

Table C1 *Mitigation Schedule*

Chapter	Title	Mitigation Measures
3	Planning and Land Use	<p><i>Operation</i></p> <ul style="list-style-type: none"> • A dedicated walkway and cycleway will be provided from Cairnryan to Old House Point.
4	Ground Quality	<p><i>Contamination</i></p> <ul style="list-style-type: none"> • In areas of known contamination and/or if unexpected contamination is encountered during construction then an assessment of the risks posed by the contaminants to the development and the environment will be undertaken as per appropriate guidelines ⁽¹⁾. This assessment will include further development of the conceptual site model identifying the source, pathways and receptors for each contaminated area encountered. The assessment will determine the levels of contamination which would lead to a potential risk to the identified receptors for the given end use of that area of the site and determine the amount of clean up required. • The requirements for the construction workforce to have suitably experienced staff to undertake investigation of contamination will be set out in the CoCP. • If contamination is encountered, steps will be taken to minimise the exposure of construction workers and site neighbours to contaminants if encountered. • If contamination is encountered, the exposure of construction workers will be limited by varying working practice or use of personnel protective equipment. • If contaminated material is found, steps will be taken to ensure it is removed promptly from site to limit the creation of contaminated run off from any stock piles of contamination.

(1) **Planning Advice Note 33: Development of Contaminated Land**, Scottish Executive.

Chapter	Title	Mitigation Measures
		<ul style="list-style-type: none"> • If contamination is encountered, the exposure to site neighbours will be reduced by dust reduction measures. • Where piling is undertaken during construction the appropriate guidance will be adhered to ⁽¹⁾. • Any potential actions or discharges with the potential to contaminate or otherwise affect groundwaters or surface waters will be conducted in accordance with SEPA guidance, consultation and any consents issued under the CARs . • The local ground conditions will be a material consideration for the specification of materials used for water supply pipes. <p><i>Waste</i></p> <ul style="list-style-type: none"> • During construction, measures will be undertaken to minimise waste by working with suppliers to ensure effective waste management, waste streaming, reduce packaging and maximise recycling. <p>The waste that is produced will be handled, stored and transported correctly, dependent on any hazards associated with it. This will include measures to protect construction workers, transport workers and the general public along disposal routes.</p> <ul style="list-style-type: none"> • A Waste Management Plan (WMP) will be progressed as a requirement of the CoCP to reduce the impact of waste and to ensure it is handled in line with appropriate guidelines such as <i>Environmental Protection Act 1990, Duty of Care Regulations 1991, Special Waste Regulations (Scotland), 1996, Duty of Care Code</i> and in accordance with the general principles in terms of waste management in the Local Plans. The WMP will include details on how the waste streams produced during construction will be handled, stored and transported, records on waste (which will be taken and maintained) and the responsibilities of all parties in respect of wastes.

(1) Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention, National Groundwater and Contaminated Land Centre Report NC/99/77.

Chapter	Title	Mitigation Measures
6	Hydrology	<p><i>Construction</i></p> <p><i>Pollution and Spill Risk</i></p> <ul style="list-style-type: none"> • All works will be conducted in accordance with the requirements of relevant regulations and PPGs. • Dewatering is required, works will adhere to the requirements of CAR and conditions set by any CAR licence. • Method statements will be developed in consultation with SEPA for specialist works such as piling and dewatering. • Dust suppression and erosion minimisation procedures will be developed and implemented. Stockpiling of soil, spoil and construction materials (such as sand and gravels) will be kept to a minimum and where necessary, stockpiles will be covered to minimise dust creation. • Maintenance procedures and timetables will be developed and correctly implemented to ensure the optimum functioning of the drainage and attenuation features and systems, plant and vehicles during construction and operation. • Routine maintenance of vehicles and plant will be carried out in a designated, bunded area. • Stringent site practices will be adhered to in order to prevent any contamination movement due to vehicular, personnel or materials movement. • Plant, materials and chemicals will be stored in the bunded area and maintenance building. • At storage sites, fuels, lubricants and chemicals will be contained within a bunded maintenance store. • Drip trays will be placed under standing machinery outside of the bunded area. • Refuelling of tugmasters will take place within a fully bunded site.

