

## Appendix 8.2 – Technical Note

### Consultee Basic Question Sets

The following basic question sets were used to inform discussions with the various stakeholder groups:

#### In relation to the existing marina and the current situation:

1. What is your role in the marina and how do you use the marina?
2. Views (positive and negative) on safe navigation in the marina / immediate approaches in general?
3. Views on current AtoN provisions and are there potential improvements?
4. Views on the environmental conditions at the marina, eg weather, tide range, waves, shelter, etc?
5. Can / do you access relevant marine information, eg regulations, NtMs, pre-arrival docs?
6. View on communication methods and levels with the marina / harbour office?
7. View of the new D&GC Stranraer HRO 2024 and impact on the safety of navigation at the marina?
8. Aware of any incidents, accidents or near misses, historical and recent around the marina?
9. Do you attend Harbour User Group consultation meetings?
10. Views about the safety of mooring, berthing or using shore infrastructure in the marina?
11. Overall, what do you think is biggest risk to navigational safety at the marina?
12. Other bodies/companies/vessels which use the marina? (eg leisure, pleasure, small craft, clubs, commercial activities, ferry, cruise)
13. Do you have any other suggestions to improve the safety of navigation?

#### In relation to the proposed new development and dredging proposals:

14. Impact the proposed development might have on the safety of navigation – positive and negative?
15. Impact the proposed development will have on environmental conditions, eg waves etc?
16. Any suggested navigational safety aspect(s) that could be improved in the proposed design?
17. Views on the draft dredging proposals, arrangement and depths?
18. Views on potential additional measures which could be considered during development / construction stages?
19. Do you have any other suggestions to note regards navigational safety during any construction phase or future development?

Open to any other comments in relation to navigational safety.

### Outline Question Set – General Marine Users

1. Are you aware of the latest proposed Stranraer Marina Expansion project proposals?
2. What traffic in addition to freight and pax ferries do you accept at the ferry port?
3. Do current vessel traffic movements transiting to and from the Marina or the larger part of Loch Ryan have any impact on your operations?
4. Do you think the development will have any impact on your operations or the safety of navigation to the northern portion of Loch Ryan?
5. Are you aware of any incidents, accidents or near misses, historical and recent involving craft using or transiting the northern portion of Loch Ryan?
6. Does the MOU “Guide to Vessels Entering Loch Ryan” (May 2021) and its principles still apply?
7. Do you have any concerns with regards to the Marina expansion, from a navigational safety perspective?
8. Do you know who retains ownership of East Pier at Stranraer? If so:
  - a. Do you know if there are any plans to reutilise the East Pier facility for the likes of ferry or cargo operations in the future?
  - b. Are you aware of the general condition of the East Pier facility?
  - c. Who maintains the AtoNs at the East Pier facility?

### Outline Question Set – Ferry Operators

**In relation to the existing marina and the current situation:**

1. Provide a little background to D&GCs role in / management of the marina?
2. What types, sizes and frequency of craft and vessels use or do you normally see in and around the marina? (eg leisure, pleasure, small craft, clubs, commercial activities, ferry, cruise)
3. Views (positive and negative) on safe navigation in the marina / approaches in general?
4. What methods are used to communicate with users on matters of navigation?
5. Do you have/keep records of or are aware of any incidents, accidents or near misses, historical and recent, around the marina?
6. Do you hold Harbour User Group consultation meetings and are these well attended/received?
7. Does the MOU "Guide to Vessels Entering Loch Ryan" (May 2021) and its principles still apply?
8. Overall, what do you think is biggest risk to navigational safety at the marina? (does this differ from the NRA findings)
9. Can you talk me through the main findings of the Loch Ryan South NRA (Ranked Hazard List: Dumfries & Galloway Council) provided to us already and how you use/review this?
10. Are you able to provide some details of the existing MSMS/operating procedures adopted by D&GC which support the stated NRA risk controls in ensuring the safety of navigation at the Stranraer Marina area?
11. What benefits do you think the D&GC Stranraer Harbour Revision Order 2024 will have on safety of navigation, particularly for the Marina and its immediate approaches?
12. Is there any other legislation relevant to or which may impact the Stranraer Marina area - eg Acts, Orders, Directions, Byelaws, Codes of Practice, etc?
13. Contact details for commercial operators so we can seek further consultation:
  - a. Loch Ryan Oyster Fishery?
  - b. Fishing – 'Minty'?

**In relation to the proposed new development and dredging proposals:**

14. What impacts do you think the proposed development might have on the safety of navigation – positive and negative?
15. Are there any particular navigational safety aspect(s) that you think could be improved in the design/build of the new facility that is not already part of the proposal?
16. Do you have any views on potential additional measures which could be considered during construction stages?
17. Any other views/suggestions regards navigational safety during any construction phase or future development?

