting the setting of a site listed in the Inventory or Gardens and Designated Landscapes or mentioned in the list of Non-Inventory Sites will require an evaluation of the proposal's impact on the site and its setting.

There will be a presumption against development which would adversely affect the landscape features, character and setting of these sites and the approaches and environs of Inventory Sites.

Policy E12 – Development Affecting Archaeological Sites

There will be a presumption against development which would destroy or adversely affect the appearance, fabric or setting of Scheduled Ancient Monuments, sites of national importance and other areas of significant archaeological interest.

In exceptional circumstances, where it is not possible to secure the preservation of archaeological remains, the council will require an appraisal of the impact of the development on the site. The developer will be responsible for securing an agreed programme of archaeological work to the satisfaction of the Council.

Policy S1 – Servicing Development

Local Plans will wherever possible direct new development to sites where it can be served by existing sewage treatment works and sewers.

Policy S4 – Location of Development

Development proposals which would generate significant travel activity should, where possible, be located on sites where they are capable of being well served by a variety of means of transport including public transport, walking and cycling.

Policy S5 – Trunk Roads and Motorways

The A77 (and A75) are designated trunk roads. The national and strategic role of these routes should not be compromised by development which individually or incrementally materially reduces the level of service of a route.

Policy S7 – A75 Upgrading

The Council will continue to press the Government to undertake a rapid review of its policy for the A75, to reflect its national and international role and resolve deficiencies along the route.

Policy S8 – Implementation of Route Action Plans

The Council will continue to press the Government to progress implementation of Route Action Plans and other management measures along the A77 As quickly as possible. A reappraisal of the role of each route should be considered including the role of the A77 as a link between Loch Ryan ports and central Scotland.

Policy S10 – Stranraer Transport Strategy

The Council will pursue the central area traffic management plan, integration of the port with the town centre and resolution of ferry-related traffic problems in Stranraer.

Policy S13 – The North Channel Corridor and Loch Ryan Ferry Ports

The Council will encourage and facilitate the necessary investment required in the Loch Ryan ports and support efforts by the ferry operators to develop traffic to maintain the role of the North Channel Route. This will include pursuing investment to improve access by road and rail, safeguarding the former rail line to Cairnryan and consideration of a direct rail route between Dumfries and Stranraer.

Policy S17 – Harbour Development

Development Proposals which support the use of harbours, particularly those with a potential commercial function, will be encouraged. The Council may support proposals to improve harbours where this would develop tourism or increase or attract commercial shipping to a harbour.

Policy S24 – Major Infrastructure Development

Proposals for major infrastructure provision on land not allocated for such uses, will be required to satisfy the Council on the following matters:-

- 1) the reason for selecting the site or route;
- 2) impact on the landscape and the environment;
- 3) discharges to air and water;
- 4) traffic impact;
- 5) safety, security and noise implications; and
- 6) impact on the amenity of the area.

Large scale infrastructure developments can have significant community and environmental impacts. In some cases such development is outwith Planning control but many operators consult the Council on major schemes and it is therefore appropriate to set out clearly the main areas of concern to the Council.

The following Wigtown Local Plan Policies apply to your proposal.

GP1 – Development Principle

GP2 – Development Considerations

GP7 – Siting and Design

GP12 – Potentially Polluting Development

GP12(a) – Reusing Vacant, Derelict or Contaminated Land

GP46 – Nature Conservation Sites of Local Importance

GP47 – Developed Coast

GP54 – Known Archaeological Sites – Including Scheduled Ancient Monuments

GP51 – Listed Buildings

GP53(a) – Historic Gardens and Designed Landscapes

GP58 – Flood Risk and Development

GP60 – Water Sewerage and Drainage Provision

GP63 – Safeguarding Former Rail Transport Routes

GP65 – Traffic Management and Road Safety

GP69 – Provision of Lorry Parks
GP71 – Road Design
GP73 – Access to Transport Facilities

Proposal PSR17 – Loch Ryan Advisory Management Forum

The Council will support the Loch Ryan Advisory Management Forum as a means of addressing coastal management issues which are likely to affect Loch Ryan and its immediate surrounding area. Attention will be given to the Forum's Strategy in considering applications which are likely to affect the management of the environment of Loch Ryan.

