

24.0 Socio-Economics

Introduction

- 24.1 This chapter considers the socio-economic impact of the proposed development.
- 24.2 Socio-Economics is the study of the economic and social characteristics that define a group of people, community or locality. Understanding socio-economic characteristics can help us to interpret the impacts of changes to an environment.
- 24.3 This chapter firstly identifies the baseline profile of the study area and then assesses any potential impacts and likely significant effects (both adverse and beneficial) on socio-economic receptors associated with the construction and operation of the proposed development.
- 24.4 It goes on to assess the following receptors:
- Reduced Unemployment
 - Change in Economic Output
 - Crime and Safety
 - Improved Education, Skills & Qualifications
 - Temporary Workers Accommodation
 - Change in Visitor Economy
 - Change in Access to Open Space & Public Rights of Way
 - Leisure, Recreation & Community Uses
 - Shops & Services

Competency Statement

- 24.5 This chapter has been prepared by Chijioke Anosike a Principal Economic Planner at RPS, an Associate member of the Royal Town Planning Institute (RTPI) and Member of Institute for Economic Development (MIED). He has an MSc in Regional and Urban Planning Studies from the London School of Economics. He has worked on a number of Socio-Economic Impact Assessments ranging from Residential, Marine Regeneration, Solar Farms and Wind Farms developments.

Legislation, Guidance and Policy

Introduction

- 24.6 The below is not a policy compliance review, but aims to summarise the key policies, guidance and legislation that the socio-economic chapter has referenced.
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Legislative and Policy Framework

Equality Act 2010: The Socio-economic Inequalities

- 24.7 The Equality Act (Scotland) 2010¹ states that relevant authorities must, when making decisions of a strategic nature about how to exercise their functions, have due regard to the desirability of exercising them in a way designed to reduce the inequalities of outcome which result from socio-economic disadvantage. In deciding how to fulfil a duty, an authority must consider any guidance issued.

National Planning Policy Context

National Planning Framework 4 (NPF4)

- 24.8 Overarching planning policies for Scotland are contained within the 'National Planning Framework 4' (NPF4)². Below is a summary of the most relevant policies:
- 24.9 **Coastal development** should protect coastal communities and assets. There is an emphasis on proposals that are necessary to protect the blue economy and for developed coastal environments, solutions to offer long term protection (Policy 10,pg.51).
- 24.10 **Blue and green infrastructure** are an essential part of communities and they should be designed in such a way that safeguard travel routes and encourage new and enhanced opportunities for access (Policy 20,pg.70).
- 24.11 **City, town, local and commercial centres** – is about encouraging proposals that enhance and improve the vitality and viability of places. Proposals that promote increases in footfall across commercial, leisure, community, cultural and sports offerings (Policy 27, pg.81)
- 24.12 **Tourism** is an essential part of sustainable development and should benefit people whilst being consistent with net-zero ambitions. Sustainable travel through public transport promotion and car parking management should be carefully managed. Tourism provides an opportunity to provide access to the natural environment (Policy 30, pg.88).

¹ The Equality Act (Scotland) 2010

² Scottish Government: National Planning Framework 4: February 2023

National and Regional Strategies

Scotland's National Strategy for Economic Transformation (2022)

- 24.13 The National Strategy for Economic Transformation³ sets out a vision to create sustainable economic development across several sectors. It sets out several key opportunities one being “The Blue Economy” which aims to drive economic growth through Scotland’s coastal tourism.

Scotland’s National Marine Plan (2014)

- 24.14 The National Marine Plan (NMP, 2014)⁴ is Scotland’s national policy framework that covers onshore and offshore waters as part of Scotland’s devolved functions. Stranraer and Cairnryan are mentioned as “*major commercial ports*” (Map 11) as well as “Sites and Ports and Harbours identified as National Developments” (Map 10). The below highlights relevant requirements for this chapter.
- 24.15 Chapter 12 ‘Recreation and Tourism’ (pg.93) references the need to position Scotland as a sustainable coastal and marine tourism destination³ by developing recreation activities, protecting natural resources, and diversifying rural tourism. The plan aims to promote water activities for health, encourage the development of marine-related life skills, and generate economic growth. There is an emphasis on responsible enjoyment of the marine environment e.g. following wildlife and outdoor access codes.
- 24.16 Chapter 13 ‘Shipping, Ports, Harbours and Ferries’ (pg.103) references the need for ports and harbours to sustainably grow as a competitive sector, which should be maximised to facilitate cargo movement and passenger movement and support other sectors such as tourism, fishing and recreation.

The Scotland Outlook 2030 (2020)⁵

- 24.17 The Scotland (Tourism) Outlook 2030, lists four key priorities, the most relevant of which are: “*Our passionate people*” (pg. 23). This aims to improve upon the workforce challenges Scotland’s tourism sector faces by attracting, retaining and training to help the tourism sector become more competitive, innovative, and reflective of modern Scotland.
- 24.18 The priority of “*Our thriving places*” (pg. 25) aims to ensure sustainable tourism growth, through collaboration with diverse stakeholders and evolving governance. Communities should play a central role in tourism planning, aligning development with local needs. By targeting resources strategically, Scotland can manage tourism responsibly, fostering inclusive growth across regions and sectors, while benefiting the wider economy.

³ Scotland's National Strategy for Economic Transformation (2022)

⁴ The National Marine Plan (NMP, 2014)

⁵ The Scotland (Tourism) Outlook 2030 (2020)

South of Scotland Regional Economic Strategy (2021)⁶

- 24.19 The South of Scotland Regional Economic Strategy outlines key themes and opportunities to promote the area's economic transformation.
- 24.20 There are two key themes relevant to this chapter.
- 24.21 **“Green & Sustainable Economy”** (Theme 5, pg. 34) aims to achieve Net Zero emissions and create new economic opportunities.
- 24.22 **“Thriving & Distinct Communities”** (Theme 6, pg. 36) aims to promote the regeneration of towns, rural communities and key economic centres with a balanced mix of amenities to boost vitality.

Local Policy

Dumfries and Galloway Council Local Development Plan 2 (LDP2)

- 24.23 The Dumfries and Galloway Local Development Plan⁷ sets out strategic sustainable development policy objectives. The local plan discusses three key policy areas relevant to this chapter:
- 24.24 **“Economic Development”** (pg.26) references Policy ED5 (development in Town Centres), which aims to enhance vitality, character, and retail balance.
- 24.25 Policy ED9 (**Tourism**) confirms the Council's desire to develop tourist attractions, recreational facilities, and diverse accommodations.
- 24.26 **“Community Services and Facilities”** (pg. 60) refers to Policy CF1 (Community Facilities), which states that the Council supports new or enhanced community facilities, ensuring integration with public transport and appropriate scale. Reuse of existing facilities is permitted if surplus, offering community gain, or if equivalent alternatives are provided locally without negatively affecting the area.

A Place Plan for Stranraer (2023)⁸

- 24.27 The Place Plan is a community-led plan for Stranraer that was developed by the Town Team and five key local community partner organisations (Stranraer Development Trust, Stranraer Millenium Centre, Stranraer Community Council, Stranraer Furniture Project and Stranraer Water Sports Association). The Plan includes 5 Strands (themes) and 4 Geographical Quarters.
- 24.28 The geographical quarter relevant to the Stranraer Marina Expansion is **“Q1: One Waterfront”** (pg.46). The plan's aim for One Waterfront is to reimagine Stranraer's waterfront as a wellbeing hub and eco-tourism destination, that features an expanded marina, upgraded watersports

⁶ South of Scotland Regional Economic Strategy (2021)

⁷ Dumfries and Galloway Council Local Development Plan 2 (LDP2)

⁸ A Place Plan for Stranraer (2023)

centre, promenade, piazza, and an events space. The plan aims to develop an integrated transport hub to support the Coast to Coast Cycle Route and enhance connections to the town.

National Guidance

State of the Nation 2024: Social Mobility in Great Britain⁹

24.29 The Social Mobility Commission (SMC) has taken a deeper look at the progress made in all four UK nations in tackling poverty, addressing inequality and improving social mobility. The report reveals that there is a general north / south divide, however areas that are most rural, Dumfries and Galloway, (being one such area) often have the least favourable social mobility conditions. The report ranks UK Local Authorities in four categories (Most Favourable, Favourable, Unfavourable and Least Favourable – it purposely omits local authorities with near-average outcomes)

24.30 Across three indexes, the key socio-economic findings for Dumfries and Galloway are:

- **Promising Prospects** – *“This index brings together 4 measures capturing promising prospects for young people, as measured by their levels of education, occupational positions and earnings”*. When ranked against all UK local authorities, Dumfries and Galloway is ranked in the *“least favourable”* category for this social mobility classifier.
- **Labour Market Opportunities for Young People** – *“The composite index of Labour Market Opportunities is designed to show which areas offer more or less favourable employment opportunities for young people.”* When ranked against all UK local authorities Dumfries and Galloway is ranked in the *“unfavourable”* category for this social mobility classifier.
- **Innovation and Growth**-This composite index uses *“3 indicators: broadband speed, business R&D expenditure and the number of people in the area with postgraduate degrees – to tap into different potential components of an environment that is helpful for innovation and growth.”* When ranked against all UK local authorities, Dumfries and Galloway is ranked in the *“least favourable”* category for this social mobility classifier.

⁹ State of the Nation 2024: Social Mobility in Great Britain (Social Mobility Commission)

Methodology Used for Assessment

Introduction

24.31 There is no specific guidance available which establishes a methodology for undertaking an Environmental Impact Assessment (EIA) of the socio-economic effects of a Proposed Development. Accordingly, the approach adopted for this assessment is based on professional experience and best practice, and in consideration of the policy requirements/tests set out within the National Planning Framework (NPF) 4 National Planning Statement's (NPS), Draft NPS and local planning policy.

Receptors

24.32 The below is a list of the receptors scoped within this assessment:

- Reduced Unemployment
- Change in Economic Output
- Crime and Safety
- Improved Education, Skills & Qualifications
- Temporary Workers Accommodation
- Change in Visitor Economy
- Change in Access to Open Space & Public Rights of Way
- Leisure, Recreation & Community Use
- Shops & Services

24.33 In Table 24.6 the receptors are discussed further.

Consultation

24.34 An EIA Scoping Report (March 2021) setting out the proposed scope of the EIA for the proposed development was submitted to Marine Scotland Licensing Operations Team (MS-LOT), and received in June 2021. In accordance with regulation 14 of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 ("2017 MW Regulations"), the Scottish Ministers considered the content of the Scoping Report as sufficient and issued their Scoping Opinion, (February 2023), this has been used to help inform the contents of this EIA Report (EIAR), and can be found in **Appendix 1.2 (Volume 2)**.