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		<ul style="list-style-type: none"> • Maintenance area serviced by garage forecourt standard interceptor of 10,000 litre capacity. • Site drainage will include a road standard interceptor on the drains. • Bunds and trays will be regularly checked and maintained, particularly after heavy rainfall. • Drainage systems will be designed to encourage waters to drain away from vulnerable areas of the site. • An inventory will be developed and regularly updated to track the substances with polluting potential stored on-site. • Pollution Prevention and Emergency Response Plans (PPERPs) will be developed in consultation with SEPA and implemented appropriately. • The requirements and specifics of water quality monitoring, incident reporting, remediative action and specific pollution prevention measures associated with any high-risk operational areas will be developed and agreed with SEPA in advance of construction commencing. • During construction of the site, appropriate waste handling, storage and disposal procedures will be implemented to prevent the mobilisation or entry of any wastes to surface water or groundwater. • Temporary weir boxes will be used within revetment wall to minimise suspended sediment loss to loch during infill. The boxes will be removed once filling is complete.
		<p><i>Discharges</i></p>
		<ul style="list-style-type: none"> • There will be no direct discharges to watercourses or groundwater during construction or operation. • During the site establishment phase, construction site drainage systems will be installed to collect run-off from within the development site.

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		<ul style="list-style-type: none"> • Suitable SUDS will be installed during this phase and will take account of the proximity of the site to sensitive waters (ie closed systems may be used). • Discharge of surface run-off will be in accordance CAR <i>General Binding Rule (GBR) 10: Discharge of surface water run-off from a Surface Water Drainage System (SUDS) to the water environment from construction sites, buildings, roads, yards and any other built-up areas</i> and CIRIA Best Practice Guidance documents. • During construction all foul waste will be tankered and disposed of appropriately off site. • The minimisation of vulnerable plant, processes and materials with contamination potential will continue throughout the construction period.
		<i>Flooding</i>
		<ul style="list-style-type: none"> • The temporary system will be designed to ensure that drainage is encouraged away from sensitive site aspects, such as material storage areas. • Weather forecast information will be used to inform site operatives of any potential heavy rainfall events or storm surge risk.
		<i>Operational</i>
		<i>Pollution and Spill Risk</i>
		<ul style="list-style-type: none"> • No direct discharges will be made. The drainage and treatment system for the site will be designed to treat contaminants originating from all areas of the proposed scheme, including oils, fuels, de-icers, sediments and other potentially pollutants. • Any specific hazardous chemicals will be stored within a designated, appropriately sized and maintained bunded area and will not be discharged into the surface water drainage system.

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		<p><i>Discharges</i></p> <ul style="list-style-type: none"> • All foul drainage will be treated in a new tertiary treatment package plant (including either a UV or membrane bioreactor (MBR) disinfection stage) and the clean treated waters will be disposed of into Loch Ryan. • All discharges will be conducted with appropriate consents and in accordance with agreed conditions. • Filter drains are proposed for use to collect and treat runoff from the field drains entering the site and from the roof of all buildings. • Filter drains will be suitably sized, maintained and will be fitted with road/highway standard sediment traps and oil interceptors. • Measures to reduce potable water use will be installed as appropriate. These will include water efficient appliances and leak detection systems. • In choosing construction materials and installed appliances, factors such as water use and associated polluting waste streams will also be considered. This applies to the whole life of the material and appliance; ie production processes, their operational qualities (length of life, water efficiency etc) and impacts relating to disposal. The process followed in terms of setting standards for such materials and appliances will be fed into procurement plans and contracts. <p><i>Flooding</i></p> <ul style="list-style-type: none"> • The minimisation of vulnerable plant, processes and materials with contamination potential will continue throughout the operational period of the port facility. • The drainage system will be designed to ensure that drainage is encouraged away from sensitive site aspects and the seaward boundary embankment will protect the site from wave overtopping.

