

Stranraer Marina Expansion Project

Pre-Application Consultation (PAC) Report

August 2025



FAIRHURST

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1.0 Introduction & Background

- 1.1 Fairhurst have been appointed to prepare a Pre-Application Consultation (PAC) Report, which describes the consultation undertaken in relation the project for the expansion and redevelopment of Stranraer Marina, including dredging (“hereafter referred to as the proposed development”). Fairhurst’s appointment is by Balfour Beatty Civil Engineering Limited (BBCEL) who in turn are appointed by Dumfries and Galloway Council (DGC) (‘the Applicant’).
- 1.2 This PAC Report documents the findings of the pre-application consultation process for the proposed development, in accordance with both the Planning Circular 3/2022¹ and Marine Scotland’s ‘Guidance on Marine Licensable Activities subject to Pre-Application Consultation’².
- 1.3 This PAC Report will accompany the following consent applications:
- Planning Permission from the Local Planning Authority (LPA) under the Town and Country Planning (Scotland) Act 1997 (As amended)³ for licensable activities above Mean High Water Springs (MHWS); and
 - Marine Licences from Marine Directorate – Licensing Operations Team (MD-LOT)⁴ under the Marine (Scotland) Act 2010⁵ for licensable activities below MHWS, including for construction works below the MHWS tide level, and for the associated capital dredging and disposal of sediment for beneficial use.
- 1.4 Due to elements of the proposed development falling both below and above MHWS, the pre-application consultation for the proposed development has been undertaken in accordance with both The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 and with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 as amended by the Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021⁶.

¹ Scottish Government: Planning circular 3/2022: development management procedures: October 2022

² Scottish Government: Marine Scotland: Guidance on Marine Licensable Activities subject to Pre-Application Consultation’

³ Town and Country Planning (Scotland) Act 1997

⁴ Marine Directorate - Licensing Operations Team (MD-LOT) is the regulator responsible for determining marine licence applications on behalf of the Scottish Ministers in the Scottish inshore region (between 0 and 12 nautical miles (nm)) under the [Marine \(Scotland\) Act 2010](#), and in the Scottish offshore region (between 12 and 200 nm) under the [Marine and Coastal Access Act 2009](#).

⁵ Marine (Scotland) Act 2010

⁶ The Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021

- 1.5 For clarification, the terminology ‘consenting authority’ is used to refer succinctly to both MD-LOT and DGC as the Local Planning Authority (LPA). This makes reference to the fact that in their respective jurisdictions, each of these authorities is the decision-making authority with regard to the granting of consent for the progression of the project.

EIA Screening, Scoping and Consultation

- 1.6 In respect of the proposed development comprising of both marine and terrestrial development, an Environmental Impact Assessment (EIA) Screening Opinion request was submitted to both Marine Scotland - Licensing Operations Team (MS-LOT) (now Marine Directorate - Licensing Operations Team (MD-LOT)) and DGC as the Local Planning Authority (LPA). The requests for EIA Screening Opinions were submitted in accordance with the relevant requirements, as set out in the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017.
- 1.7 An EIA Screening Opinion was received from MS-LOT in February 2021. It was determined by MS-LOT that the “*proposed works are an EIA project under the 2017 MW Regulations and, therefore, an EIA is required*”.
- 1.8 An EIA Scoping Report (March 2021)⁷ setting out the proposed scope of the EIA for the proposed development was then submitted to 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)⁸ which has been used to help inform the contents of the accompanying EIA Report (EIAR) (July 2025).
- 1.9 As documented within the accompanying EIAR (July 2025) various EIA topic specialists have consulted with different departments within Consenting Authorities, to further inform their assessment work.

