

Annex B

Environmental Consultation Responses

Environmental Consultation Processes

Organisation	Name	Information/Comments
Barr Holdings Limited	Sandy Milligan	No response
Cairnryan Community Council	Mr David Adrain	No response
Clyde Cruising Club		No response
Crown Estate	Paul banks	No response
Dumfries and Galloway Council	Peter Bulmer	<p>The Council's full response to the Environmental Scoping Report is provided below. Further consultation includes:</p> <p>Stewart Cameron, Countryside and Environmental Projects Officer, was contacted and provided three maps showing claimed rights of way and provisional core path information</p> <p>Iain Mc Beth, Economic Regeneration Officer - Urban Design, provided documents relating to the Waterfront Development.</p>
Dumfries and Galloway Tourist Board	Sandy Hellowell	No response
Firth of Clyde Forum	Claire Pesgod	No response
FRS Marine Laboratory	Jim McKie	<p>FRS will supply additional information once the methodology and design of the project is completed and the EIA is further progressed.</p> <p>FRS is most interested in the impacts on fisheries, dredging activities and sediment contamination.</p>
Maritime and Coastguard Agency (MCA)		No response
Historic Scotland	Lily Linge	<p>Provided direction to relevant national policy including NPPG 5, NPPG 18, Scottish Historic Environmental Policies and The Memorandum of Guidance on Listed Buildings and Conservation Areas, 1998.</p> <p>The ES should consider direct impacts on the resource and its setting.</p> <p>An appropriate mitigation strategy should be devised which states how significant impacts can be avoided or</p>

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		<p>reduced., and if possible, remedied.</p> <p>Historic Scotland are content with the methodology to be used, as outlined in section 3.10.3 of the scoping report.</p> <p>Confirmed that there are no SAMs, listed buildings or historic gardens or designed landscapes within the site boundary.</p> <p>Stressed that cumulative impacts must be considered.</p> <p>Requested that an assessment is made of impacts on Lochryan House, Lochryan historic garden and designated landscape, taxing stone and old Hall SAMs.</p> <p>The mulberry harbours on site are not currently listed or scheduled and therefore lie out with Historic Scotland's remit.</p> <p>Stated that the local authority has the remit covering the mulberry harbours and that the matter should be discussed with Jane Brann at Dumfries and Galloway council.</p> <p>Provided an Annex which sets out general considerations for the assessment of impacts on the setting of the historic environment.</p>
Kirkcolm Community Council	Ms Rosalind Surtees	No response
Loch Ryan Forum		No response
Lochryan House	Mr JMA Wallace	No response
Mike Watson Charters	Mike Watson	No response
Northern Lighthouse Board	George Callahan	No comment on environmental issues at this stage of planning.
Ochtrelure & Belmont Community Council		No response

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P&O Irish Sea	Jim McLean	<p data-bbox="884 268 1839 293">Claim that visually the east side of Loch Ryan will be significantly and adversely changed.</p> <p data-bbox="884 336 1939 362">Concerned about impacts on the navigation channel used by ferries entering and exiting Cairnryan.</p> <p data-bbox="884 405 2125 494">Navigation within Loch Ryan now comes under the auspices of the Port Marine Safety Code. The body responsible for ensuring compliance with the code is still to be decided, however there may in the future be more formal procedures than currently applied.</p> <p data-bbox="884 537 1989 592">Tidal modelling will be needed in order to demonstrate that there will be no adverse impacts on the bed characteristics of the existing navigable channel.</p> <p data-bbox="884 635 1742 660">Both Stena and P&O have lobbied hard for major road improvements to the A77.</p> <p data-bbox="884 703 2092 758">The traffic impact assessment will need to carefully assess any impact of Stena traffic within Cairnryan and on the exit and entrance to P&O's operation at Cairnryan port.</p> <p data-bbox="884 801 2125 855">There is the potential for congestion during periods when P&O traffic exits the port and Stena traffic is disembarking and travelling south.</p> <p data-bbox="884 898 1715 924">Suggest that traffic through the village of Cairnryan will increase significantly.</p> <p data-bbox="884 967 1830 992">Commercial traffic in the Loch must not be affected by construction plant using the Loch.</p> <p data-bbox="884 1035 1731 1061">The traffic impact assessment should consider the impact of construction traffic.</p>
Royal Society for the Protection of Birds (RSPB)	Chris Rollie Area Manager	<p data-bbox="884 1098 1447 1123">Consult Loch Ryan Forum Strategy document (1999).</p> <p data-bbox="884 1166 2125 1220">The loch is important throughout the year, with large numbers of waterfowl using it as a migration stopover and/or over-wintering site.</p> <p data-bbox="884 1264 1525 1289">Include potential impacts of relocating away from Stranraer.</p> <p data-bbox="884 1332 1615 1358">Include consideration of potential disturbance to roosting waterfowl.</p> <p data-bbox="884 1401 1783 1426">Opportunities should be taken to provide nesting opportunities for black guillemots.</p>