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		<ul style="list-style-type: none"> • Ongoing through detailed design, the project will integrate measures to raise the resistance and resilience of the port to flooding. This will be achieved through the application of engineering and material measures to afford protection. • A Flood Emergency Response Plan will be developed, detailing procedures to be followed during an emergency flood event which exceeds the design capacity (see below). The plan will include specific warning procedures for flood risk. • All emergency procedures with respect to flooding will take account of Category 1 Responder responsibilities under the Civil Contingencies Act. • A Port Management Plan will be developed for the operation of the port. It will include several elements including: <ul style="list-style-type: none"> • An overall port operational EMS. • The Emergency Response Plan which will include consideration of response to extreme flood and weather events. • An oil and major spill response plan along with appropriate facilities and equipment (oil booms, clean up kits etc). • A waste management plan will ensure waste is managed effectively and watercourses are safeguarded. • A maintenance plan for all bunded areas, workshops and the site drainage systems. <p><i>Emergency and Unforeseen Events</i></p> <ul style="list-style-type: none"> • Emergency response plans and procedures will be developed in consultation with the SEPA, Dumfries and Galloway Council, the emergency services and other relevant bodies. These plans will seek to anticipate potential scenarios and impacts, which will include, but not be restricted to: <ul style="list-style-type: none"> • flooding due to extreme flooding events;

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		<ul style="list-style-type: none"> • large pollutant spills (chemicals, fuels, oils or sediments) during construction or operation; and • fire, where there is the potential for fire waters and other associated chemicals or foams used to exceed drainage capacity. • Opportunities associated with flood warning and flood resistance and resilience will be investigated during detailed design. • A Pollution Prevention and Emergency Response Plan (PPERP) will be developed in accordance with PPG21: Pollution Incident Response Planning.
7	Coastal Processes	<ul style="list-style-type: none"> • The material to be dredged in Area 3 is predominantly made up of soft silt and sand and will be dredged using a backhoe dredger. The volume of sediment disturbed will be minimised by following best practice dredging techniques, operating the dredger slower than its capacity and by ensuring an experienced operator is used. • Sediment handling and the potential for sediment release during backhoe dredging of Area 3, will be minimised by transporting dredged material directly into a split hopper barge and transporting it to the disposal site. • During the transportation ashore of material from trailer suction dredgers, the suspension of sediment will be minimised by the use of two floating moored pipes. • The material pumped ashore to be used as infill will contain a high percentage of water. In order to allow the water to run out of the site, weirs will be built into the revetment. The release of sediment from the infill material will be minimised by building baffles into the weirs or using material such as straw to collect the sediment. This will reduce the amount of sediment suspended in the water escaping. • Sediment suspended during dredging will be monitored. Thresholds to inform the level of dredging activity permitted will be set in consultation with FRS and SEPA.

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		<ul style="list-style-type: none"> • The area of the development will be subject to suspended sediment monitoring and to ensure compliance with levels which will be determined by FRS and SEPA as part of the required FEPA licence. • The possibilities for the beneficial reuse of some of the shingle material dredged from the loch bed to form a shingle bank to the south of the proposed port will be investigated as part of the required FEPA licensing process required to permit dredging.
8	Landscape and Visual	<p>Construction</p> <ul style="list-style-type: none"> • Existing trees and scrub areas deemed worthy of retention within the site boundary will be fully protected during the construction period. • Materials and machinery will be stored tidily during the works. Tall machinery including cranes will not be left in place for longer than required for construction purposes, in order to minimise its impact in views. • Measures will be taken as far as practicable to keep the A77 free of dust and mud. • Contractors compound will be located within the site boundary. It will be located as close to the main construction area as possible. • On completion of construction, all remaining construction materials will be removed from the site. • Construction lighting will consist of carefully sited down lighting which is not directed out of the site, in particular not at neighbours or roads. • A port liaison group will be created. • The port liaison group will facilitate monthly meetings.

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		<ul style="list-style-type: none"> The port liaison group will be made up of the local community council, SNH, SEPA, FRS, Dumfries and Galloway Council, the building contractor, Stena Line and their advisors.
		<p><i>Operational</i></p>
		<p>The following mitigation measures will be achieved to minimise landscape and visual impacts:</p>
		<ul style="list-style-type: none"> A landscaping and planting scheme will be developed – its aims will be to:- <ol style="list-style-type: none"> Enhance existing landscape screening of the port from neighbours, the A77 and sensitive receptors. Maximise biodiversity potential for the landscaped areas on the site. Take account of security considerations Native trees and shrubs, of local provenance will be planted to provide additional screening/filtering of views into the site during operation. Species selected will need to be suitable for the maritime location and may be shrub/scrub types rather than tree species. Native tree planting will be undertaken to the east and south of the proposed Loch Ryan Port to reinforce existing tree belts, mitigate for tree and habitat loss and provide additional screening. Any new bare root shrubs or trees shall be planted during the planting season (October to March). As much tree and shrub planting as feasible will be incorporated into the project along the access roads and at the northern and southern boundaries. The design, orientation and materials will be developed to match the existing site. Lighting to the development will be designed to avoid glare and light spillage off-site, to the sky and to adjacent areas, particularly to residential areas such as Cairnryan, Lochryan House and properties on the slopes to the east. However, for health and safety and operational reasons light levels will be