Table 24.1: Scoping Consultation Responses

Organisation	Response	How and Where is this addressed
<i>Marine Scotland</i>	<p>Marine Scotland “recommend that a Socio-Economic Impact Assessment (SEIA) is scoped in to the EIA.”</p> <p>They also note that the SEIA should “consider the possibility of negative socio-economic impacts”</p> <p>They also note that “stakeholder engagement is an important part of socioeconomic impact assessment and...would expect a comprehensive list of consultees to be engaged with”</p>	<p>The entire SEIA considers both positive and negative socio-economic impacts</p> <p>The socio-economic Stakeholder Engagement event and survey will act as the primary source of engagement</p>

- 24.35 A Stakeholder Engagement Strategy was produced to outline how various relevant organisations should be contacted. The two main methods of Stakeholder Engagement for this Socio-Economic Chapter were: a socio-economic survey and a socio-economic event. The survey was distributed to various stakeholders.
- 24.36 The stakeholder engagement event was held on 24th April 2025. It had themes centred around job creation, community involvement, infrastructure and careful planning. Both survey and event, have helped to add site specific context to baseline desktop research.
- 24.37 Conclusions from the survey and event, as well as Baseline analysis can be read in the Socio-Economic Constraints Report [Appendix 24.1].

Picture 24.1: Socio-Economic Engagement Event



Study Area

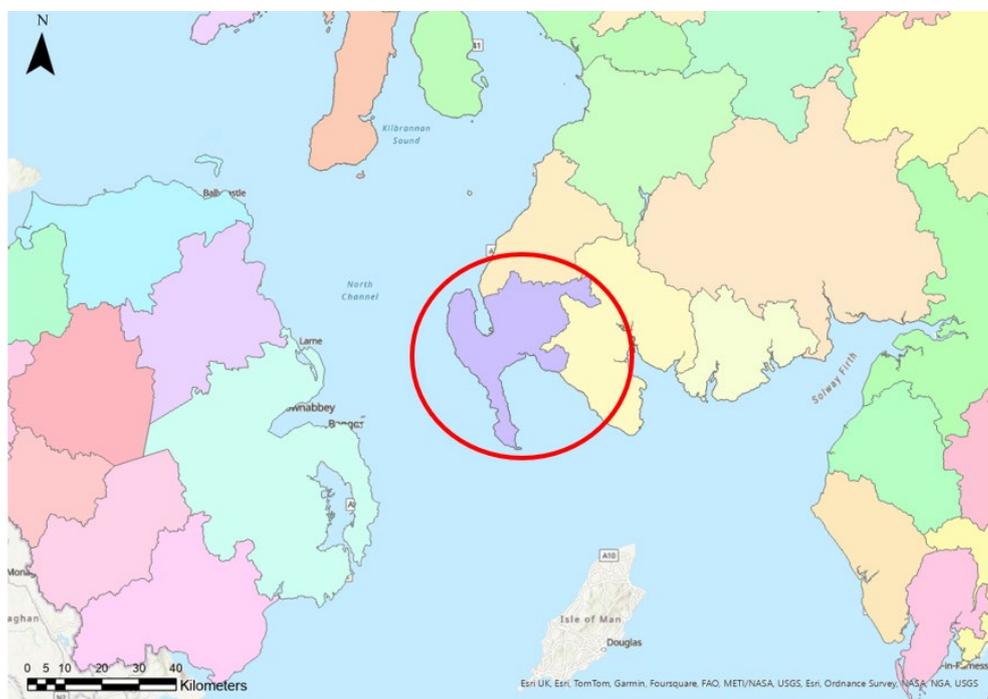
24.38 The socio-economic baseline data was collected for varying geographic scales depending on the subject indicator. These include:

- Travel to Work Area (TTWA);
- Scottish Intermediate Zone (IZ);
- Local Authority (CA); and
- All of Scotland (S).

24.39 The study area has been based on an assessment of the local Travel to Work Areas (TTWA). These TTWA's are a useful starting point for understanding the spatial extents of labour markets.

24.40 The Office for National Statistics (ONS) 2016 Travel to Work Area (TTWA) boundaries, derived from Census 2011 data show that the subject site falls entirely within the Stranraer TTWA shown on the map insert below (each TTWA is marked within a different colour and the Stranraer TTWA is in purple).

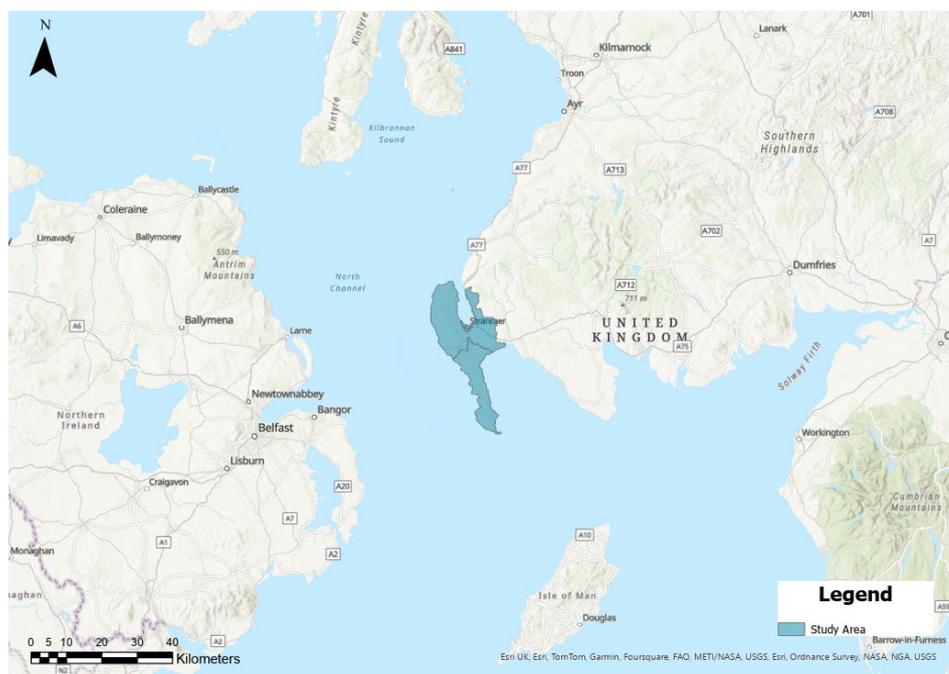
Figure 24.1: Stranraer Travel to Work Area



24.41 In addition to the TTWA's it is also useful to analyse the Census data on the average distance travelled to work. Looking at the 2022 census data (latest data) for Dumfries and Galloway Local Authority, the majority (64.3%) of people aged over 16 in employment either work mainly from home or at home or travel less than 5km, excluding those with no fixed place of work or

working outside the UK. It is therefore, proposed to reduce the study area to be based on the Scottish Intermediate Zones of Rhins North, Rhins South, Stranraer East, Stranraer South and Stranraer West, as used as a geographical indicator within the Census (see map insert below), as they are all within 5km of Stranraer town centre.

Figure 24.2: Study Area



24.42 It is worth noting that a modest proportion of those in employment in Dumfries and Galloway do travel over 5km to their place of work. Subsequently, data collected for the study area will be compared to regional and national averages, where appropriate.

Impact Assessment Methodology

Overview

24.43 The significance of an effect is determined based on the sensitivity of a receptor and the magnitude of an impact. This section describes the criteria applied in this chapter to characterise the sensitivity of receptors and magnitude of potential impacts.

24.44 The approach to determining the significance of effects is a two-stage process that involves defining the magnitude of the impact and the sensitivity of the receptor. This section describes the criteria applied in this chapter to assign values to the magnitude of potential impacts and the sensitivity of the receptors. The terms used to define magnitude and sensitivity are based on those which are described in further detail in Table 24.2.

Receptor sensitivity/value

- 24.45 The criteria for defining sensitivity in this chapter are outlined below in Table 24.2.
- 24.46 The individual receptors and their explanations in relation to the proposed development are explained in detail in Table 24.6.

Sensitivity Criteria

Table 24.2: Sensitivity Criteria Definitions

Sensitivity	Definition
High	Receptor is identified as a policy priority Evidence of major socio-economic challenge or underperformance
Medium	Receptor is important in policy Evidence of under-performance or vulnerability
Low	Receptor is not a policy priority Evidence that the receptor is resilient and no particular challenges
Negligible	Receptor is not a policy priority Good overall performance in impact area

Magnitude of impact

- 24.47 The criteria for defining magnitude in this chapter are outlined in Table 24.3 below.

Table 24.3: Impact of magnitude criteria

Magnitude of impact		Definition
High	Adverse	Severe detrimental impact to key social and/or economic characteristics. Where the impact is able to be quantified this would equate to a percentage change of above 20% of the relevant baseline receptor. Mitigation is likely to be hard to achieve or will require significant intervention.
	Beneficial	Major enhancement to key social and/or economic characteristics. Where the impact is able to be quantified this would equate to a percentage change of above 20% relevant baseline receptor. There are unlikely to be better alternative means of achieving this benefit or other methods would be more time consuming, more expensive, and/or less effective.
Medium	Adverse	Discernible detrimental impact upon key social and/or economic characteristics. Where the impact is able to be quantified this would equate to a percentage change of 11-20% relevant baseline receptor.
	Beneficial	Discernible improvement to key social and/or economic characteristics. Where the impact is able to be quantified this would equate to a percentage change of 11-20% relevant baseline receptor.

Magnitude of impact		Definition
Low	Adverse	Minor detrimental alteration to, one or more key social and/or economic baseline characteristic(s). Where the impact is able to be quantified this would equate to a percentage change of 6-10% relevant baseline receptor.
	Beneficial	Minor benefit to one or more key social and/or economic baseline characteristic(s), or a reduced risk of negative impact occurring. Where the impact is able to be quantified this would equate to a percentage change of 6-10% relevant baseline receptor.
Negligible	Adverse	Very minor detrimental alteration to one or more social and/or economic baseline characteristic(s). Mitigation is either easily achieved or little will be required. Where the impact is able to be quantified this would equate to a percentage change of under 5% relevant baseline receptor.
	Beneficial	Very minor benefit to one or more social and/or economic baseline characteristics. Alternative means of achieving this benefit are likely to be easier, cheaper, more effective, and/or less time-consuming. Where the impact is able to be quantified this would equate to a percentage change of under 5% relevant baseline receptor.

Table 24.4: Period of Time Definitions

Period	Definition
Short Term	<i>a period of months, up to one year</i>
Medium Term	<i>a period of more than one year, up to five years</i>
Long Term	<i>a period of greater than five years</i>

24.48 The time duration is taken into account when assessing magnitude of impact.

Assessment Matrix

Table 24.5: Assessment Matrix (Significance of Effects)

Sensitivity of Receptor	Magnitude of Impact			
	Negligible	Low	Medium	High
Negligible	Negligible	Negligible	Minor	Minor
Low	Negligible	Negligible	Minor	Moderate
Medium	Negligible	Minor	Moderate	Moderate or Major
High	Negligible	Moderate	Moderate or Major	Major

24.49 The overall significance of effects, detailed in Table 24.5, is determined by taking into account sensitivity and magnitude, as set out above.

24.50 The definitions for significance of effect levels are described as follows:

- Major:** These beneficial or adverse effects are considered to be very important considerations and are likely to be material in the decision-making process. These effects are generally, but not exclusively, associated with sites or features of international, national or regional importance that are likely to suffer a most damaging impact and loss of resource integrity. However, a major change in a site or feature of local importance may also enter this category. Effects upon human receptors may also be attributed this level of significance.
- Moderate:** These beneficial or adverse effects have the potential to be important and may influence the key decision-making process. The cumulative effects of such factors may influence decision-making if they lead to an increase in the overall adverse or beneficial effect on a particular resource or receptor.