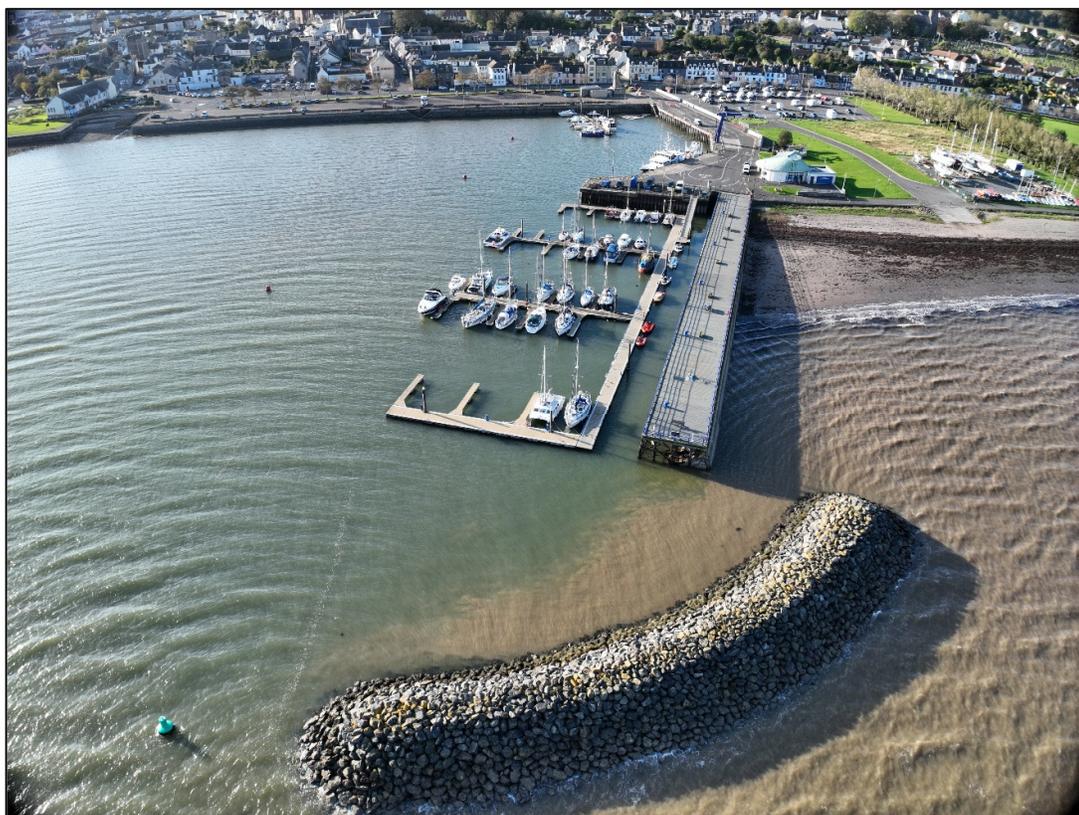
The Proposed Development Site

- 1.10 Stranraer is located in Dumfries and Galloway in southwest Scotland and lies at the south of Loch Ryan. The site is situated to the north of the town centre. The site is adjacent to Market Street, with access into the marina from the junction of Market Street and Agnew Crescent.

⁷ RPS Group: Environmental Impact Assessment Scoping Report – Stranraer Marina (March 2021)

⁸ Marine Scotland: Scoping Opinion adopted by the Scottish Ministers under Part 4 of The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 Dumfries and Galloway Council Stranraer Marina Development: February 2023