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		<p>appropriate for the usage of the site.</p> <ul style="list-style-type: none"> • Ongoing liaison with the Port Liaison Group regarding landscape maintenance and establishment. • Embedded mitigation in the form of the design of the various buildings and structures. The terminal and other buildings to be striking, high quality and landmark buildings providing a key link with the terminal buildings in the Port in Belfast. <p><i>Maintenance</i></p> <p>Measures, to be adopted as part of a woodland and landscape management plan for the scheme, are described below.</p> <ul style="list-style-type: none"> • New planting will be monitored following establishment and annually up to five years after. This planting will be maintained and replanted if there is any damage/ death or loss of plants. • Tree ties and guards etc will be adjusted annually, and will be removed at the end of the maintenance period.
9	Ecology	<p><i>Habitat</i></p> <ul style="list-style-type: none"> • Best site management practices, including erection of protective fencing around the site and around trees within the site, will be implemented to reduce the risk of impacts on adjacent habitat and wildlife during construction. • Along the eastern edge of the site a strip of trees will be retained and strengthened with appropriate native planting of local provenance where possible in order to provide foraging and nesting opportunities for birds. • In suitable areas of the site, reptile habitat will be created to compensate for the loss of vegetated shingle on site.

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		<p><i>Protected Species</i></p> <ul style="list-style-type: none"> • Otter passes via culverts will be constructed under the A77 and the new port access roads to ensure that otters have free passage to minimise disturbance and to minimise the risk of road casualties. In order to further prevent road casualties, otter proof fencing will be installed either side of all otter passes, in accordance with best practice set out in SNH's <i>Otters and Development</i> ⁽¹⁾ . The design and siting of all otter passes will be agreed with SNH prior to construction. • Measures will be taken to ensure that all construction areas will be made safe to ensure that they do not pose a threat to mobile and inquisitive species such as otters (ie planks placed in ditches to allow any animals which fall in to escape, excavations will be fenced off overnight, cap open pipes). • Mitigation measures will also be put in place to reduce the impacts of the development on the local reptile populations. Prior to development, a suitable translocation site will be identified and a programme of reptile trapping and re-location from the site will be undertaken in consultation with SNH. • In addition to the translocation, suitable reptile habitat will be created as part of the development. The sloped vegetated strip along the eastern edge of the site will be modified to provide suitable foraging and hibernating habitat for reptiles including rock piles to act as refugia and some areas of grassland suitable for foraging. • Lighting will follow the latest guidelines ⁽²⁾ regarding reducing impacts to bats. • The existing extent of <i>Zostera</i> will be measured and a monitoring plan will be developed with SNH to measure any changes in the extent of <i>Zostera</i> immediately after construction and annually up to three years after construction.