**Outline Question Set – D&GC as Harbour Authority**

1. Generally, what construction methods are most likely or might be considered for works on the water, eg breakwater improvements, dredging, pontoon construction, etc
2. What types, sizes and frequency of vessel movements might such methods use and for how long will these vessels be used, including:
  - a. Dredging operations – move to land or disposal at sea?
  - b. Piling – delivered by road or by sea?
  - c. Rock import – delivered by road or by sea?
  - d. Pontoons / floating breakwaters – delivered by road or by sea?
3. What temporary works are envisaged, if any?
4. Are any temporary closures of the facility planned?
5. Could temporary moorings be installed outwith the marina during construction?

**Outline Question Set – Principal Contractor Representatives**

## Summary of Consultee Feedback and Responses

The below summarises the main consultee feedback and responses. ‘M’ reflects where feedback has been provided by multiple stakeholders, indicating the approximate number of times a specific piece of feedback was referenced by different stakeholders.

TYPES OF VESSELS - NOTES	M
35ft yacht, 21ft racing craft,	
Skiffy rowing craft	
Youth sailing teaching	
Fin & Foil - fast craft up to 30knts	
A lot of fishing craft - oyster fishing, 3/4 fishing craft any one time - some based at Str but most based Girvan, Portpatrick or Kirkudbright	
1 large craft moored at the marina	
A few small power boat owners with craft in marina	
Navy vessel berthed when covering the Prince of Wales aircraft carrier - fit okay	
50ft cat sail craft	
large 34m & smaller fishing vessels - 9 resident, average 1 visit per day	
small work boats	
Leisure vessels up to 15m - 75 resident craft, up to 3 visiting leisure vessels per day during summer	
Sailing clubs and wild swimming around the loch	
EXISTING HAZARDS OBSERVATIONS	
Harbour Entrance not well lit, hard to see from distance	6
Local community has to work together to police use of the marina outwith hours	
No approach channel marks (buoys removed)	6
Port and starboard hand buoys at entrance with 3 vertical lights so it's well marked close-in	3
Craft passing in approach - not easy to see where channel is.	
Marina is tight for space and craft passing, fairways are tight for movement	3
Harbour gets lots against the backdrop of Stranraer town - red car lights, blue (or green) EV charging lights confuse	3
Commercial and leisure traffic kept fairly well apart in terms of berthing locations	
Shortage of steps and ladders on pontoon facilities, and signage to find them	
Sewer outfall (marked on charts)	2
Fishing boats are moving and need to be noted, but it's not busy	
ENVIRONMENTAL HAZARDS OBSERVATIONS	
NNE, NE strong (F9-F10) winds are becoming more frequent and the harbour is not protected against this type of event (breakwater not long or tall enough) nor steady build-up of swell over many days. Lasts around 10 days each year, marina is untenable with infrastructure damage	8
Waves crashing against the harbour wall	2
From NE to NW cases issues with heavy swell, as does prevailing over flat land, impacting arriving and leaving the marina.	2
Heavy swell can carry on right into the harbour as the breakwaters are insufficient, reflective waves coming in towards the knuckle and the breastworks. Movement in the pontoons at these times is ridiculous.	4
Tidal range is decent	
MARINE INFORMATION, COMMUNICATION & AVAILABILITY OBSERVATIONS	
Decent availability of harbour information via website (once you find it) and notices on the pier	
Marina not manned outwith Mon-Fri, 9-5 which is not useful for visiting sailors outwith these hours	3
Out of Hours number does not work	2
Annual Harbour User forum exists / has been restarted, but not open to all, although representation from some bodies. 50% mixed whether users were aware or not	5
Signage on pontoons is poor, not easy to see which is your berth	2