- **Minor:** These beneficial or adverse effects are generally, but not exclusively, raised as local factors. They are unlikely to be critical in the decision-making process but are important in enhancing the subsequent design of the proposed development.
- **Negligible:** No effects or those that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.

Significance of effect

- 24.51 The significance of the effect upon socio-economics has been determined by taking into account the sensitivity of the receptor and the magnitude of the impact. The method employed for this assessment is presented in Table 24.5. Where a range of significance levels is presented, the final assessment for each effect is based upon professional judgement.
- 24.52 In all cases, the evaluation of receptor sensitivity, impact magnitude and significance of effect has been informed by professional judgement and is underpinned by a narrative to explain the conclusions reached.
- 24.53 For the purpose of this assessment, any effects with a significance level of minor or less are not considered to be significant whilst those with a moderate or major effect are considered to be significant.
- 24.54 The above approach of using expert judgement to ultimately determine significance is outlined within the Scottish EIA Regulations¹⁰.

Limitations to Assessment

- 24.55 There are challenges with disaggregating GVA data by sector. At more localised levels, the data is available only by broad Standard Industrial Classification (SIC) code level. The chapter has therefore had to use regional-level data for this GVA receptor.
- 24.56 The SEIA has sometimes made use of the ARUP Outline Business Case (2024), however the methodology for visitor numbers was not clearly defined.
- 24.57 Most notably, the SEIA has used construction assumptions (costs, duration and employment numbers) from the ARUP Outline Business Case. It should be emphasized that these costs were estimated as of October 2023 and may be subject to change after more accurate costings are released from the preferred contractor.
- 24.58 A parallel Full Business Case assessment review and approval process is being conducted by the Scottish Government to ensure value for money is being achieved and economic benefits are not being overstated.

¹⁰ Scottish Government (2013), Environmental Impact Assessment, Planning Advice Note (page 23)

Scope of the assessment

24.59 This chapter will identify the potential impact of the proposed development on the socio-economic profile of the area. The assessment presented is also informed by the following technical chapters:

- **Chapter 19** – *Noise and Vibration (EIAR_Volume 1_Chapter 19_Noise and Vibration)*
- **Chapter 22** – *Cultural Heritage (EIAR_Volume 1_Chapter_22_Cultural_Heritage)*
- **Chapter 23** – *Landscape and Visual (EIAR_Volume 1_Chapter 23_Landscape and Visual)*

24.60 The scope of this ES has been developed in consultation with relevant statutory and non-statutory consultees as detailed in the following Scoping documents and their subsequent responses:

- *Environmental Impact Assessment Scoping Report (RPS, March 2021)*
- *Dumfries and Galloway Council Scoping Response (Various Organisations, June 2022)*
- *Licensing Operation Team Scoping Opinion (Marine Analytical Unit, February 2023)*

24.61 In response to the submitted scoping opinion request, the Marine Analytical Unit wrote: “The scoping report proposes that an assessment of socio-economics is scoped out of the EIA. The report rightly highlights that the development could result in potentially high socio-economic impacts to the local area and seems to suggest that, as impacts are expected to be positive, they need not be assessed. It is our opinion that the scoping report does not provide a sufficient justification for scoping out an assessment of these potential impacts. Therefore, we recommend that a Socio-Economic Impact Assessment (SEIA) is scoped in to the EIA.” (February 2023)

24.62 The Marine Analytical Unit response references “guidance” on a variety of socio-economic impacts that can be scoped within the EIA. These can be found in the MAU document (Annex 1 and 2).

24.63 The socio-economic chapter has identified the most relevant receptors which the Stranraer Marina Expansion proposed development could have a socio-economic impact on by using a combination of the MAU guidance and our own professional expertise.

24.64 Table 24.6 summarises the issues considered within this assessment and has been iteratively developed from the scoping and consultation process.

Table 24.6: Issues considered within the assessment

Receptor	Potential Effects
Construction Phase	
Employment	The proposed development will create direct construction jobs and indirect jobs in wider economy. In a coastal town context, even a small reduction in unemployment through employment creation may be influential to socio-economics.
Temporary Workers Accommodation	The proposed development is estimated to create █████ person-years of direct construction employment within the study area. There are only 438 construction workers within the study area. Balfour Beatty are the pre-construction contractor, if they become the main contractor they will aim to maximise local spend and agree targets with Dumfries and Galloway Council once detailed market testing has been undertaken. The greater the number construction jobs hired from further afield the greater the potential impacts on temporary workers accommodation.
Education, Skills and Qualifications	Opportunities to skill up workforce by providing training and skills as part of an Outline Skills, Supply Chain and Employment Plan [Appendix 24.2]. Employment and training benefits can be furthered when targeted towards vulnerable groups e.g. young people Not in Employment Education or Training.
Economic Output	Greater construction worker spending in local economy and the direct investment in the local supply chain. Potential disruption to businesses through closures to transport network or direct impacts on commercial fishing enterprises due to displaced fishing activity or restricted access to the harbour.
Tourism	Potential for construction works to cause disturbance and reduce access to tourist attractions on Stranraer Marina. This could negatively impact the businesses operating in the tourism industry in Stranraer.
Shops & Services	During the construction phase local shops and services may be impacted through visual and noise impacts. However, through increased footfall from construction workers there may be positive impact from increased market demand for these local services.
Leisure, Recreation & Community Use	As there will be construction upgrades specifically to the linkspan, there may be a temporary negative impact to marine leisure users from any disruption or restricted access.
Open Space and PRoW	The proposed development may reduce access or create a visual impact on the existing coastal walkway. However, there is no current open space, so construction will not impact that.
Operational Phase	
Employment	The potential for employment opportunities during the operational phase of development will be considered, with a particular focus on tourism and marine jobs. In the context of Stranraer and The Rhins (the study area), a relatively small urban settlement in relation to UK wide towns however one of Dumfries and Galloway's largest localities (circa 15,000 population), even a small amount of employment may be influential to socio-economics.

Receptor	Potential Effects
Education, Skills & Qualifications	The development may include some operational upskilling opportunities in relation to the community multi-use space and the marine workshops. However this is not estimated to be a large amount, regardless their impact may be disproportionately beneficial if they can be appropriately targeted to vulnerable groups.
Economic Output	Increased tourism due to an improved leisure offer would increase the economic output of Stranraer Marina. However, damage to the cultural heritage and landscape could deter tourists from visiting, reducing the output of businesses in the tourism sector. The significance of both impacts will be assessed.
Shops & Services	During the operational phase local shops and services may benefit from increased footfall from new visitors to the Stranraer Marina.
Tourism	Increased berths, motorhome stances and an increased leisure offer can change perceptions of Stranraer Marina's tourism offer and could attract tourists to visit boosting visitor numbers and economic activity. On the other hand, damage to the cultural heritage and potential landscape due to increased berths could deter tourists from visiting.
Open Space and PRoW	The proposed development will improve the general public realm and improve the existing coastal walkway through landscaping enhancements. This enhanced accessibility and public realm offer could have a benefit to residents
Leisure, Recreation & Community Use	The proposed development will increase the number of leisure berths and aims to create a community space on reclaimed land. This enhanced community space will benefit residents.

24.65 Table 24.7 shows the issues that have been scoped out of this socio-economic chapter.

Table 24.7: Issues scoped out of the assessment

Receptor	Potential Effects
Construction	
Commuting	The Transport Chapter (EIAR_Volume 1_Chapter 16_Transport) that the proposed development will result in no significant adverse impacts therefore impacts on commuting has been scoped out during construction.
Housing	The construction stage is temporary and any temporary impacts, whether positive or negative, will not have permanent changes on house prices.
Operation	
Temporary Workers Accommodation	During the operational phase of the proposed development, there are estimated to be 30 net additional jobs generated by Year 5 of operation (ARUP, OBC, 2023). Employment for these permanent jobs will likely be local. Therefore, it is

Receptor	Potential Effects
Construction	
	unlikely to have any significant impact on accommodation providers.
Commuting	Based on professional experience the most popular day to visit recreational and tourist attractions are Saturdays. Most people (61.8%) in Scotland work five days a week – Monday to Friday ¹¹ , meaning there will be minimal commuting impact from increased visitor traffic. Of those who commute, the largest proportion travelled less than 2km to work (28.8%), which is significantly higher than regional (16.7%) and national (8.6%) averages. This means a relatively large proportion of commuters will not be commuting far, further reducing any potential commuting impact during the operational stage.
Housing	House prices are unlikely to be negatively impacted by the proposed development as marine developments and regeneration, in general, have a positive impact on local property prices (ARUP, OBC) and (CBRE) ¹² , however an increase in house prices can lead to prospective local homeowners being priced out especially if prices were not originally affordable. When assessing housing affordability, a popular method is comparing house price to income. The Stranraer Housing Market Area (HMA) is the third most affordable out of seven HMAs in Dumfries and Galloway. Furthermore, it is more affordable than the Scottish level. An increase in house prices will not proportionally lead to local residents being priced out, as there is already inbuilt affordability in the Stranraer Housing Market Area. This impact is not considered to be significant enough to scope in.
Crime & Safety	The Framework Construction Environmental Management Plan (CEMP) will outline what security arrangements the Proposed Scheme should have in relation to the management and operation of the proposed development, e.g. CCTV. Therefore, there is unlikely to be a significant effect in relation to crime and safety, and this is not considered worthy of further assessment.

¹¹ CIPD, THE FOUR-DAY WEEK

¹² <https://news.cbre.co.uk/cbre-research-regeneration-results-in-a-36-annual-uplift-in-house-price-growth/>

Baseline Conditions

Baseline Summary

- 24.66 A desktop socio-economic baseline assessment has been carried out to assess the social and economic characteristics of the area in the context of the proposed development. This is provided within the Socio-Economics Constraints Report [Appendix 24.1].
- 24.67 Information on socio-economics within the study area was collected through a detailed review of existing studies and datasets.

Population

- The 2011 Scotland Census estimated the study area's population at 16,349, representing 10.8% of Dumfries and Galloway's total population.
- Between 2011 and 2021, the study area's population decreased by 3.8%, aligning with Dumfries and Galloway's 3.4% decrease, while the national population increased by 3.4%.

Demographics

- In 2021, the study area had a lower proportion of the working-age population (56.9%) compared to Dumfries and Galloway (57.6%) and Scotland (65.0%), with a decline from 61.1% in 2011.
- The median age in both the study area and Dumfries and Galloway was 49 in 2021, significantly higher than the national average of 42.