(1) <http://www.snh.org.uk/publications/on-line/wildlife/otters/default.asp>

(2) Bats and Lighting in the UK, 2007, Bat Conservation Trust

Chapter	Title	Mitigation Measures
		<p><i>Breeding Birds</i></p> <ul style="list-style-type: none"> • Removal of breeding bird habitat including trees, scrub and vegetated shingle will be undertaken outside of the breeding bird season (which is March to August inclusive) so that no nests are damaged or destroyed during their removal. • In order to mitigate for the loss of breeding bird habitat, nest boxes suitable for species which will be displaced by the development will be incorporated into the design where possible. The additional planting along the eastern side of the site will include planting which will provide breeding opportunities for a number of bird species. Species for which artificial nesting areas will be created include black guillemot. <p><i>Intertidal</i></p> <ul style="list-style-type: none"> • The footprint of the development has been designed to follow the natural shore of the coast ensuring that the effects of the development will be localised. • The size of the dredge pocket has been kept to the minimum needed for safe operation which will reduce impacts to the intertidal and benthic communities.
10	Cultural Heritage	<ul style="list-style-type: none"> • Prior to any work on site with the potential to affect structures, a suite of archaeological investigations and assessments will be carried out on the physical remains of all upstanding structures on site including the pile casting beds by an appropriately qualified field archaeologist. • The oyster tanks on site will be subject to simple (level 1) archaeological building surveys comprising a photographic record, supplemented by the information identifying the building's location, age and type. • The other buildings on the site, including the pile casting yards, will be subject to a more detailed survey (level 2) comprising a comprehensive photographic record, a rectified photographic record and basic plans and elevation drawings.

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		<ul style="list-style-type: none"> • The Mulberry Harbour beetle craft will be subject to a detailed survey. One of the pontoons will be surveyed to provide a profile of its hull. The archaeological survey will also include detailed survey of the crafts deck and superstructure to record the position of all significant detail. The locations of the pontoons that lie offshore will be surveyed remotely from the shore and supplemented by data from the recent vertical aerial photographs held in the RCAHMS collection. • The archaeological surveys will be conducted in accordance with relevant Institute of Field Archaeologists Standard and Guidance Documents. • Stena line will use all practicable means to move one or more of the beetle craft to an area of the development site where the craft can be re sited in a similar configuration in order to retain as much of the original context as possible. The relocation of the one or more of the Beetle craft will be dependant upon a structural survey of the craft. • There will also be an undertaking to include interpretative panels within the scheme telling the story of Old House Point, Cairnryan as War Port II and the beetle craft in this part of Dumfries and Galloway.

11 Noise

Construction

The contractor will be obliged to adhere to the codes of practice for construction working and piling that appear in BS 5228, and the guidance given therein, for the minimisation of noise emissions from the site and apply to the Local Authority for consent under Section 61 of the Control of Pollution Act 1974.

There are a number of general measures that will be taken to lessen the impact of the subsequent phases, these include:

- the proper use of plant with respect to minimising noise emissions;
- the proper maintenance of plant;

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- the selection of inherently quiet plant where appropriate;
- the location of noisy plant as far as possible from sensitive receptors.

To reduce the affect of piling work in the evening, no noisy piling work will be carried out after 2200 hours.

During the revetment works at night, it is possible to mitigate earth moving plant (i.e. the excavators and dumpers) by fitting more efficient exhaust reduction equipment and ensuring enclosure panels are closed. Site noise barriers will also be used adjacent to noisy works areas.

Details of noise control measures will be developed at the Section 61 application stage when the contractor's methods of working and mitigation proposals will be submitted to the local authority for approval before works begin.

If the contractor cannot, for any reason, achieve the expected level of mitigation, then Stena Line are committed to offering acoustic double glazing to any affected property to help mitigate the impact of construction noise.

Operational

The Loch Ryan Port will operate 24-hours per day with approximately 6 sailing over this period with vessels in port for up to 2 hours. During this time, noise levels will occur from the vessels approaching the port and berthing; from general port activities, including tugmasters; and from vehicles boarding and disembarking the vessels.

Physical mitigation measures such as the provision of noise barriers are unlikely to be practical due to the topography of the land surrounding the port where the closest properties generally overlook the port (with the exception of the properties to the south). The onus is therefore on good design and management of the port to minimise noise emissions by ensuring that where possible:

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		<ul style="list-style-type: none"> • noise is reduced at source by screening noise (such as the orientation of buildings or physical noise barriers if practicable); • selecting the quietest type of equipment if available at reasonable cost; and • ensuring that noise is managed through the adoption of methods of operation that reduce noise emissions. <p>The following specific noise mitigation measures shall be adopted.</p> <ul style="list-style-type: none"> • A surface mounted weighbridge will be used that minimises the need for HGVs to drive up and down a ramp as required for the conventional weighbridge at Stranraer. • Stena Line will use a modern hydraulic link span of latest design that will avoid metallic rattle. • A concrete ramp will be constructed leading up to the link span. • Stena Line shall designate a specific holding area within the port for refrigerated lorries in a section as far away and / or sheltered from the closest Noise Sensitive Receptors to minimise noise impacts from chiller units. • The proposed Port will have a modern waiting lounge for HGV drivers that will discourage drivers from sleeping within their vehicles with engines idling. • The Tugmaster loading vehicles currently being used at Stranraer are being gradually replaced with less noisy versions. • Reversing alarms will be disabled during the night, and spotlights utilised instead. • Traffic calming measures will take the form of elongated low concrete types as opposed to high plastic versions which cause more vehicle body rattle. This will be supplemented by signage.