Communication with Council is difficult, although local engagement with marina staff is effective when possible	2
Code of Practice exists for sailing at ferry ports at Loch Ryan and Cairnryan. Should be revisited owing to increases in traffic, would require working group including both ferry operators and D&GC	2
Supportive of recent efforts of D&GC to liaise with appropriate bodies and try to get certain aspects of operations better run	
Concerns new HRO for Stranraer Harbour creates conflict when considering events, but depends what powers the council will use, e.g. speed limits could impact windsurfing, speed boats and fin n foil events	
<b>INCIDENTS, ACCIDENTS, NEAR MISSES OBSERVATIONS (ANECDOTAL)</b>	
Many small bumps and scrapes with small craft when marina first opened.	
Kids jumping in off the West Pier is a serious issue, shallow or no water there at times. Access to pier block by fence after fatality circa 50yrs ago when car reversed into the pier. Since installing gates, 2 unwitnessed fatalities.	2
Kids jump in at the fuel berth, swim round to pontoon then go an open the gate for others	
Angling hooks and lines getting stuck in craft mooring ropes	
<b>INFRASTRUCTURE OBSERVATIONS</b>	
Its comparable with other marinas, other than fuel jetty	
Facilities are okay although the buildings at the storage areas are not, with space very limited in marina and ashore	2
Some craft don't seem to know what berths to use, craft aren't always where they should be	
The crane is not fit for purpose and is all but unusable with all caveats for use	
<b>OVERALL BIGGEST RISK TO SAFE NAVIGATION</b>	
Weather and unprotected harbour from breakwater's being insufficient	5
Traffic meeting in the approach channel and entrance - not a lot of space	
Mark / light the harbour entrance from the Scar	
<b>NEW DEVELOPMENT PROPOSALS - IMPACT ON SAFE NAVIGATION</b>	
Fuel berth on and alongside the existing stone wall, requires 2nd pipe onto pontoon fingers to be suitable for small craft	
Fuel berth, where would holding tanks empty to?	
Suggest revisiting access gates to the West Pier and having restricted, not totally closed access to pier.	
Infilling the area to the SE is not appreciated as it removes a safe area for safe beginner sailing classes (although dries)	
A long walk from new pontoons to HMs office, so most might row/tender. Puts more craft in the fairway	
Difficult to manoeuvre larger craft in some positions of the harbour and marina - tight around some corners, increasing conflict between small and larger craft too, especially at NE corner of new pontoons	2
Do not build a bridge at point 11 on the drawing - only impacts craft with mast accessing the slipway	
<b>NEW DEVELOPMENT PROPOSALS - IMPACT ON ENVIRONMENTAL CONDITIONS</b>	
If only the existing breakwater is extended, the risk of large waves coming into the harbour remains	
Proposed floating breakwater is not big enough and is not far enough out, it won't provide shelter from increased northerly winds	3
The entrance will fill up again	2
The angle of the infill area will refract large waves back into the harbours	
<b>NEW DEVELOPMENT PROPOSALS - SUGGESTIONS FOR CONSIDERATION</b>	
Remove difference dredge levels and use a single level depth approach	2
Large international water event might attract up to 250 ribs or up to 300-400 competitors including 6 committee boats. Gear up the development to cater for this target.	
Add a strong nav light, 3Nm fixed light, leading light or sector light mooted, to mark entrance from north end of loch/Scar buoy, perhaps with a flashing characteristic to separate from town and car lights	4
Generally, improve AtoN lighting throughout	
Good signage and good lighting on pontoons for night use	2

Improved council and manned presence for management, including better out of ours contacts and information	3
Training and education provision for local users, delivered locally, to help manage growth in use	
Need to link and sell the development to the local community, not just sailing fraternity - get community buy in and involvement	
Put in a second breakwater, overlapping a lengthened existing breakwater, to protect the harbour	3
In relation to a suggested LPS at Marina Office - request for ferry operators and D&GC to liaise early on this and see if there is any appetite to pool resources and consider a single LPS/most efficient application of LPS services between the parties for Loch Ryan	
Retain and steadily expand the existing marina working eastwards as needed, rather than create new, and install full breakwaters	
Install a tide gauge and flag/windsock at the harbour, visible to harbour office - including availability on line (NNE wind over a few days causes a cut in water level in Loch Ryan)	
Create a small zone that, on arrival in poor weather, a small craft can stop in the lee and sort sails, ropes and fenders - like Troon	
A drying out area in the marine zone to allow users to clean hulls, etc	
Shore storage area is too small - consider approach to Stena regarding purchase of land area beside the Ross Pier.	
<b>CONSTRUCTION PHASE - ANY USER INPUTS</b>	
Encourage good comms with users re availability of berths, when craft can/can't come in, etc. Early engagement would make this easy. Consider speed limit if appropriate	4
Consider how to manage fishing vessels departures and arrivals as well, as they tend to do their own thing.	
Involve primary schools, youth groups to promote safety in the harbour, generally and as a result of new development	
Ensure staffing/manning hours / resources are increased to help management conflicts during construction phase	2
Arrange temporary or extended Harbour User Meetings to share information and help decision making	
Identify all the busy periods and events during construction phase and work on plans to work around	
Consider temporary moorings outside the harbour during construction - suggestion could use the Stena basin which is circa 8m depth	2
Port hand marks in harbour to mark the shallowing area are on large swing arms which means not accurate. Consider permanent piled marks when the piling equipment is on site.	
Concerns with dredging undermining quay walls	
<b>CONSTRUCTION PHASE - DESIGN TEAM / CONTRACTOR INPUT</b>	
Rock Armour to be transported by Road	
Piling will be by jack-up barge, piles taken in by barge - along West Pier and Breastworks Wall - localised impact on space use	
Dredging (Approx 90k m3) - 50% disposal at reclaim area, 50% disposal at sea (outside Loch Ryan). Several movements per tide. Reclamation quantity pumped into bags. Over an 8-10 week period, depending availability of barges and weather.	
Quay Wall improvements - workboats and safety boats for upgrade to the fuel berth	
Pontoons - Possibly float the floating breakwater units in from Ireland. Assume remainder all by road.	
Programme - start Aug/Sept 25 (earliest) and 2 full seasons to build new marina. Complete Xmas 27. Ready for season 28 soft opening.	
Restrictions (possible closures) during dredging channel and at breakwater extension. Close working with D&GC and users	
Felt best to be clear early in project about method and impact - notify users as early and often	
Do work on commercial berth during October - March period and move vessels in the marina as it won't be heavily used, in order to limit impact on the commercial parties.	