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		<p>Provision of interpretation boards on Loch Ryans biodiversity would be welcomed.</p> <p>Native species should be used for any vegetation planting.</p> <p>An assessment should be undertaken of seabird and waterfowl use of the sea around the site. Ideally these surveys would be undertaken monthly and at least from October to April.</p>
Royal Yachting Association Scotland	David Vass	No navigational problems are foreseen for small craft.
Scottish Enterprise	Colin Bell	Noted that the Scoping Report recognised the economic importance of the Stena operations.
Scottish Environmental Protection Agency (SEPA)	John Gorman	<p>‘The estimated 725,000 m³ of capital dredged material should be assessed for suitability for re-use within the site for construction material as opposed to dumping at sea.’</p> <p>The site should be served by an oil interceptor.</p> <p>All roofed water water from hard standing should be drained to a SuDS scheme in accordance with Ciria C521.</p> <p>Water treated via the oil interceptor should be combined into the SuDS.</p> <p>Explore the 20 metre wide vegetated strip running parallel to the A77 as a suitable discharge, treatment and disposal area for SuDS water.</p> <p>Detailed report on contaminated Land status of the site will be expected. This should be discussed by meeting with SEPA and Dumfries and Galloway Council.</p> <p>Explore the availability of data from the previous joint venture scheme, regarding the potential impacts of sediment on oysters.</p> <p>Compare results of sediment modelling with document ‘Impact of Revised Dredging Programme on Sedimentation in Loch Ryan’, RPS, 28 October 2006.</p> <p>Sepe support written view expressed by Loch Ryan Shellfish Ltd that the move to Old House point would be a positive benefit to the oyster fishery.’</p>

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		<p>Sediment movement Report to be discussed by meeting with Sepa, SNH, FRS and ERM.</p> <p>Output of model will directly determine the level of sediment monitoring Sepa would expect.</p> <p>'...Flood Risk Assessment to be undertaken to determine site height required in order to reduce the flood risk and also what risk, if any, the physical topography of the site has on exacerbating flooding and/or coastal erosion on adjacent land.'</p> <p>The site should be served by a private sewage treatment plant. Such a plant should have microbial removal as part of the sewage treatment process and meet Sepa Policy Guidance Regulatory Method RM14 - Microbial Discharges.</p>
Scottish Natural Heritage (SNH)	Andrew Bielinski	<p>Accepted that the proposed content and methodologies are suitable for the EIA.</p> <p>Noted that Glen App and Galloway Morrs SPA is 750m to the north of the site. Satisfied that the project will not impact on the integrity of the SPA.</p> <p>Unlikely that otter will be found on the land area, but it may occur hunting along the shoreline.</p> <p>Bats unlikely to be displaced</p> <p>Loch Ryan is important for a number of bird species.</p> <p>The reduced disturbance due to ship movements will most likely result in a net benefit to local species.</p> <p>Recommend retaining or creating new shingle banks in compensation for the loss of current habitat.</p> <p>Would be relatively simple to include voids within harbour structures to act as nesting platforms for a range of species, in particular Black Guillemot.</p> <p>The inclusion of a range of native tree and shrub species would further enhance feeding and nesting opportunities.</p> <p>Much of the site appears unsuitable for badgers. The area by the A77 does contain suitable habitat and as much should be retained as possible. Badger should be used if required.</p>

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		<p>Retention of existing shingle where possible or the introduction of new areas at the edges of the site would compensate for the loss of shingle vegetation.</p> <p>Japanese knotweed should be eradicated. It should be possible to be quite aggressive in the removal and management of this species.</p> <p>Woodland to the east and north should be the subject of a management plan.</p> <p>During dredging there are opportunities to time these works on the ebb to some degrees to reduce egress of disturbed water into the inner loch.</p> <p>Impacts on the oyster beds present within Loch Ryan should be considered, including mitigation measures as required.</p> <p>It should be noted that wire weed (<i>Sargassum muticum</i>) is present in Loch Ryan.</p>
Scottish Water	Karen Jane Stewart	<p>As part of the Water Quality aspects, it would be useful for the EIA to include an assessment of the current impact of the existing port facility in Loch Ryan. This can be used as a baseline for comparison with any potential impacts at the new location.</p> <p>Water and sewerage connections or facilities should be considered in the EIA.</p> <p>Scottish Water are likely to be carrying out major infrastructure work in the Loch Ryan area in future.</p>
Scottish Coastal Forum	Rhona Fairgrieve	No comment
Scottish Wildlife Trust	Simon Milne	Provided a contact detail for biological records held by SWT.
South Ayrshire Council	Ken Gibb	<p>Most direct environmental impacts on South Ayrshire will be caused by changes in the nature and volume of traffic on the A77.</p> <p>The UK Climate Impacts Programme data to be released in September 2009 should be consulted if possible.</p>
Stranraer and District Angling Association	Mr H Hay	No response

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Stranraer and District Chamber of Commerce	Alan Cowan	No response
The Scottish Government	Alastair Wilson	No response
Stranraer Golf Club,	Mr J Burns	No response
Stair Estates		No response
The Chamber of Shipping	David Esprey	No response
Transport Scotland	Malcolm Reed	<p>The ES should provide information relating to the preferred route options for the movement of heavy loads, and anticipated construction movements via the trunk road network during the construction period.</p> <p>Information must be supplied identifying impacts on the trunk road network once the development is operational.</p> <p>It is not necessary to include all information gathered during the assessment of these impacts, although this should be available.</p>