Employment

- In 2022, there were 6,389 individuals over 16 years of age in employment in the study area, with a lower proportion of full-time employees and higher economic inactivity compared to regional and national averages.
 - Part-time employment was more common in the study area than both regionally and nationally.
 - The *Human health and social work* activities sector accounted for the largest proportion of employment (14.6%), while *Agriculture, forestry and fishing*, and *Construction* sectors had modest shares (7.7% and 6.9%, respectively).
 - Between 2011 and 2022, there was a decline in employment in the *Agriculture, forestry and fishing*, *Construction*, and *Wholesale and retail trade* industries.
 - The study area had a higher proportion of workers in skilled trade occupations (15.4%) and Elementary occupations (16.5%) compared to national averages, but a lower proportion in Professional occupations (11.2%).
 - The share of individuals working as Process, plant, and machine operatives in the study area (11.5%) was higher than observed regionally (10.4%) and nationally (7.6%).
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- Conversely, a smaller proportion of individuals in the study area worked in Professional occupations (11.2%) compared to regional (15.2%) and national (20.6%) averages.

Business

- As of 2023, the study area has 525 businesses, with 88.6% being micro businesses (0-9 employees) and 13.3% small businesses (10-49 employees), representing a higher proportion of micro and small businesses compared to regional and national averages.
- The Agriculture, fishing, and forestry industry is significant in the study area, accounting for 36.0% of all registered businesses, while the wholesale and retail trade, and construction sectors contribute 15.0% and 9.0%, respectively.

Earnings

- As of 2023, the resident-based median weekly pay in Dumfries and Galloway was £598.20, lower than the national average of £702.40.
- The median weekly pay by place of work in Argyll and Bute was £580.80, indicating that those commuting out of the region earn more on average than those who live and work within Dumfries and Galloway.

Committing

- In 2022, 34.1% of residents in the study area worked mainly at or from home, slightly higher than the national average of 31.6%.
- The largest proportion of commuters travelled less than 2km to work (28.8%), significantly higher than the regional (16.7%) and national (8.6%) averages.
- 71.6% of workers (excluding those working from home) commuted by car or van, lower than the regional average of 74.2% but higher than the national average of 67.1%.
- In 2022, 23.2% of households in the study area did not have a car or van, which is higher than the regional average of 19.8% but lower than the national average of 26.4%.

Deprivation

- Three of the 21 data zones in the study area are among the top 10% most deprived in Scotland, while only one data zone is in the top 50% least deprived.

Education

- In 2022, 19.2% of individuals in the study area had degree-level qualifications or above, which is lower than the regional (26.0%) and national (32.5%) averages, while 27.3% had no qualifications, higher than the regional (21.4%) and national (16.7%) averages.
 - A larger proportion of individuals in the study area studied mainly from home (18.5%) compared to the regional (17.1%) and national (18.4%) averages, with 9.4% traveling
-

over 60km to their place of study, higher than the regional (3.8%) and national (1.1%) averages.

- Stranraer town has six schools, including five primary schools and one secondary school, Stranraer Academy, which serves pupils from several feeder primary schools in the wider study area.
- Two of the 21 data zones in the study area are within the top 10% most educationally deprived in Scotland, while five data zones are within the top 50% least deprived, with Stranraer West – 01 being the highest performing data zone.

Housing

- In 2022, detached and semi-detached homes made up the majority of housing in the study area (32.9% and 32.2%, respectively), with a higher share than observed nationally.
- The proportion of flats, maisonettes, and apartments in the study area (15.1%) is much lower than the national average (34.4%) but slightly higher than the regional average (13.6%).
- A significant number of households in the study area were unoccupied and used as second residences or holiday homes (12.2%), with 44.6% of homes being detached, higher than regional (35.8%) and national (21.9%) averages.
- In 2014 Stranraer Marina Housing Market Area (HMA) had the third most affordable housing ratio out of seven, with a median ratio of 4.98, which is lower than Scotland's median housing affordability cost ratio of 5.2 in 2022.

Tourism

- In 2023, 87% of overnight visitors to Dumfries and Galloway were from the UK, with 66% choosing non-serviced accommodation.
 - The majority of short-term rental accommodations in the study area are located in and around Stranraer, Kirkpatrick, and Drummole, with additional rentals along the coast and sparsely located within the study area.
 - Popular attractions for visitors include shopping (47%), visiting country parks or gardens (44%), and visiting castles or forts (35%), with notable sites such as the Castle of St. John, Dunskey Castle, Logan Botanic Garden, Stranraer Museum, and Mull of Galloway Lighthouse Visitor Centre.
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Impact Assessment

Construction Phase

Change in Economic Output

- 24.68 The proposed development involves the construction of an additional 185 new berths, in addition to the 45 existing berths, which gives a total of 230 berths (existing and proposed). It is considered 14 of these berths will be for commercial use. An extension to the existing and the creation of one new breakwater; a new workshop and fishermen's compound; an upgraded coastal walkway; general renovations and a new multi-use community space on reclaimed land. A more detailed description of the proposed development is set out in **Chapter 2.0** of this EIA Report. The construction cost is estimated to be ██████████¹³. This is a direct capital investment. The Construction Phase is estimated to be phased over 2 years.
- 24.69 The University of Glasgow's Fraser of Allander Institute 'Economic, social and environmental multipliers for the construction and built environment in Scotland' (2023)¹⁴ states that across civil engineering (most applicable sector group), there is a GVA multiplier of 1.01 (across direct, indirect and induced effects). This infers that there will be an additional ██████████ GVA created by the proposed development (██████████ x 1.01), which takes the total GVA as a result of the proposed development to c.██████████.
- 24.70 Supply Chains are essential in increased localised construction economic output. The more goods and services procured locally, the higher the economic benefit for a local economy. Transforming Construction Network Plus produced a 'Supply Chain Productivity in Construction' report (2023)¹⁵ that seeks to explore the relationships between supply chains and economic growth. They emphasise that *"to gain productivity advantages from supply chain management, there needs to be a major change in the way that the construction industry organises their supply chains. The transformation from a functional to process approach is critical."* Balfour Beatty are the pre-construction contractor, if they become the main contractor they will aim to maximise local spend and agree targets with Dumfries and Galloway Council once detailed market testing has been undertaken. This shows a desire for Balfour Beatty to use local subcontractors, which will expand the positive impacts of economic output for the local economy.

¹³ This is based on a Stage 2 Detailed Design Budget prepared by Fairhurst in Q1 2020, and indexed to 2024 prices.

¹⁴ The University of Glasgow, Fraser of Allander Institute 'Economic, social and environmental multipliers for the construction and built environment in Scotland' 2023

¹⁵ Chakuu, S., Godsell, J., Glass, J., 2020 Supply Chain Productivity in Construction, Transforming Construction Network Plus, Digest Series, No.3

24.71 However, as minimum localised supply chain spend target has not yet been set, for the purposes of the EIA Assessment and in line with the worst-case scenario this has been assumed at zero.

Sensitivity of Receptor

24.72 The Study Area's vulnerability of the change in economic output receptor is considered moderate given that the Study Area's proportional economic activity was lower (52.8%) when compared to Dumfries and Galloway Council (55.2%) and nationally (59.2%) in the 2022 census.

24.73 Furthermore, sustainable economic growth is a policy priority within Dumfries and Galloway. In conclusion, the sensitivity is **Medium**.

Magnitude of Impact

24.74 The economic output will have a medium-term, localised impact. Balfour Beatty are the pre-construction contractor, if they become the main contractor, they are a national contractor who are not local to the Study Area, however within Balfour Beatty's Corporate Governance commitment, they have committed to "continuing to help these businesses grow by procuring locally and engaging in active supply chain development" by spending "over a third of our direct and indirect spend with SMEs, including; voluntary, community and social enterprises". These commitments to spend a significant proportion of their construction budget locally e.g. by giving opportunities to any of the 45 construction businesses in the Study Area will significantly improve economic output benefits for the local Stranraer economy. Overall, the magnitude is assessed to be **High Beneficial**.

Significance of Effect

24.75 Based on the sensitivity of the receptor and the magnitude of the impact, based on professional judgment and so as not to overstate benefits the significance of the effect is considered to be **Moderate Beneficial**, which is significant in EIA terms.

Crime and Safety

24.76 According to the Chartered Institute of Building 'Crime in the Construction Industry' report It is estimated that the construction industry suffers a loss of more than £400 million a year¹⁶ due to vandalism and theft, although it is hard to get an accurate figure as many of these crimes go unreported. This £400m figure estimated in 2007 has doubled to £800m, according to Insurer Allianz (2024). Allianz goes on to state that "UK plant theft is currently at an all-time high, with an 80% increase in enquiries relating to stolen machinery being reported over the past 12 months". It is likely that there will be increased crime related to the construction site, e.g. attempted theft or vandalism.

Sensitivity of Receptor

24.77 Out of 12 Dumfries and Galloway wards, Stranraer and The Rhins has the joint highest crime rates. In the context of increased construction equipment thefts, this receptor is quite sensitive to the study area. In conclusion, the sensitivity is deemed to be **Medium**.

Magnitude of Impact

24.78 The impact of crime and safety levels is both direct and local.

24.79 The impact is predicted to be of regional spatial extent and short-term continuous duration.

24.80 As Stranraer and The Rhins has the joint highest crime rates in Dumfries and Galloway the magnitude of impact is assessed to be **Medium Adverse**.

Significance of Effect

24.81 Given the above, it is assessed that there will be a **Moderate Adverse** effect, which is significant in EIA terms.

Reduced Unemployment

24.82 The construction works for the proposed development will cost [REDACTED]. Employment figures have been calculated using the Scottish Futures Trust Construction Jobs Methodology (2020)¹⁷. It states that for every £1m spent on construction programmes, 12.55 Full Time Equivalent (FTE) jobs (both direct and indirect) are supported. According to industry benchmarks from permitted EIA applications that have held up to public enquiry, 10 years of temporary construction years of employment equate to 1 FTE job. This means that for the [REDACTED] construction spend, there will be [REDACTED] FTE jobs or [REDACTED] person-years (both direct and indirect jobs).

¹⁶ D. Edwards, Plant and equipment theft: a practical guide, 2007.

¹⁷ SFT Construction Jobs Methodology: 2019/20

- 24.83 According to the HCA Additionality Guide (2014)¹⁸ there is a 1.33 multiplier for regeneration interventions. This means for every 1 FTE direct job created there will be 0.33 indirect jobs created. Therefore, there will be [REDACTED] FTE direct jobs ([REDACTED] direct person years) and [REDACTED] FTE indirect/induced jobs ([REDACTED] indirect/induced person years).
- 24.84 Construction workers typically move between construction proposed developments when delays occur or to help the workforce meet construction deadlines. It is, therefore, assumed that due to the flexibility of the construction labour market, displacement effects are considered to be low. The Homes and Communities Agency (2014) Additionality Guide – Fourth Edition suggests 25% for low levels of displacement. This factor is a best practice approach in the absence of special local information that might provide a defensible justification for a different level of displacement being used.
- 24.85 Applying this level of displacement (25%) to the gross total direct jobs created ([REDACTED] person-years), it is estimated that it will result in a transfer of [REDACTED] person-year jobs resulting in [REDACTED] person-year jobs being created.
- 24.86 Some of these jobs will be taken from people living outside of the study area. This is called leakage. As a reasonably high proportion of the benefits will be retained within the study area a medium level of leakage (25%) from the Homes & Communities Agency (HCA) Additionality Guide has also been applied.
- 24.87 Applying this 25% leakage to the net jobs ([REDACTED] person-year jobs) results in a loss of [REDACTED] person-year jobs due to leakage. This results in an overall net construction job creation for the study area during the construction phase of [REDACTED] person-year jobs.