Photograph 1-1: View of Existing Marina, West Pier and Breakwater

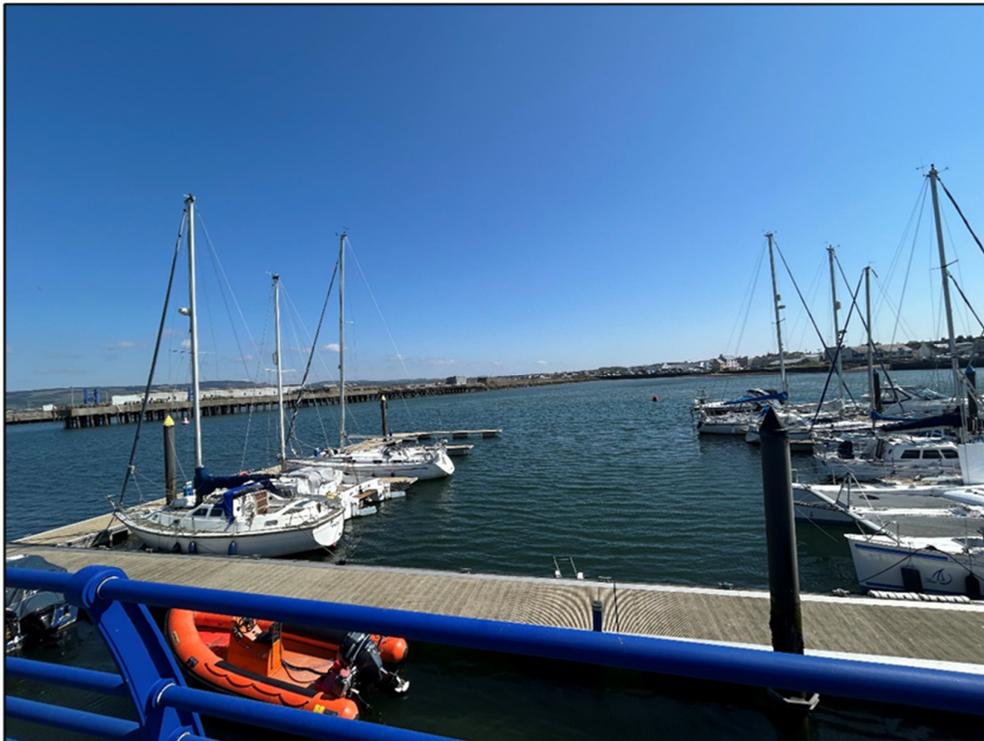


- 1.11 The site of the proposed development consists of Stranraer Marina and will comprise of both land (terrestrial) and marine development. The existing marina is located in the north of the town of Stranraer and is operated by the applicant, Dumfries and Galloway Council. All of the areas that are part of the marina that are not 'on land' are owned by Crown Estate Scotland.
- 1.12 The existing marina serves the southern end of Loch Ryan and has historically been one of the busiest ports in the region. The marina itself currently consists of dogleg quay, and a finger pontoon, which is used by smaller fishing vessels, excursions and recreational craft. The current marina has approximately 70 berths over two locations within the harbour. One area is mainly set aside for commercial operators and there are 7 dedicated berths for visitors. The existing harbour also includes a number of larger commercial and fishing vessel berths against the harbour wall. Ferry terminals are also located north of the harbour in Cairnryan, giving access to the Clyde, the Solway, Isle of Man and the North Channel, and beyond to the Irish Sea.

Photograph 1-2: Views From Access Road Towards Existing Pillar Crane and Harbourmaster and Coastguard building



Photograph 1-3: Boats in the Marina



2.0 The Proposed Development

Need for the Proposed Development

- 2.1 The proposed development will provide a series of upgrades and expansion works to the existing infrastructure at Stranraer Marina, to accommodate more and larger vessels, and will contribute to the local economy, whilst providing a facility to be used by the community as well as visiting tourists, in accordance with National Planning Policy.
- 2.2 Stranraer has an extensive maritime history based around fishing, the armed forces, and an historic long-standing ferry service to and from Northern Ireland. The relocation of the ferry terminal to Cairnryan has reduced the flow of visitors to the town which has had a significant effect. However, these proposed changes create a great opportunity to re-imagine the waterfront and reconnect the town centre to Loch Ryan through new development in and around the harbour area.
- 2.3 The idea of expanding the marina as part of growing the offer of Stranraer as a destination for maritime tourism is something that has been part of plans for the town since Stena's ferry operations moved to Cairnryan. An opportunity has emerged for the development of the existing Stranraer Marina, a key element in the regeneration of Stranraer waterfront, within the Borderlands Inclusive Growth Deal (a major funding initiative for the South of Scotland and North of England). This is a joint initiative to secure investment for priority projects that will deliver accelerated economic growth for the benefit of individuals, businesses and communities across the Borderlands region. The Stranraer Marina Expansion project aims to promote tourism as a priority sector. Stranraer Marina has a provisional Growth Deal funding allocation, subject to satisfactory approval of Business Cases.