Whilst there is no allocation for a new harbour in the Development Plan, the length of coastline which would be occupied by the development is classified in the Wigtown Local Plan as Developed Coast (GP47). This is not subject to the presumption against development which applies on Undeveloped Coast. It allows for development which requires a coastal location and which would not have a material adverse effect on the integrity of the coast or its environs, and would not be at risk from erosion or flooding or increase the likelihood of erosion or flooding elsewhere.

4 Consultations

4.1 Transportation

Traffic and Transportation Considerations (contact Jane Bridge, Development Team Leader (Wigtown) Tel. 01776 706266)

A Transport Assessment should be submitted to Transport Scotland setting out the accessibility of the port, traffic impacts of alternative access designs, the key road junctions affected and provide a Travel Plan framework for the port. The Travel Plan would need to be developed and realised with relevant partners.

The developer would need to be aware of Transport Scotland's proposals for improving the Trunk Road network and include this information in the EIA.

The assessment should compare the decrease in fuel used by the ferries with the increase in fuel used by road vehicles, in connection with likely reduction in carbon omissions overall.

The Transport Assessment should comment on the effects of the loss of the direct rail service to the ferries, the numbers of passengers affected and mitigation measures being proposed. It should also comment on proposals for access by buses and express coaches to serve the facility.

The assessment should examine the effects of altered traffic levels (including HGV levels) on A751(T), and in particular its junctions with A77(T) and A75(T) and on A77(T) through Cairnryan. It could comment on the possibility of both Stena and P&O coordinating their sailings to avoid congestion issues on the

surrounding road network and assist with connecting public transport services. The road traffic accident record should be assessed with No-net-detriment as a target regarding risk of accidents. It should comment on parking provision for the port and on any revised arrangements which may be necessary to address the parking up of vehicles when sailings are cancelled due to inclement weather.

The Transport Assessment should also consider how the needs of pedestrians and cyclists accessing the facility will be met and in particular how the cycle/walkway from Stranraer can be extended.

The possibility of reducing environmental impact during construction by using marine based freight should be considered together with the possible use of the new terminal by other marine freight such as engaged in the delivery of wind turbines, etc.

The possibility of reducing the need for construction traffic to use roads within Cairnryan village by sourcing bulk fill material for use in reclaiming that part of the Loch Ryan and the foreshores as lies within the limits of deviation by delivery to those limits by sea should be considered.

The possibility of reducing environmental impact by timing the deliveries of rock, stone, sand, ready-mix concrete and bulk fill material to the site by HGV vehicles during the construction phase to avoid peak ferry traffic, by limiting the use of the public road within Cairnryan to the A77 for the delivery of construction materials to the site and by limiting the hours of delivery should be considered.

Marine Considerations (contact Bill Barker, Operations Manager Infrastructure and Transportation Tel. 01387 260103)

Section 3.4 Hydrology and Water Quality:

- Reference required to Dumfries and Galloway Council's Supplementary Planning Guidance No.8 Flooding providing guidance on the Council's requirements for undertaking and reporting on Coastal Flood Risk Assessment.
- Reference, on page 17, to CIRIA C521 Sustainable Urban Drainage Systems: Design Manual for Scotland and Northern Ireland should be replaced with CIRIA C697 The SUDS Manual.

Section 3.5 Coastal Processes

- Note coastal processes analysis to be undertaken - need for Coast Protection Authority to be consulted?