Sensitivity of Receptor

- 24.88 The vulnerability of the reduced unemployment construction receptor is considered moderate, given that the study area's proportional unemployment was slightly higher (2%) when compared to Dumfries and Galloway Council (1.5%) and over twice as much when compared to Scotland (0.8%) in the 2022 census. This implies that reductions in unemployment will have a greater effect on the study area. The positive impact will be furthered if people from other vulnerable groups can be trained. In conclusion, the sensitivity is **Medium**.

Magnitude of Impact

- 24.89 According to the baseline assessment there are currently [REDACTED] people who are unemployed who live in the study area. This represents 16% of the total person year jobs ([REDACTED]) created as part of the construction development. This is a large magnitude of impact.
- 24.90 The impact of reduced unemployment levels is both direct through construction jobs created as part of the proposed development. The baseline assessment shows Construction firms

¹⁸ Homes and Communities Agency, HCA Additionality Guide (2014)

accounted for 9.0% of all businesses in the study area, lower than observed regionally (11.0%) and nationally (12.8%). This means that there is a limitation to how much the local supply chain can benefit from employment opportunities. However, as mentioned in paragraph 24.70 Balfour Beatty, although only the pre-construction contractor, has committed to meeting governmental guidance by ensuring one-third of their supply chain purchases are spent locally if they become the main contractor. This supply chain commitment will inevitably increase the amount of indirect and induced employment opportunities within the study area.

- 24.91 The impact is predicted to be of local spatial extent and short-term continuous duration. On this basis the magnitude is, therefore, **Medium Beneficial**.

Significance of Effect

- 24.92 Based on the sensitivity of the receptor and the magnitude of the impact, based on professional judgement and so as not to overstate benefits the significance of the effect is considered to be **Moderate Beneficial**, which is significant.

Improved Education, Skills & Qualifications

- 24.93 At the construction stage there will be opportunities for the construction workforce to access training opportunities to improve skills. Prior to construction work commencing, the associated identified skill needs will be communicated to local education and training providers. The proposed development team will work alongside the Stranraer Development Trust (SDT), the Local Authority and relevant public sector agencies, as well as businesses in the supply chain, to ensure that relevant stakeholders are well informed about the labour requirements associated with the proposed development. In addition, local stakeholders will be informed about any particular gaps in the skills base of the local population that might need to be addressed to help ensure that local people have a good chance of accessing opportunities that arise in the area.

Sensitivity of Receptor

- 24.94 The 2022 Scottish Census gathered data on the highest level of qualification attained by all people over the age of 16. It showed that 19.2% of individuals in the study area had degree-level qualifications or above, which was below the regional (26.0%) and national (32.5%) averages. There was also a higher proportion of individuals with no qualifications in the study area (27.3%) than in Dumfries and Galloway (21.4%) and Scotland (16.7%). The need for skills and qualifications in the study area is apparent, and as the study area is smaller, increases in skills and qualifications are likely to be disproportionately beneficial, especially if these skills and opportunities can be appropriately targeted to vulnerable groups. In conclusion, therefore, the sensitivity is deemed to be **Medium**.

Magnitude of Impact

24.95 The impact on education and skills is direct through on-the-job training. The Study Area has a higher rate (27%) of people with 'No Qualifications' when compared to Dumfries and Galloway (21.4%) or Scotland (16.7%). Therefore, Education and Training interventions on a local level within the study area will have a much more magnified impact, compounded by the commissioned Outline Skills, Supply Chain and Employment Plan. The impact is predicted to be of local spatial extent and medium-term continuous duration and the magnitude is considered to be **Medium Beneficial**.

Significance of Effect

24.96 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effect is considered to be **Minor** which is not significant. However, as a targeted Outline Skills, Supply Chain and Employment Plan [Appendix 24.2] has been produced and its proper implementation could result in opportunities for education and skills development within the Stranraer Marina community which would increase the significance to **Moderate Beneficial**, which is significant.

Temporary Workers Accommodation

24.97 The proposed development is estimated to create [REDACTED] person-years of direct construction employment within the study area. Balfour Beatty is the pre-construction contractor, if they become the main contractor have committed to spending at least a third of their construction budget "directly or through on its local supply chains". This means one-third of the required jobs can be hired locally. However, as there are only 438 construction workers within the Study Area c. [REDACTED] construction jobs will still be needed from further afield which could have impacts on temporary workers accommodation.

24.98 The CITB 'Workforce Mobility and Skills in the UK Construction Sector' – Scottish Report (2023)¹⁹ states that 86% of construction workers commute under 100 miles to their construction site. This means a large majority of Scottish construction workers live within a 100-mile radius of any proposed development. Depending on how many construction workers live within a 100-mile radius of the proposed development, depends to what extent the need for Temporary Workers Accommodation is reduced. The average "*distance from workers' current residence (taking into account temporary residences) to their current site is 12 miles*". According to the report, a third (30%) of construction workers travel 10 to 19 miles from their home to work. This is the range that the average of 12 miles falls into. Applying this 30% proportion to the c. [REDACTED] required construction workers means that c. [REDACTED] construction workers can be expected to travel outside a 19-mile radius. This 19-mile radius extends outside of the study area to the north east, east and south east. The report shares that only 6% of construction workers in Scotland report

¹⁹ The CITB 'Workforce Mobility and Skills in the UK Construction Sector' – Scottish Report (2023)

they are staying in temporary accommodation while working at their site. Applying this to the ■ construction workers results in only ■ construction workers who may need temporary accommodation for the duration of the construction phase.

Sensitivity of Receptor

24.99 The local area can withstand the demand of ■ workers. A search on Booking.com shows that there are 56 listings (serviced accommodations, hotels, guest houses etc) within Stranraer. Out of these 56 listings 10 (18%) of them are in the Stranraer Waterfront. The Scottish Accommodation Occupancy Survey (2023) shows that Dumfries & Galloway hotel occupancy rates in 2023 was 54.4% (8% lower than 2022) and the Self-Catering occupancy rate was 27.8% (8% lower than 2022). This implies that there is an ample supply of temporary accommodation options already existing, and their use will significantly help to revive a significant yet shrinking aspect of Stranraer's economy. In conclusion, therefore, the sensitivity is deemed to be **High**.

Magnitude of Impact

24.100 The impact on Temporary Worker's accommodation is direct and local. The impact is expected to be of a medium-term temporary duration and the magnitude is considered to be **Medium Beneficial**.

Significance of Effect

24.101 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effect is considered to be **Moderate Beneficial**, which is significant.

Change in Visitor Economy

24.102 At the construction stage, the visual impact of construction equipment and the associated noise and traffic have the potential to impact nearby tourism receptors.

24.103 In terms of noise, Chapter 19 (Noise & Vibration) assesses the significance of the proposed development during construction on a number of variables. The worst-case noise predictions do not exceed the 48dB to 54dB (depending on receptor) daytime noise limits at any of the receptors for construction of the proposed development, whilst the worst-case noise predictions are 42dB to 53dB (depending on receptor) for nighttime construction.

24.104 In terms of cultural heritage, Chapter 22 (Cultural Heritage) concludes that "No predicted construction phase impacts in respect of known heritage assets have been identified." This is beneficial to the visitor economy.

24.105 In terms of Landscape and Visual Impact, Chapter 23 (LVIA) concludes "*the proposed development is anticipated to have very limited Moderate adverse effects on some visual receptors, these are high sensitivity receptors closest to the site. Generally, due to the scale*

and nature of the proposals, most receptors are predicted to experience residual Slight adverse or Negligible effects, which are not significant in EIA terms.” This is not considered to be of a significant negative impact to a reduction in the visitor economy.

Sensitivity of Receptor

24.106 Tourism has an important role in the Stranraer economy, with a number of hotels, B&B’s and places to eat and drink situated in the study area. When looking at the businesses in the study area, out of a possible 19 categories, the third most popular business with (14%) was ‘Accommodation and food services activities’. This is expressive of a strong reliance on the tourism sector. Should tourism be impacted, there would likely be a noticeable change within Stranraer. Promoting the visitor economy also a policy objective of D&G. Subsequently, the sensitivity of the receptor is considered to be **Medium**.

Magnitude of impact

24.107 Tourism is a vital part of the Stranraer economy. Negative landscape and noise disturbances during construction were evaluated to be minimal, which will not likely deter visitors during construction. Therefore, the magnitude of impact is considered to be **Low Adverse**.

Significance of Effect

24.108 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effects on the visitor economy are considered to be **Minor Adverse**, which is not significant.

Change in Access to Open Space & Public Rights of Way

24.109 According to the Scottish Border Council a *“public right of way is a right of passage between two places that the public habitually go. Rights of way are a defined route often over private property...[examples include] roads, tracks and paths; a less defined route over fields, hill and moorland; a path in an urban area”*. Within the proposed development’s site boundary, the only PRoW is the Coastal Walkway.

24.110 The Coastal Walkway provides public access through the harbour and along the promenade and it forms part of the Rhins of Galloway Coast Path Core Path (No: 544)²⁰, as well as the Kirkpatrick McMillan Coast to Coast cycling route.

24.111 According to The Scottish Government (2008)²¹ *“The term ‘open space’ covers greenspace consisting of any vegetated land or structure, water, path or geological feature within and on the edges of settlements, and civic space consisting of squares, market places and other paved or hard landscaped areas with a civic function. Some spaces may combine green and civic*

²⁰ Dumfries and Galloway Council: [Core paths | Dumfries and Galloway Council \(dumgal.gov.uk\)](http://dumgal.gov.uk)

²¹ Planning and Open Space Advice Note, Scottish Government (2008)

space elements, but one type or other will usually predominate. This advice note focuses on green space, but touches on civic space.”

- 24.112 The current coastal walkway is being upgraded to make this route more desirable both within masterplan proposals and taking into account the location of the rail station and possible future uses of the East Pier. This will connect to the existing path network to the west of the site at Agnew Park, through the harbour and marina area, connecting to the new reclaimed land area to the east. Public realm improvements will centre around upgrades to the Breastworks car park which oversees the harbour.
- 24.113 During the construction of the proposed development, there is the potential for reduced access to the Coastal Walkway, depending on phasing this may not be for the entire duration of the construction phase.

Sensitivity of Receptor

- 24.114 There are good levels of access to Open Space in Stranraer and more widely in Dumfries and Galloway. As there is such limited Open Space within the Order Limits, this receptor is of low significance. Furthermore, it is an incidental piece of open space rather than an intentional one, which often leads to limited public use. In regard to the Coastal Walkway path, as this is a regionally significant path and the only path across the Stranraer Marina, depending on Construction Management, the construction phase has the ability to significantly impact upon local residents' ability to enjoy use of the path. Thus, the sensitivity of the receptor is considered to be **Medium**.

Magnitude of impact

- 24.115 Although the Coastal Walkway extends beyond the study area, the portion of it within the study area is localised to the Stranraer Marina spatial context. Therefore, the magnitude should be quite contained as the geographic nature of this receptor reduces the magnitude of impact. Overall, the magnitude is considered to be **Low Adverse**.