One Waterfront – Embracing and Unlocking the Area

- 2.4 The area presents a transformative opportunity to instill positive change and deliver upon the wider ambition of a 'One Waterfront' approach for Stranraer. Embracing the Waterfront, arguably Stranraer's greatest natural asset, has the potential to unlock economic, social and environmental opportunities for both locals, visitors and wildlife. Positively planned and implemented change could transform it into a people-centric destination that is lively, diverse, accessible and well-connected, with links to the Marina, the wider waterfront and Rhins of Galloway, Stranraer Town Centre, and surrounding communities.

- 2.5 Dumfries and Galloway Council commissioned the waterfront engagement work that was undertaken by The Stove and Creative Stranraer, which has helped gather thoughts from communities across the town and celebrate the past, present and future of Stranraer 's Waterfront. Reflecting the views gathered, the proposals are intended to reimagine and reconnect the Waterfront to the heart of Stranraer and its people, enabling the area to become a multifunctional, high quality, vibrant and representative public space. The area of reclaimed land could become a place to play, reconnect with the water, and socialise through improved public realm, art installations, and space for mixed community uses.

The Project

- 2.6 The proposed development consists of a series of upgrades and expansion works to the existing infrastructure at Stranraer Marina, to accommodate more and larger vessels. The proposed works are situated both on land (terrestrial) and marine based, including:
- Revised Marina layout - inclusion of up to an additional 185 new berths, in addition to the 45 existing berths. It is considered that circa 14 of these berths will be for commercial use;
 - An extension to the existing breakwater, in addition to a second breakwater (which will also serve as a berthing area for large vessels);
 - Capital and maintenance dredging to accommodate new marina layout;
 - Fuel Berth;
 - New linkspan to new berth pontoons (also referred to as marina access bridge);
 - New Workshops, as well as a vessel wash down bay;
 - New floating harbour/marina facilities for users of the new berth pontoons;
 - Retrofitting of the existing harbour reception building to enhance energy efficiency;
 - New Fishermen's compound;
 - New quay wall to replace the existing wall at Breastworks car park and that of the west quay area;
 - New Coastguard and marine research building (Solway Coast and Marine Pilot Project);
 - Upgrading and installation of new lighting through the project area, including navigational lighting e.g. port hand light;
 - The installation of a new substation area within the Breastworks car park area;
 - The upgrading of the existing slipway adjacent to Breastworks car park;
 - New car parking and green open space on reclaimed land area – with a new linked revetment between the land and water providing a seating area and view point; and
 - Upgrades to both Breastworks and Marine Lake car parks, including motorhome stances.

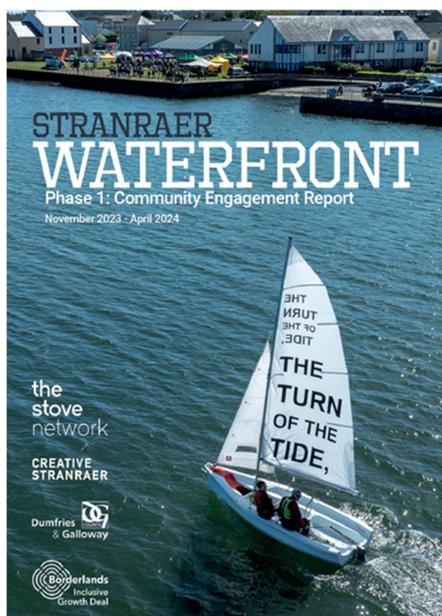
- 2.7 The various elements of the proposed development outlined above will likely be subject to a phased construction, over a predicted 24 months period, with a forecast year of opening to be 2028.
- 2.8 The marina is subject to an existing maintenance dredging regime with dredge material disposed at sea. The proposed development includes capital dredging to establish the required depths in the channel for vessels to safely navigate.
- 2.9 Capital dredging involves the removal of sediments to create new or expand existing navigational channels, berthing pockets and turning basins to establish new dredge design levels. It involves the removal and relocation of natural previously undisturbed seabed to increase water depths.
- 2.10 Maintenance dredging will then occur to keep the access channels and berths at their designed depths. It involves removing recently accumulated sediments such as mud, sand and gravel.