Section 3.11.5 Shipping and Navigation

- The EIA should give consideration to the HR Wallingford Report EX 5124 Loch Ryan Coastal Risk Assessment 2005 and respond to the conclusions reached and recommendations made in relation to managing risks at the

north end of Loch Ryan as the findings are relevant to the Harbour Authority.

Ground Quality Considerations (contact John Surphlis, Contaminated Land Officer Tel. 01387 260374)

Background information has been provided to ERM that may assist the process and Barr Ltd. may have further information on the asbestos dump at the site.

Section 3.3 of the scoping report states that an intrusive investigation has been undertaken and the Council's Contaminated Land Officer would wish to see a copy, to review and comment on, at the appropriate time.

Note that on page 11, para 4 that Stena Ltd. ruled out the old ship breaking facility at Cairn Point due to contaminated land & sediment issues. ERM should note that there is a tax incentive whereby the developer would be able to set 150% of the costs against corporation tax paid. The TBT in sediment can be dealt with by using a curtain in the water so that should not preclude this location either.

4.2 Environmental Planning

Cultural Heritage Considerations (contact Andrew Nicholson, Sites and Monuments Record Project Officer Tel. 01387 260154)

Broad cultural heritage issues will need to be addressed in the EIA. Any proposal that is submitted to the Council in due course should be informed by a detailed assessment by a suitable specialist of its impact on the cultural heritage. This will need to look at both direct impacts and visual impacts on sites and their settings in the surrounding area. The methodology proposed in the Scoping Report is broadly sound.

The key source of archaeological information and advice to inform the EIA is Dumfries and Galloway Council Archaeology Service. (Contact: Planning and Environment, Newall Terrace, Dumfries, DG1 1LW, tel. 01387 260154.). An extract of relevant data from the Council's Sites and Monuments Record (SMR) has already been supplied to ERM on request.

In addition the following comments and information are offered:

The second paragraph on page 35 of the scoping report states "there are no sites of cultural significance dating to earlier than the post-medieval period within the proposed site boundary". This refers to *known* sites only. Section 3.3.2 of the report states that the site is "underlain by an unknown thickness of drift deposits consisting mainly of sand and gravel raised beach deposits". In other areas of Loch Ryan significant finds of prehistoric material have been recovered from raised beach deposits, indicating activity from the Mesolithic period onwards. It is possible that buried archaeological features relating to prehistoric coastal activities could lie within the development site.

The main legislative and policy frameworks referred to in the final paragraph on p37 relate to terrestrial heritage. The EIA should also take account of potential maritime heritage. In relation to this one reference should be Historic Scotland's draft Marine Historic Environment Policy document, and in particular it's Annex B - Rules concerning activities directed at underwater cultural heritage (the Annex to the 2001 UNESCO Convention on the Protection of the Underwater Cultural Heritage), accepted as 'best practice for archaeology' by the UK government. The JNAPC Code of Practice for Seabed Development, produced by the Joint Nautical Archaeology Policy Committee and the Crown Estate also provides a reference framework in this respect.

In addition to national guidelines, such as NPPG5, NPPG18, SPP23 and SHEP1, the relevant Council policies governing the historic environment should also be considered.

Landscape and Visual Considerations (contact Jan Barton, Council Landscape Architect Tel. 01387 260054)

The methodology proposed in the scoping report is broadly acceptable, and should be the subject of further consultation with the Council's landscape architects as the data gathering and analysis proceeds.

The suggested viewpoints are noted and should be the subject of further consultation once a Zone of Visual Influence map has been prepared. It may be necessary to produce more than four or five photomontages depending on what the ZVI map reveals. The ZVI Map should be extended slightly beyond 10k to confirm visibility across the high ground to the south west of Stranraer. The inclusion of a night time photomontage is welcomed.

Key viewpoints will also include The Scar.

Figure 2 does not indicate areas of proposed landscape planting and no comment can therefore be offered at this stage on the appropriateness of such areas

There is a typographical error in the document – it should be noted that the Rhins Coast Regional Scenic Areas lie to both the east and west of the site.