Significance of Effect

- 24.116 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effect on Open Space and Public Rights of Way during construction is considered to be **Minor Adverse**, which is not significant.

Leisure, Recreation & Community Use

- 24.117 Stranraer has a strong recreational, leisure and community facility provision. Recreational facilities in Stranraer include Stranraer Water Sports Association's Hub (currently under construction). Activities that SWSA run include paddle sports, 'Let's Get Wat Programme', canoeing, sailing, powerboating and rowing. SWSA also hosts sports and cultural events such

as the first Stranraer SkiffieWorlds in 2019 and the most recent one in 2025, and the annual Scottish Fin and Foil Championships. They also host a Kids Club during certain times of the year. SWSA has a variety of clubs such as Loch Ryan Sailing Club, Stranraer Coastal Rowing Club and the SWSA Kids Club are all is located adjacent to the marina.

24.118 Wigtownshire Rugby Football Club is located to the east of the marina. Stranraer skatepark and Stranraer Football Stadium is located to the southeast. Stranraer Golf Course is located approximately 4km further along the coast, to the west. There are also a number of leisure yachts located within the marina itself.

24.119 185 leisure and recreation berths will be constructed, which will temporarily mean the existing leisure and recreation berths will be inaccessible as a worst-case scenario. Balfour Beatty will liaise with Dumfries & Galloway Council to ensure the full construction proposals contain as minimal disruption to leisure and recreation berths as possible, and will prioritise not disrupting large community events.

24.120 Although the Stranraer Water Sports Association Hub falls outside the red line boundary, as a water based recreational club they make use of the sea. As there is a vast span of sea that can still be used by the SWSA, there will be an insignificant impact to their activities.

Sensitivity of Receptor

24.121 Stranraer has a good-quality recreational offer beyond the marina, however Stranraer Marina is one of four Dumfries and Galloway harbours that support recreational boating²², and out of these four it is the busiest.

24.122 Therefore, the sensitivity is considered to be **Medium Adverse**.

Magnitude of impact

24.123 The construction of a new community facility will have minimal Leisure, Recreation & Community Use negative impacts as there is currently nothing on the proposed construction site (reclaimed land). The construction of additional leisure berths, can have a lower impact if some berths remain operational during construction. Overall, the magnitude is considered to be **Low Adverse**.

Significance of Effect

24.124 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effects on the visitor economy are considered to be **Minor Adverse**, which is not significant.

²² Dumfries and Galloway has five harbours in total however Kirkcudbright Harbour is primarily a commercial fishing harbour

Shops & Services

24.125 It has been estimated that c. [REDACTED] person-years of construction workers will be needed during the construction phase. It is estimated that c.3% of these workers ([REDACTED] people) will require temporary accommodation, which can be provided by the 10 guest houses or hotels located on Stranraer Waterfront. Furthermore, the construction workers will also require food & beverages. This will create market demand for retail, restaurant and food services, which have a beneficial economic impact for such providers.

Sensitivity of Receptor

24.126 Shops and service providers have an important role in the Stranraer economy. There is a wider variety of hotels, B&B's and places to eat and drink situated in the study area. When looking at the businesses in the study area, out of a possible 19 categories, the second most popular business type is "Accommodation and food services activities" (14%). This business type is most applicable to shops and services. This is indicative of the study area's strong reliance on shops and services that contribute to its local economy. Between 2011 and 2022, proportional employment within "Accommodation and food services activities" was virtually constant (8.4% in 2011 and 8.3% in 2022). An influx of construction workers (commuting or temporary stay) will result in increased demand for such services, which will have positive effects, especially for a prominent industry that has experienced constant decline. Subsequently, the sensitivity of the receptor is considered to be **Medium**.

Magnitude of impact

24.127 The retail industry is a vital part of the Stranraer economy. As retail often has an inelasticity of demand²³, coupled with the relative distance for shops and services from the Order Limits, any potential landscape harm and/or noise disturbance created during construction is not considered to be likely to be significantly disruptive. Therefore, the magnitude of impact is considered to be **Low Beneficial**.

Significance of Effect

24.128 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effects on the visitor economy is considered to be **Minor Beneficial**, which is not significant.

²³ Increases in price do not lead to a proportional decrease in demand

Operational Phase

Change in Economic Output

24.129 The ARUP OBC (2024) estimates over a 25-year operational period, a net associated Gross Value Added of [REDACTED] will be created. This stems from the increase in direct and indirect employment, compounded by multiplier effects of increase local and visitor spend. The proposed development sits within an economically growing Scottish Marine tourism economy. Scotland's sailing and boating tourism economy is "estimated to contribute £84m in Gross Value Added (GVA)" which sits within a larger marine tourism economy that reached £411m in 2017/18²⁴.

Sensitivity of Receptor

24.130 The vulnerability of the receptor is considered moderate given that the study area's proportional economic activity was lower (52.8%) when compared to Dumfries and Galloway Council (55.2%) and nationally (59.2%) in the 2022 census. This infers that improvements in economic output will have a relatively larger effect on the study area. Furthermore, sustainable economic growth is a policy priority within Dumfries and Galloway. In conclusion, the sensitivity is **Medium**.

Magnitude of impact

24.131 The impact is predicted to be of local spatial extent and long-term in duration. The proposed development will provide an opportunity for the tourist economy to be developed. The extent to which depends on the total addressable tourism market available. Destination marketing can help to maximise such tourism impacts. According to the ARUP OBC (2024) an additional [REDACTED] net jobs created, can lead to increased local spend in the Stranraer economy through Food and Beverage, services or transportation. In conclusion, the magnitude is **Medium Beneficial**.

Significance of Effect

24.132 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effect is considered to be **Moderate Beneficial**, which is significant.

Reduced Unemployment

24.133 Relying on the Outline Business Case, it is considered that there will be 30 net additional jobs (both direct and indirect) created as part of the proposed development by Year 5 of operation. This is quite an insignificant number compared to the amount of people unemployed in the study area.

²⁴ Economic Benefits of UK Boating Tourism, 2017-18, British Marine

Sensitivity of Receptor

24.134 The vulnerability of the receptor is considered moderate given that the study area's proportional unemployment was slightly higher (2%) when compared to Dumfries and Galloway Council (1.5%) and over twice as much when compared to Scotland (0.8%) in the 2022 census. This infers that reductions in unemployment will have a relatively larger effect on the study area. In conclusion, the sensitivity is **Medium**.

Magnitude of impact

24.135 According to the baseline assessment there are currently 237 people who are unemployed who live in the study area. The ■ operational jobs represent a ■% reduction in the number of unemployed people within the study area. This is a large magnitude of impact.

24.136 The impact of reduced unemployment levels is direct through operational jobs created as part of the proposed development.

24.137 The impact is predicted to be of local spatial extent and long-term continuous duration. On this basis the magnitude is, therefore, **Medium Beneficial**.

Significance of Effect

24.138 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effect is considered to be **Minor Beneficial**, which is significant.

Improved Education, Skills & Qualifications

24.139 An Outline Skills, Supply Chain and Employment Plan [Appendix 24.2] that is implemented should provide skills training for a variety of marine skills that are needed to maintain and grow Stranraer Marina's marine industry. This should improve participants' qualifications and employability, enhancing the possibility for residents to work on the plethora of operational opportunities associated with the proposed development.

24.140 The 'Giant Strides' Scottish Marine Tourism Strategy 2020 to 2025²⁵ shares that of those member businesses asked, "more than 60% feel there are skills deficiencies in the sector". Furthermore, the Economic Value of Boating Tourism in Scotland Survey (2022)²⁶ confirms this by stating that their "emerging findings have identified issues in terms of skills gaps in areas such as engineering (boat builders and electricians), boat handling (commercial skippers and crew), and management (marina managers and boatyard operatives), and skills shortages driven by an ageing workforce."

²⁵ Giant Strides, 'A Marine Tourism Strategy supporting communities, the environment and economic growth around Scotland's coasts, lochs and waterways.' – 2020 to 2025 (2020)

²⁶ EKOS - Economic Value of Boating Tourism in Scotland Survey (2022)

24.141 This is strong validation for the opportunity to build the capacity of Scottish marine skills which can help sustain the future of Stranraer's marine economy.

24.142 There is the opportunity to provide educational trips for schools to teach about the Process of the Development, the Marine Environment and Marine Economy. This will help cultivate an early pipeline of potential early talent for marine employment. Information boards could also be presented to both educate members of the public on the marine industry and promote skills opportunities.

Sensitivity of Receptor

24.143 Given the lack of immediate training opportunities in the study area assessed from engagement data, a well-delivered Outline, Supply Chain, Skills and Employment Plan could provide training opportunities within the Marine Sector for residents locally. Therefore, the sensitivity is considered to be **Medium**

Magnitude of impact

24.144 According to baseline data, the study area has a higher proportion of individuals with no qualifications (27.3%) than in Dumfries and Galloway (21.4%) and Scotland (16.7%). The desire for skills training was also expressed through the engagement survey which showed that when asked "what would be of greater benefit to the local community?" – 59% of people responded "employment and skills development", whilst 2% of people said a "non-resident workforce" and 37% of people asked said "both are equally beneficial".

24.145 The impact is predicted to be local and long term continuous in duration.

24.146 On this basis the magnitude is, therefore, **Medium Beneficial**.

Significance of Effect

24.147 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effect is considered to be **Negligible**, which is not significant.

24.148 Should mitigation measures be put in place, such as the inclusion of boards and/or trips to the Marina to educate local school children about the Process of the Development, the Marine Environment and Marine Economy, then the significance could increase to **Minor Beneficial**, which is not significant.

Change in Visitor Economy

- 24.149 Once the proposed development is operational, there is potential for tourism to increase due to an increase in recreational/leisure users using the Marina, as well as general visitors who want to explore the new regeneration of the Stranraer Marina. The ARUP OBC (2024) estimate that the proposed development will lead to an additional 20,000 visitors per annum. This would significantly improve the visitor economy.
- 24.150 The 'Giant Strides' Scottish Marine Tourism Strategy 2020 to 2025²⁷ shares the results of a British Marine Scotland survey in which marine tourism business members were asked a variety of questions. Of those members asked "*more than 85% feel infrastructure is key to development of the sector.*" Based on these expert views, the Stranraer Marina Expansion infrastructure upgrades can certainly aid in the development of its visitor economy.
- 24.151 The proposed development seeks to create 15 motorhome stances within the Marine Lake car park which will be typically used by visitors. This proposed infrastructure provision will improve Stranraer's visitor economy by increasing accommodation facilities.
- 24.152 Informed by the Scotland Visitor Survey (2023), Visit Alba have shared that of the overnight visitors to Dumfries and Galloway – 87% of them were domestic UK visitors (13% from Scotland and 74% from the rest of the UK).
- 24.153 When discussing opportunities, Economic Value of Boating Tourism in Scotland Survey (2022) states that "opportunities were also identified for growth and development within the staycation market"²⁸ which is essential for the visitor economy. The Stranraer Marina Expansion can capitalise on this industry insight and expected growth by attracting more Scottish domestic overnight tourists.