3.0 Public Consultation

Non-Statutory Engagement

- 3.1 The Stranraer Waterfront Community Engagement Project is an innovative community engagement project funded by Dumfries & Galloway Council and delivered by The Stove Network and Creative Stranraer. The first phase of this work took place from November 2023 to April 2024 and the second phase began in July 2024, with completion coinciding with final planning application and marine licence applications submissions in 2025. The project employs The Stove Network's distinctive creative placemaking approach: using arts, culture and creativity to support community-led change. This methodology places communities at the heart of Stranraer's future vision for the Waterfront, ensuring it reflects local priorities, ignites civic pride, strengthens identity, and builds long-term social and economic value through participation, connection and collective agency.
- 3.2 The key objective was to include diverse community voices and ideas in the final designs for a re-imagined waterfront in Stranraer by offering a dynamic creative engagement programme (including 78 hands-on workshops, 15 public art interventions, 5 town hall meetings, and 3 large-scale public events) to bring the community together to re-connect with the waterfront and imagine what this place could be in the future for local people and visitors. The process was iterative, allowing new Ideas and input to emerge from local people, groups and businesses which has provided clear evidence of community needs and aspirations. The design team has worked to incorporate these into the final design that are submitted to the Competent Authorities.
- 3.3 From November 2023 to April 2025, 1,698 individuals and 40 local organisations have participated. The Creative Communications campaign has a digital reach of over 30,000.

Figure 3.1: Stranraer Waterfront Publication



Statutory Pre-Application Consultation (PAC)

Proposal of Application Notice

- 3.4 Details relating to when, how and with whom the applicant was proposing to consult with were submitted to Dumfries and Galloway Council's Planning Team via the Proposal of Application Notice (PoAN) in accordance with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (Appendix A).

Pre-Application Consultation Statement

- 3.5 In accordance with the 'The Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013', Scottish Ministers were also notified that applications for marine licences were forthcoming for the proposed development, and were notified of the planned consultation (Appendix B). As noted below, notification was also provided from the applicant to the relevant marine consultees (example contained within Appendix C).

First Pre-Application Consultation Period (November 2024 – December 2024)

- 3.6 The first pre-application consultation event was held at the Stranraer Millennium Centre building in Stranraer on Thursday 28th November 2024.
- 3.7 The principal aims of the consultation event were to: inform local residents and businesses about the proposed development; obtain any additional baseline environmental information; and identify key environmental sensitivities and understand local needs and aspirations.
- 3.8 Advice contained in Planning Circular 3/2022 provides that the prospective applicant must consult every community council any part of whose area is within or adjoins the land on which the proposed development is situated. This may also include Community Councils in a neighbouring planning authority. Copies of the submitted PoAN alongside a red line boundary plan of the site were therefore issued to the following Community Councils, in advance of this event:
- Stranraer Community Council;
 - Ballantrae Community Council;
 - Barrhill Community Council;
 - Cairnryan Community Council;
 - Lochans Community Council; and
 - Castle Kennedy Community Council.

- 3.9 Members of the Scottish Parliament (MSP), Members of Parliament (MP) and Councillors were also issued copies of the submitted PoAN and accompanying plan.
- 3.10 Two weeks ahead of the first consultation event, in accordance with the Local Planning Authority's (LPAs) Proposal of Application Notice (PAN) response (Appendix D), a notice advertising the event was published in the Stranraer Freepress (Appendix E).
- 3.11 Consultation banners were installed at the venues. The aim of the banners was to provide a summary of the proposed development and provide illustrations alongside some high-level environmental assessment information. The banners at this first event also advised people with information in relation to the consents required by the applicant, the information which would need to be submitted to the Consenting Authority and details relating to further consultation events. A copy of the consultation banners can be found in Appendix F of this PAC Report.
- 3.12 Importantly, people at the event were also informed that the pre-application consultation they were participating in does not remove the right or the potential need to comment on the final application once it is made to the Consenting Authority. This message was also clarified on the local press advert, ahead of the event.
- 3.13 In addition to people verbally communicating their feedback to members of the Project Team, they also provided feedback via the supplied feedback forms (Appendix G), either at the event or afterwards. People were given until 13th December 2024 to provide their feedback to the proposals, either through completing one of the feedback forms and posting in the box provided at the event, or by e-mailing or writing to the project team.