4.3 Environmental Standards

Noise and Vibration Considerations (contact William G Jackson, Environmental Health Officer Tel 01387 260731)

Content with scoping report in terms of acoustic remit.

Section 3.12.3 - Control of Pollution Act 1974 is also applicable.

Would suggest in Section 3.12.4 that bullet point 3 be re-worded from "*considered that an assumed mitigation*" to "*considered that an assumed attenuation*"

Additionally another aspect should be added to Section 3.12.4 *'The developer, prior to commencing the development shall apply for prior consent for construction under Section 61 of the Control Pollution Act 1974 concerning noise emission from the proposed site. Appended to the application shall be a detailed assessment using the procedures contained in BS5228-1:1997 'Noise and Vibration Control on Construction and Open Sites' for each phase of the development with predicted L_{Aeq} on site boundary being presented along with predicted L_{Aeq} at nearest residential properties'*
The method and period for pile driving operations should be specified having regard to the potential environmental impact.

Consideration should be given to noise generated from dockside activities and vehicle movements within the port after it is operational.

Air Quality Considerations (contact James Coltart, Environmental Health Officer Tel 01387 260712).

The air quality impact assessment should include comparison of measured/predicted/estimated pollutant concentrations with the relevant air quality objectives prescribed in the Air Quality (Scotland) Regulations 2000 as amended in 2002. Ferry traffic distribution assessed for the 2005 EIA for the Cairnryan HEO showed a 34% to 66% north/south split i.e. 34% to/from the north (A77) and 66% to/from the south (A75). If the current ferry traffic distribution is similar it would seem likely that the development will give rise to an appreciable increase in traffic along the A751 and the A77 through Cairnryan which could cause increased traffic emission levels particularly of PM_{10} and nitrogen dioxide at sensitive receptors in the village and near the A77/A751.

The measures to limit disturbance to residents in the vicinity of the site during the construction of the development, specifically in respect of suppressing dust and minimising dust propagation should be detailed.

4.4 Economic Regeneration

Socio-Economic Considerations (contact Tony Fitzpatrick, Group Manager Economic Regeneration Tel. 01387 260101)

The implications of the Scoping report / project are of considerable strategic significance from a socio-economic perspective.

The first priority has to be seen as the retention of existing jobs (600+) provided by the operator at present. These are well-paid and secure jobs in a significant industry backed up by high levels of staff/professional development involving skills that are of use not just to the operator, but also in sustaining a well developed/educated workforce in an area still dominated by low-wage/primary sector employment.

The need for the company to relocate has been well documented in recent years and it is clear that the commercial imperative to so do is considerable. By way of underlining this point, the Council has actively been supporting the ferry operators in their efforts to influence central government funding in the supporting road and rail infrastructure, most recently through the Council's submission to the Scottish Government relating to the current consultation on the National Planning Framework 2 draft.

The second area of socio-economic interest relates to the potential economic regeneration benefits to be derived from the Stranraer/Loch Ryan Regeneration Project which is identified as one of the Council's high priority regeneration projects in its current Corporate Plan with active support from Scottish Enterprise. Much work has already been done to support/develop this mixed development regeneration project which is based on the re-defining of Stranraer from port town to quality marine leisure destination. This is already attracting widespread commercial/private sector investment potential and project appraisals to date show encouraging levels of investor interest should the whole site become available at the current Stranraer waterfront area. The remaining operator, Stena Line, is actively involved in exploring development options should/when their relocation goes ahead.

The possibility of developing effective transport/shuttle links between the Site and Stranraer via Cairnryan is an option and this could be seen as a potential resource for the local community as well as a possible business opportunity.