Chapter	Title	Mitigation Measures
		<ul style="list-style-type: none"> • Automatic mooring by hydraulics will be considered if affordable. • Fire drills on the vessel will take place in the Stena Line Port of Belfast whenever possible. • The PA system is designed in such a way so as to broadcasts are focussed on the areas of the port they are required. This can be achieved by positioning many small PA speakers throughout the site as opposed to few larger units which can broadcast 'indiscriminately' and likely to be heard beyond the site boundary, and having directional speakers directed away from noise sensitive receptors. • Stena Line are committed to offering acoustic double glazing to any affected property to help mitigate the impact of noise, as discussed in <i>Chapter 11</i>. • Stena Line will also commit to liaison with the Port Liaison Group, including showing interested members of the community around the port so they can better understand its day-to-day operation; annual noise monitoring and a system to deal with complaints.
12	Air Quality	<p>Construction</p> <p>In order to minimise the potential for materials to be deposited on roadways and resuspended, the following mitigation measures may be appropriate:</p> <ul style="list-style-type: none"> • road sweeping vehicles to keep site access routes as clean as possible; • wheel washing of vehicles leaving the construction site to minimise the tracking of mud onto roads; and • lorries to be sheeted during transportation of potentially dusty construction materials and spoil export where possible. <p>It is recommended that site specific mitigation measures are reviewed at the time of construction as site specific issues may or may not necessitate specific mitigation measures being in place.</p>

Chapter	Title	Mitigation Measures
13	Transport	<p><i>Construction</i></p> <ul style="list-style-type: none"> • Construction vehicles will be required to use identified construction routes; • Materials and equipment will be stored securely on site to minimise unnecessary traffic movements; and • Wheel washing will be carried out to avoid the spread of dirt on the A77. <p><i>Operation</i></p> <ul style="list-style-type: none"> • With respect to the operational scheme, Stena Line propose to enhance the bus and coach facilities. • In order to protect pedestrians and cyclists from increased volumes of traffic and to make the ferry terminal accessible to sustainable transport modes, a dedicated walkway and cycleway will be provided from Cairnryan to Loch Ryan Port. • A Travel Plan will be developed that will seek to influence travel behaviour and encourage sustainable transport.
14	Socio - Economics	<p><i>Construction</i></p> <ul style="list-style-type: none"> • Steps will be taken where possible to increase the ease and likelihood for local people to be employed during the construction phase where appropriate skills are available. <p><i>Operation</i></p> <ul style="list-style-type: none"> • The transport needs and provision between both locations will be assessed to make sure it is sufficient for those workers who will rely on public transport as a means of getting to work.

Chapter	Title	Mitigation Measures
15	Fisheries and Aquaculture	<p>Construction</p> <ul style="list-style-type: none"> • A backhoe dredger will be used whilst dredging the sandy material found in Area 3 and a trailer suction dredger used for Areas 1 and 2. This will result in the release of less sediment than if a suction dredger was used for all areas and will minimise any potential adverse impacts on the shell fishery. • The dredging of Area 3, which contains softer finer material, will be timed to avoid the oyster spatfall season as far as practicable. Should dredging of this area be required during the spatfall season, appropriate mitigation measures will be agreed with SEPA and FRS in consultation with relevant stakeholders, to ensure that there are no significant impacts to the oysters. • The period of overlap, when Area 1 and Area 3 are being dredged at the same time, has been minimised in the construction programme. • Monitoring of suspended sediment, during and post construction, will ensure any potential impacts on the oyster fishery are identified and that suitable mitigation measures are implemented. The monitoring programme will be designed in consultation with FRS and SEPA. It is anticipated that as part of the FEPA conditions trigger limits will be set at which dredging will continue at a reduced rate, or be stopped.