*Photograph 3-1: People Participating in the First Public Consultation Event
(November 2024)*



- 3.14 The first consultation event was well attended with 32 people completing the sign in sheet. The team received 26no. responses to this event.

Second Pre-Application Consultation period (April 2025 to May 2025)

- 3.15 The second consultation event was held at the Stranraer Millennium Centre building on Thursday 24th April 2025.
- 3.16 In advance of the event, two local press notices advertising the event were published in the Stranraer Freepress. The first public notice was issued in the local press (appearing on the 6th March 2025) seven weeks in advance of the event, under the Marine Licensing (Pre-application consultation) (Scotland) Regulations 2013. The second press notice was issued in the local press (appearing on the 3rd April 2025) three weeks in advance of the event, under the Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021 (see Appendix E).
- 3.17 Details relating to this second event were submitted in advance to Dumfries and Galloway Council's Planning Team, and the previously notified Community Councils, Councillors, MSPs and MPs, as discussed above.

- 3.18 In accordance with Section 6 of the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013, prior to the second consultation event, the project team contacted a number of consultees, informing them that marine licence applications for construction, and dredging and disposal of sediment are to be submitted to Marine Scotland, for the proposed development.
- 3.19 In addition to the Scottish Ministers, the consultees that were notified in advance of this second event comprised:
- Northern Lighthouse Board;
 - Maritime and Coastguard Agency;
 - NatureScot;
 - Scottish Environment Protection Agency (SEPA);
 - Dumfries and Galloway Council (Statutory Harbour Authority);
 - Port of Cairnryan (Statutory Harbour Authority);
 - Royal Yachting Association;
 - Crown Estate Scotland;
 - Scottish Fisherman's Federation;
 - Marine Scotland Science;
 - Historic Environment Scotland (HES); and
 - Transport Scotland.
- 3.20 In response to the notifications to the consultees, replies were received from the Northern Lighthouse Board, initially acknowledging receipt for information relating to the forthcoming marine licence applications and the consultation event, advising that they would be unable to attend the event in person but would review the details submitted and aim to provide comments back (consultation response dated 4th April 2025). The Northern Lighthouse Board then issued a second response (dated 24th April 2025) advising that they had reviewed the supplied documents and will respond formally to the Marine Licence applications.
- 3.21 A response was received (dated 19th March 2025) confirming that Crown Estate Scotland had received the notification of the forthcoming marine licence and planning applications, alongside the forthcoming consultation event, in accordance with the Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013.
- 3.22 NatureScot responded (dated 31st March 2025 and 15th April 2025) confirming receipt of the Proposal of Application Notice (PAN) for the proposed development, and advising that they had no comments about the PAN at this pre-application consultation stage in project.

- 3.23 Historic Environment Scotland (HES) responded on the 4th March 2025, advising that they had no comments to make at this pre-application consultation stage.
- 3.24 A response was received from the Scottish Environment Protection Agency (SEPA) on 13th March 2025 advising that as a statutory consultee, SEPA will respond direct to the relevant determining authority (Marine Scotland/Dumfries and Galloway Council) when formally consulted on the applications for the proposed development.
- 3.25 To aid this second event, consultation banners were again installed at the venue to help guide attendees and showcase key information, including:
- Summarising the consultation responses and feedback received during the first pre-application consultation period – in addition to the information presented on the banners, members of the project team verbally provided explanations to various attendees at the second event, as to how feedback provided during the first consultation period was considered, and in some cases influenced design development.
 - Explaining the design alterations that had occurred to the proposed development, since the evolving indicative design was released at the first event;
 - Illustration of final design and a breakdown of the key elements;
 - Information on construction stage activities and dredging; and
 - Environmental Considerations.
- 3.26 As with the first consultation event, people at the event were also informed that the pre-application consultation they were participating in did not remove the right or the potential need to comment on the final application once it is made to the Consenting Authority.
- 3.27 In addition to people verbally communicating their feedback to members of the Project Team, they also provided feedback via the supplied feedback forms (Appendix E), either at the event or afterwards.
- 3.28 This final consultation event was well attended with 37 people completing the sign in sheet. The team received 14no. responses to this event.