There are also commercial freight opportunities which might ensue from relocation possibilities and expressions of interest have also come from potential cruise operators (all of which would require to be consulted on in the usual way)

4.5 Dumfries and Galloway Constabulary

Traffic and Transport Considerations (contact DCI Steven Carr, Ports Unit Tel. 01387 242301)

The ports unit is at present based at Stranraer Police station. It has responsibility for policing ferry sailings and the ports, which includes matters related to terrorism. Dumfries and Galloway Constabulary would anticipate relocating to a facility within the proposed new port. This would allow for effective policing of the port and close working with Stena Line to ensure a smooth transition for their customers. The police would wish to be appropriately located within the proposed development.

5 Alternative Location

The Old House Point site was previously carefully assessed on behalf of the Port of Cairnryan Limited, the joint venture company set up in 2003 by P&O and Stena Line, and identified as having significant disadvantages.

The Site was rejected as a potential location by POC Ltd. on the grounds that a complete new build project would be expensive; there is no existing infrastructure; large amounts of infill and land reclamation would be likely to have high environmental impacts on the marine environment; and Cairnryan would be sandwiched between two ports thereby maximising adverse impacts on the village.

It was also stated that the Cairnryan Terminal site had clear advantages in terms of environmental benefits, traffic, economies of scale, navigational safety, port security and general port management and use of existing structure.

The Port of Cairnryan Harbour Empowerment Order 2007 came into force on 26 May 2007; however, POC Ltd. announced on 22 October 2007 “that due to escalating costs, it has been decided to halt current expansion plans at the port”.

You need to explain the important factors you considered in site selection and outline the process which led to the selection of Old House Point. You should explain the criteria which were used to review and compare sites and at what point the decision was taken that there was unlikely to be a reasonable solution to allow you to proceed with the previous preferred site, which was at the time seen as the optimal transport solution. The process of elimination should lead you to conclude that Old House Point is either the most suitable site or the most suitable of the remaining sites, available within Loch Ryan.

6 Development

You should specify if the development is to be undertaken in its entirety, in one continual phase, with no partial implementation. You should also state the period in which construction activities are to be completed from the commencement of the development.

You should clarify if temporary contractors' site compounds are to be accommodated on or off site.

7 Design

A Design Statement should be prepared which explains why the selected design solution is the most suitable in the circumstances and how the layout would increase efficiency in handling vehicles and passengers.

8 Lighting

A lighting environmental report should be prepared and consider relevant lighting standards and recommendations relating to the new working environment and also the recommendations relating to the control of “light pollution”.

Due to the lack of an urban setting the landscape would appear to fall into a remote rural setting with a low distinct brightness setting, although some might claim that the site was an intrinsically dark area.

The lighting to be installed should comply with the appropriate Environmental Lighting Zone as defined in the Institution of Lighting Engineers Guidance Notes for the reduction of light pollution and the International Commission on Illumination (CIE Technical Report 150 – Guide on the limitations of the effects of obtrusive light from outdoor lighting installations so as to limit and minimise any light spillage, source intensities, light into windows, tilt angles of luminaires and direct upward light (sky glow) upwards and outwards from the lighting installation and port development to within the defined Lighting Zone light limitation factors.

9 Public Access

Existing tracks and paths enable public access across the site. The assessment should consider the provision of tracks and paths for use by walkers, fishermen and others during construction and on completion of the development.

10 National and Local Economic Benefit

The development is of increasing significance at the European, UK, Scottish, and regional level.

(a) EU Level. The Belfast-Stranraer route has been recognised as an EU Trans European Network (TEN-T) and as such enjoys a unique designation which underlines its EU level strategic significance. This status has been further consolidated at an EU level by the launch of the recent EU Interreg Cross Border Co-operation Programme between the Border Region of Ireland, Northern Ireland and West of Scotland, a programme which Dumfries & Galloway is actively involved in and aimed at promoting strategic links in the fields of transportation, tourism, business links etc.

(b) UK/Scottish level. This is again underlined by the European Gateway status outlined above and the strategic significance of the Loch Ryan ferry operators (one of the only routes with two ferry operators in competition). The TEN-T system is currently under review by the European Commission and continued EU status is critical.