Sensitivity of Receptor

- 24.154 Tourism has an important role in the Stranraer economy, with a number of hotels, B&B's and places to eat and drink situated in the study area. When looking at the business categories in the study area, out of a possible 19, the third most-popular business (14%) was "Accommodation and food services activities". This is expressive of a strong reliance on the tourism sector. An increase of 20,000 annual visitors is expected by Year 5 of operation. In 2018 (one year prior to Covid-19) c.14,000 people visited the Stranraer Visitor Information Centre. Although not all Stranraer Marina visitors would have visited the Information Centre, in this context, 20,000 additional visitors per annum is still a significant increase. Promoting the visitor economy is also a policy objective of D&G. Subsequently, the sensitivity of the receptor is considered to be **Medium**.

²⁷ Giant Strides, 'A Marine Tourism Strategy supporting communities, the environment and economic growth around Scotland's coasts, lochs and waterways.' – 2020 to 2025 (2020)

²⁸EKOS- Economic Value of Boating Tourism in Scotland Survey (2022)

Magnitude of impact

24.155 Tourism is a vital part of the Stranraer economy. Increased visitors will lead to a higher tourism spend and could potentially be the impetus for further re-investment within the study area. Therefore, the magnitude of impact is considered to be **High Beneficial**.

Significance of Effect

24.156 Based on the sensitivity of the receptor and the magnitude of the impact, the predicted significance of the effects on the visitor economy is considered to be **Major Beneficial**, which is significant.

Change in Access to Open Space & Public Rights of Way

24.157 The proposed development has the potential to improve access to open space and PRoW through general improvements to the public realm and improvements to the coastal walkway.

24.158 The reconfiguration of the Breastworks car park introduces a landscaped buffer between the parking area and the coastal walkway/marina edge. This buffer includes low-level planting, feature shrubs, and seating areas to enhance visual and recreational amenity.

24.159 The reclaimed land incorporates car parking softened by planting, alongside a flexible open space designed as a park-type area. Structural planting frames the space, which is intended for community-led events and general public use.

24.160 A continuous east–west walkway has been established within the site boundary, linking the new park space to beaches and coastal paths to the northwest. Wayfinding markers will be installed to guide users and add visual interest, as well as upgraded low-level lighting to make the coastal walkway more attractive to users. As part of the coastal walkway upgrade, the slipway redevelopment will support active travel by improving connectivity through the harbour and to the water. The design aims to enhance the existing route, making it more attractive, welcoming, and usable for pedestrians.

24.161 The Marine Lake car park has been redesigned to support uninterrupted pedestrian movement along the marina front. A segregated walking route on its eastern side improves footpath connectivity, while existing vegetation to the west and south is retained.

24.162 Overall, the proposals significantly enhance the amenity value of the site, creating inclusive, accessible public spaces and improved PRoW.

Sensitivity of Receptor

24.163 The existing Coastal Walkway is a regionally significant route ('Core Path'). As the existing public realm and open space are limited, any improvements will extensively enhance the experience for visitors and residents of Stranraer. Therefore, the sensitivity is considered to be **Medium**.

Magnitude of impact

24.164 Improved access to open space and PRow during operation will naturally be contained to the spatial context of Stranraer Marina. They can have wider benefits from people in the region coming to Stranraer Marina specifically for the new and upgraded coastal walkway. As the walkway connects the study area to the wider Stranraer region, the amplification of effects is designed into this intervention. Therefore, the magnitude is considered to be **Medium Beneficial**.

Significance of Effect

24.165 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effects on the visitor economy is considered to be **Moderate Beneficial**, which is significant.

Leisure, Recreation & Community Use

24.166 The proposed development has the potential to improve recreation through an increase in recreational marine berthing facilities and the creation of a community mixed-use space. This means more recreational/leisure boats will be able to use the marina.

24.167 According to the Economic Value of Boating Tourism (the main subject of this report is actually recreational boating) in Scotland Survey (2022)²⁹ *“In 2022, sailing/boating is estimated to contribute £84m in Gross Value Added (GVA) and 3,100 Full Time Equivalent (FTE) jobs”.* The report goes on to state that *“over the medium term, much of Scotland’s berthing and shoreside infrastructure assets will be 30+ years old, and in line with Scottish Government/Scottish Future Trust Infrastructure Investment Plan for Scotland 2021/22 to 2025/26 the focus will be on maximising the useful life of existing assets through maintenance, repair, and upgrades.”* As Stranraer Marina is upgrading its recreational berthing facilities, an argument can be made for increased demand from sailors who want to use Stranraer Marina’s new facilities. The report also shares how the proposed community mixed-use space in Stranraer Marina can have both physical and mental wellbeing benefits for its users.

24.168 The 2022 Locality ‘Power of Community on the Coast’ report evaluates the role of community organisations in UK coastal communities. Based on several British coastal case studies, two of its findings can have direct application in the Stranraer Marina Expansion community uses. The report emphasises the importance of *“ensuring that neighbourhoods are put in the lead of shaping the priorities and vision for local change. This requires investment in community engagement, participatory approaches, mapping local assets and strengthening community networks in partnership with the VCSE³⁰ sector.”*

24.169 This speaks to the need to engage and meaningfully collaborate with the local community in any potential uses for a community space. The Applicant realises the value in this and

²⁹ Economic Value of Boating Tourism (the main subject of this report is actually recreational boating) in Scotland Survey (2022)

³⁰ Voluntary Community and Social Enterprise

commissioned Socio-Economic Engagement activities that were ran in early 2025 [Appendix 24.1].

24.170 The report goes on to state that *“Directly invest[ing] in community infrastructure to support an inclusive economy approach to regeneration: including through access to capital investment, community asset transfer (CAT), commissioning, and supporting community businesses and social enterprises in the local economy.”*

24.171 The proposed development will seek to construct a new community space on reclaimed land.

24.172 The land at the eastern end of the harbour basin (land to the west of east pier) will be reclaimed, which will facilitate the construction of a new community space. Currently, car parking would be used on some of the site, with the community being involved to develop a solution for the rest of this land. Local events, community initiatives and artwork could be developed and delivered within this area. The land here may be reclaimed from the dredge material taken from the marina. It is proposed to include an area of large ‘steps’ which would allow the public to sit and look out into the harbour area, allowing them to connect with the land and the sea. A new revetment would face this, with rock armour used to protect the exposed face. A new pedestrian walkway would run along this face, extending the existing walkway, taking the public from the current east pier, through the harbour, to Agnew Park to the west.

Sensitivity of Receptor

24.173 As identified when discussing sensitivity during the construction phase, Stranraer has a good-quality recreational and leisure offer. Although the offer will tangibly improve, it is not expected to be extensive. The use of a new community mixed-use space will have significant benefits for the local community. Therefore, the sensitivity is considered to be **Medium**.

Magnitude of impact

24.174 In terms of Landscape and Visual Impact, Chapter 23 (LVIA) states *“Recreational areas are relatively limited surrounding the site. Views from Agnew Park (Viewpoint 3) are filtered by the line of existing trees. To the north west of the site receptors from a picnic area are also likely to experience changes in view (Viewpoint 6). Effects on views are predicted to be Slight and not significant.”*

24.175 An improved recreational offer will benefit the residents of Stranraer, as well as visitors. Although there are other recreational activities in Stranraer – the Marina offers a unique type of recreational opportunity as it offers a coast. Of the recreational activities proposed half of them directly relate to the sea (coastal walkway and recreational berths). As these unique coastal-themed recreational activities, as well as the new community space, are enjoyed by more people, they will naturally be promoted, which can increase their positive impact. Therefore, the magnitude is considered to be **Medium Beneficial**.

Significance of Effect

24.176 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effects on the visitor economy are considered to be **Moderate Beneficial**, which is significant.

Shops & Services

24.177 The ARUP OBC (2024) estimate that 20,000 new visitors per annum will visit Stranraer Marina during its operational stage. The Giant Strides report (2020) states that “*visitors are staying for longer [and] spending more*”. This indicates the potential market demand from visitors during the operational phase of the Stranraer Marina Expansion. This additional market demand for retail, restaurant and food services, will have a beneficial economic impact for such providers.

Sensitivity of Receptor

24.178 Shops and service providers have an important role in the Stranraer economy. There are a wide variety of hotels, B&B's and places to eat and drink situated in the study area. When looking at the businesses in the study area, out of a possible 19 categories, the second most popular business (15%) was “*wholesale and retail trade; repair of motor vehicles and motorcycles*” and the third (14%) is “*Accommodation and food services activities*”. This is expressive of the study area's strong reliance on shops and services' contribution to its local economy. Despite this, between 2011 and 2022 there has been a decline in the proportion of the Stranraer's working population employed in “*wholesale and retail trade; repair of motor vehicles and motorcycles*”. An increase in annual visitors will result in increased demand for such services, which will have positive effects, especially for a prominent industry that has experienced constant decline. Subsequently, the sensitivity of the receptor is considered to be **Medium**.

Magnitude of impact

24.179 Shops and services are a vital part of the Stranraer economy. An increase in visitors will lead to increased market demand for shops and services. Although the spatial context is local to Stranraer Marina, positive experiences can be shared more widely, which can create a larger magnitude for specific shops and services. Therefore, the magnitude of impact is considered to be **Medium Beneficial**.

Significance of Effect

24.180 Based on the sensitivity of the receptor and the magnitude of the impact, the significance of the effects on the visitor economy is considered to be **Moderate Beneficial**, which is significant in EIA terms.

24.181 Table 24.8 below provides a summary of the level of significance associated with each receptor.

Table 24.8: Summary of Socio-Economic Receptors and Potential Effects

Receptors	Significance During Construction Phase	Significance During Operational Phase
Change in Economic Output	Moderate Beneficial	Moderate Beneficial
Crime and Safety	Moderate Adverse	N/A
Reduced Unemployment	Moderate Beneficial	Minor Beneficial
Improved Education, Skills & Qualifications	Moderate Beneficial	Minor Beneficial
Temporary Workers Accommodation	Moderate Beneficial	N/A
Change in Visitor Economy	Minor Adverse	Major Beneficial
Change in Access to Open Space & Public Rights of Way	Minor Adverse	Moderate Beneficial
Leisure, Recreation & Community Use	Minor Adverse	Moderate Beneficial
Shops & Services	Minor Beneficial	Moderate Beneficial

Do Nothing Scenario

24.182 In Environmental Impact Assessments, the "do nothing" scenario (also known as the "no action" or "baseline" scenario) is a crucial element. It defines the likely environmental conditions if the proposed project is not implemented, serving as a reference point to compare the project's potential impacts.

24.183 Table 24.9 provides a summary of proposed additional mitigation measures to help alleviate the potential negative effects highlighted above. It is considered that should additional mitigation measures be implemented successfully, adverse impacts will be softened.

24.184 Monitoring the scale and type of local economic benefits that the proposed development realises would provide intelligence about the success of particular measures proposed, as well as improving the wider evidence base about the local economic benefits associated with similar schemes.