(c) Scottish Level. All of the above factors are recognised in the Council and other partners recent submissions to the Scottish Government in relation to the consultation on the NPF2 draft currently underway. This underlines the Gateway status of the ports and seeks the inclusion of Loch Ryan in the new NPF when published.

At the same time, the Scottish Government has recently published its new Government Economic Strategy (GES) which outlines the ambitions of the Government to see Scotland engage with our European neighbours in an “Arc

of Prosperity” involving Ireland, Northern Ireland, Norway, Sweden and Northern Europe. The strategic significance of Loch Ryan in pursuing these laudable ambitions is therefore of key and increasing significance as we seek to ensure Dumfries & Galloway makes its strategic contribution to improving “Scotland’s Sustainable Economic Growth” (GES Nov 2007) and at the same time protects existing investment in the area.

11 Waste Water Treatment

You should establish in consultation with Scottish Water and SEPA if there should be a stand alone waste water treatment plant for the Site or if any such plant might also serve Cairnryan.

12 Monitoring

Details of how it is proposed to monitor the construction of the development to be authorised by the HEO should be specified, including the measures to be taken in respect of any departures from any commitment in the Environmental Statement and the provisions of the HEO and the plans, sections and elevations deposited with the HEO. The Council would expect to receive regular reports from the developer’s environmental consultant in this respect.

In addition the measures to deal with any complaints and representations relating to the construction phase of the development including, without limitation, noise and air quality nuisance, light pollution and HGV traffic movement and thereafter any complaints and representations relating to the operational phase of the development, should be clarified.

Contingency proposals, in response to any material event which causes the construction period to be extended should be specified.

13 Emergency Plan

A Statutory Emergency Plan would need to be prepared and submitted to the Council’s Emergency Planning Unit prior to the development being brought into use. (contact David Gurney, Civil Protection and Corporate Risk Tel. 01387 265467)

You should engage with the Fire and Rescue Service directly on firefighting provision for both the seaward and landward operations. The required provisions e.g. for on-site hydrants and access to the sea for water will need to be met. (contact Neville Wright, Group Manager, Dumfries and Galloway Fire and Rescue Service Tel. 01776 705087)

14 Community Engagement

The impact of the proposed development, much of which is irreversible, on the lives of individual and the local community is likely to be significant. It is therefore essential to minimise disturbance of the community in the vicinity of the development during and after the construction stage.

The assessment needs to consider mitigation to safeguard the public and limit the effects on local amenity. A particular concern to the local community is present failings in dealing with vehicles when bad weather prevents sailings. This raises issues with safety and quality of life, which potentially could be made worse as a result of a second ferry port close to Cairnryan, unless addressed. The parking area within the port at Stranraer Harbour will be lost. The local community would expect this issue to be addressed and this might include making provision for an overnight parking area for trucks within the Site.

Effective community engagement means that people are made aware of proposals that affect them as early in the process as is possible, that they have the facts to allow them to make a contribution, that they have had the opportunity to engage and that having made their views known they get clearer explanations of how and why decisions were made.

The applicant is known to have consulted with Cairnryan Community Council and to have given a commitment to meet with the local community on at least two occasions prior to any formal submission. The first presentation in Cairnryan Community Hall on 23 June 2008 was well attended and gave an opportunity for a wide range of people to make their views known. The stated intention was to provide feedback to the community. This approach is welcomed in the spirit of openness and transparency.

It would assist if a Pre-Application Consultation Report accompanied the HEO setting out; a list of all parties consulted; notes of discussions with pre-application consultees; and, details of any amendments made to the proposal as a consequence of these discussions.

It would further assist if the measures to keep the community informed on completion of the development were specified.

JOHN R FERGUSON
AREA PLANNING MANAGER (WIGTOWN)

Dated: 30 June 2008