Table 24.9: Mitigation and Monitoring Measures

Receptor	Potential Negative Effects	Summary of Proposed Additional Mitigation
Crime and Safety	Potential theft or vandalism of expensive construction equipment.	<ul style="list-style-type: none"> • The Framework CEMP, which accompanies the planning and marine licence applications, outlines at an early stage the relevant operational measures and procedures which will be implemented during construction of the proposed development. It is anticipated that if planning permission and marine licenses are granted then suitably worded conditions would require the construction of the proposed development in compliance with an updated final CEMP. • The Framework CEMP outlines security measures such as 2-meter high security hoarding, security lighting and fencing, CCTV, security control room, guard patrols.. • Therefore, there is unlikely to be a significant effect in relation to crime and safety, and this is not considered worthy of further assessment.

<p>Tourism</p>	<ul style="list-style-type: none"> • Reduced visitor numbers during construction as a result of perceived noise and/or visual impact of construction. 	<ul style="list-style-type: none"> • Requirement for adequate communication on what tourism related activities may be closed due to construction. • The Construction Environmental Management Plan (CEMP) properly considers potential impacts upon the visitor economy during construction and mitigates interactions where possible such as <i>"Clear signage and directional markings will be in place to ensure clear delineation of construction activities from the normal operation of the surrounding harbour and public areas throughout."</i>
<p>Open Space and PRow</p>	<ul style="list-style-type: none"> • Potential reduced access to open space and PRow on Stranraer Marina such as coastal walkway leading to reduced enjoyment, furthered by noise and visual impacts of construction. 	<ul style="list-style-type: none"> • The Framework CEMP states <i>"A logistics and access plan will be developed in cooperation with and for approval by the Local Authority to ensure vehicular and pedestrian access is maintained throughout the project lifecycle."</i> This will help to mitigate potential disruption caused by public in access. • Ensure the CEMP properly considers potential impacts upon the enjoyment of recreation during construction and mitigates interactions where possible.

Mitigation, Monitoring and Residual Effects

Beneficial Recommendations

24.185 Table 24.10 provides a summary of proposed beneficial recommendations for the potential positive effects. Should beneficial recommendations be successfully implemented, beneficial impacts will be enhanced.

Table 24.10: Beneficial Recommendations for Proposed development

Receptor	Potential Positive Effects	Summary of Beneficial Recommendations
Education, Skills, and Qualifications	<p>Potential for the local to access training and employment/ apprenticeship opportunities and improve their skillset/ gain relevant qualifications.</p> <p>Opportunities for school children to learn more about the elements of the proposed development e.g. berths or dredging and how they are constructed.</p>	<ul style="list-style-type: none"> • An Outline, Supply Chain, Skills and Employment Plan that ensures employment/training opportunities are offered to Stranraer residents in the first instance. • The inclusion of educational boards on the functionality of the proposed development and offering educational trips to local schools during construction.

Residual Effects

Construction Phase

24.186 During construction, there is the potential for minor adverse residual effects (not significant in EIA terms) in relation to Crime and Safety and Changes in Access to Open Space & Public Rights of Way due to construction disruptions.

24.187 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.

24.188 During the construction phase, Moderate Beneficial residual 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.

24.189 Minor Beneficial residual effects were predicted in relation to shops and services.

Operational Phase

- 24.190 Minor Beneficial residual effects are predicted in relation to the receptors Improved Education, Skills & Qualifications and Reduced Unemployment (not significant in EIA terms), once the project is operational.
- 24.191 Moderate Beneficial residual 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 Rights of Way; Leisure, Recreation & Community Use; and Shops & Services.
- 24.192 Major Beneficial residual effects (significant in EIA terms) are anticipated in relation to a predicted Change in Visitor Economy.
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Cumulative Effects

24.193 This section assesses the likely significant effects of the proposed development on receptors when considered in the context of other future proposed developments within close proximity.

24.194 The below are a list of identified committed and reasonably foreseeable proposed developments near the proposed development.

24.195 In total there is 532 estimated person years jobs created per annum from the below 4 cumulative developments. When combined with the employment from the proposed development () this equates to person years of employment.

Table 24.11: SEIA Cumulative Development

Description	Location	Council	Ref	Status	Estimated Jobs Created Per Annum
installation of 4 electric vehicle charging points with associated charging upstands, supporting equipment cabinets and substation infrastructure	Land At Port Rodie Car Park Harbour Street Stranraer DG9 8EG	Dumfries & Galloway	23/0739/CLP	Granted	4
Erection of boat shelter with roof mounted solar panels; extension to boat yard including formation of hardstanding area, installation of pole mounted flood lights, erection of 2 metre high security fencing and formation of gated access; formation of instructor platform, equipment lay down area, open air showers, stepped access to the beach and erection of instructor shelter	Land Between West Pier And Agnew Park, Stranraer Harbour, Stranraer	Dumfries & Galloway	23/0976/FUL	Granted	17
Erection of watersports centre and installation of roof mounted solar photovoltaic panels, formation of additional parking area with associated hard and soft landscaping and formation of footpath	Land To West Of Marina And Harbourmaster's Office Stranraer	Dumfries & Galloway	23/0970/FUL	Granted	26

Description	Location	Council	Ref	Status	Estimated Jobs Created Per Annum
Consent under section 36 of the electricity act 1989 and deemed planning permission under section 57(2) of the town and country planning (Scotland) act 1997 for construction and operation of mid moile wind farm within the planning authority area of Dumfries and Galloway council	Mid Moile Windfarm Cairnryan	Dumfries & Galloway	22/0394/S36	Granted	485

Temporary Construction Worker Accommodation

- 24.196 During the construction stage of the proposed development, there is the potential for an increase in demand for housing / short term rentals to accommodate non-resident workers.
- 24.197 Furthermore, CITB's 'Workforce Mobility and Skills in the UK Construction Sector 2022 – Scotland (2023)³¹ states "One in twenty (6%) construction workers in Scotland report that they are currently staying in temporary accommodation while working at their site, in line with previous years (2% in 2018/19 and 7% in 2015), and with the UK average." Based on this there is expected to be temporary accommodation need for only [REDACTED] construction workers (6% of [REDACTED]) to accommodate the above listed cumulative developments.
- 24.198 Notwithstanding the low number of workers envisaged to require accommodation, AirDNA data for short-term rentals is presented within the baseline assessment. This shows that, within the study area, there is circa 162 of short-term rental providers. Each rental provider has a variety of bedspaces with some ranging from 3 beds to 10 beds. The assessment has chosen a worst case scenario approach with 3 beds and multiplied this by the units. This equates to circa 3 rooms which creates 486 bedspaces from the serviced accommodations.
- 24.199 Furthermore, there are circa 5 hotels within a 5km radius of the application site with an estimated capacity of 76 rooms.
- 24.200 This means there are circa 562 bed spaces available within a commutable distance from the proposed development which is sufficient to cover the [REDACTED] temporary construction workers need for accommodation.
- 24.201 Taking the above information into account the construction of the proposed development will result in a minor beneficial cumulative effect on Socio-Economics, which is not significant in EIA terms.

Construction Worker Supply

- 24.202 Dumfries & Galloway has 2,500 employees working in the construction sector. This is circa [REDACTED] construction workers more than the estimated total person years from the proposed development and the most relevant cumulative developments assessed earlier. This supply seems sufficient.

³¹ CITB's 'Workforce Mobility and Skills in the UK Construction Sector 2022 – Scotland (2023)

Summary and Conclusions

- 24.203 This EIA has considered data from a range of sources to determine the likely significant residual effects of the proposed development on socio-economics.
- 24.204 As discussed in accordance with the Framework CEMP a range of environmental and good practice measures will be in place during the construction phase to help alleviate any potential adverse effects.
- 24.205 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 targeted skills development and education, and provide support to the local economy by increasing demand for temporary workers' accommodation which will lead to moderate beneficial effects. However, there may be minor adverse effects on crime and safety and access to open spaces, and leisure facilities due to construction disruptions. There will be negligible effects on tourism, and leisure, recreation and community use during construction.
- 24.206 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 the tourism economy, improve access to open spaces, and enhance local leisure recreation and community uses when compared to the construction stage. It is considered that the proposed development will also increase demand for local shops and services when compared to the construction stage, contributing to sustained economic growth. Overall, the long-term benefits of the Stranraer Marina Expansion are expected to outweigh the minor adverse effects experienced during construction.
- 24.207 Overall, the cumulative assessments do not negatively affect the region in terms of demand on temporary workers accommodation or supply of construction workers.
- 24.208 Overall, there are no likely significant adverse effects as part of the proposed development. Table 24.12 summarises all receptor effects.
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Table 24.12: Summary of Potential Environmental Effects and Monitoring

Receptor	Phase		Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O						
Change in Economic Output	✓	✓	C: High Beneficial O: Medium Beneficial	C: Medium O: Medium	C: Moderate Beneficial O: Moderate Beneficial	N/A	C: Moderate Beneficial O: Moderate Beneficial	N/A
Crime and Safety	✓		C: Medium Adverse	C: Medium	C: Moderate Adverse	Framework CEMP which outlines specific security measures	C: Minor Adverse	N/A
Reduced Unemployment	✓	✓	C: Medium Beneficial O: Low Beneficial	C: Medium O: Medium	C: Moderate Beneficial O: Minor Beneficial	Targeted scheme of access to construction training and apprenticeships	C: Moderate Beneficial O: Minor Beneficial	N/A

FAIRHURST

Receptor	Phase		Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O						
Improved Education, Skills & Qualifications	✓	✓	C: Medium Beneficial O: Medium Beneficial	C: Medium O: Medium	C: Moderate Beneficial O: Minor Beneficial	Targeted scheme of access to construction training and apprenticeships	C: Moderate Beneficial O: Minor Beneficial	Outline Skills, Supply Chain and Employment Plan [Appendix 24.2]
Temporary Workers Accommodation	✓		C: Medium Beneficial	C: High	C: Moderate Beneficial	Targeted scheme of access to construction training and apprenticeships	C: Moderate Beneficial	N/A
Change in Visitor Economy	✓	✓	C: Low Adverse O: High Beneficial	C: Medium O: Medium	C: Minor Adverse O: Major Beneficial	Framework CEMP with ensuring accessibility to tourist recreation and communication to the public	C: Negligible O: Major Beneficial	N/A

FAIRHURST

Receptor	Phase		Magnitude of impact	Sensitivity of the receptor	Significance of effect	Further mitigation	Residual effect	Proposed monitoring
	C	O						
Change in Access to Open Space & Public Rights of Way	✓	✓	C: Low Adverse O: Medium Beneficial	C: Medium O: Medium	C: Minor Adverse O: Moderate Beneficial	Framework CEMP with ensuring accessibility to recreation and communication to the public	C: Minor Adverse O: Moderate Beneficial	N/A
Leisure, Recreation & Community Use	✓	✓	C: Low Adverse O: Medium Beneficial	C: Medium O: Medium	C: Minor Adverse O: Moderate Beneficial	Framework CEMP with ensuring accessibility to recreation and communication to the public	C: Negligible O: Moderate Beneficial	N/A
Shops & Services	✓	✓	C: Low Beneficial O: Medium Beneficial	C: Medium O: Medium	C: Minor Beneficial O: Moderate Beneficial	N/A	C: Minor Beneficial O: Moderate Beneficial	N/A

C=construction, O=operational and maintenance