Photographs 3-2 & 3-3: Consultation Banners, and Various Material Used at Second Consultation Event



Photographs 3-4 & 3-5: People Participating in the Second Public Consultation Event



4.0 Consultation Feedback

4.1 This section of the PAC Report provides a summary of the views and feedback raised at both statutory consultation events. A more detailed list of the comments received can be found in the public consultation feedback sheets, found in Appendix H of this PAC Report.

First Pre-Application Consultation Period

4.2 A summary of the key themes raised during this first period of pre-application consultation, both at the event and via the feedback forms, includes:

- An additional breakwater is required in front of the extended original;
- Positive feedback about the potential of permanent water levels around the Reclaimed Land that would allow people to use this water regardless of tide levels;
- Motorhome places is a good idea;
- Essential wave surveys are required to ensure breakwaters do the job so that boats are protected in stormy weather;
- Removal of disused slipway as it is not in a good condition;
- Upgrade the access and existing slipway making it more user friendly;
- Concerns raised with cleaning vessels - need for a facility that can lift the boats out of the water to be cleaned;
- Breastworks quay wall, very poor condition at low tide and concern over the proximity of dredging with regard to the structural integrity of the wall;
- Additional welfare facility so boat users do not have to travel the length and breadth of the marina;
- Dredging material, concern over potential contaminants; and
- Construction phase impacts e.g. noise and dust.

Second Pre-Application Consultation Period

4.3 The bulk of the comments received in response to the second consultation period both at the event, and via feedback forms were focussed around the proposed breakwaters in the final design.

4.4 An existing breakwater is located immediately north of the existing marina berths. The proposed development comprises of an extension to the existing breakwater and the provision of an additional new floating breakwater, the final arrangement of which was established following completion of wave modelling and detailed design works. It is proposed to construct the breakwater extension using varying rock sizes to match existing, and the

additional floating breakwater will also double up as a superyacht and large vessel berthing area.

4.5 The feedback received from the public was that the proposed breakwater measures within the site area of the proposed development were not adequate, and left the marina too exposed to penetration from waves. Requests were put forward for an additional rock armour breakwater, overlapping the existing breakwater.

4.6 As detailed in the accompanying Public Consultation Feedback Sheets (Appendix H), additional feedback was received in relation to:

- Ancillary workshop building - Positive feedback in relation to the proposed workshops and the wash bay;
- Fisherman's compound upgrades - Requests for additional storage space at the fisherman's compound;
- Breastworks car park – proposed landscaping could potentially yield the limitations with the Oyster Festival layout and expansion;
- Café/restaurant/bar – some responders discussed the potential for having a restaurant at the waterfront and how this could offer employment opportunities and draw people to the waterfront;
- Reclaimed land and car park - The southeast section could also be used for paddleboard and kayak tuition when weather precludes use of the beach. The incorporation of steps is a good improvement. Concern was also raised that the rock armour wall separating the reclaimed land is straight. This will reflect waves back into the marina. If this was curved or a serrated edge, reflection would be within itself;
- Breastwork sea wall – pleased to hear this is to be sheet-piled to preserve its structural integrity;
- Pleased that the proposed new coastguard and marine research building (Solway Coast and Marine Pilot Project) (SCAMPP) is forming part of the proposed development, as it would provide a great resource to teach local children and adults about the environment;
- Slipway Upgrade – positive feedback relating to the proposed improvement works;
- Existing breakwater extension – positive feedback to the proposed extension. However, some comments asked for the existing breakwater to be extended further than what is being proposed. Also, requests that any placement of material to form a vehicle access causeway be left as a legacy to form a lagoon for recreational water sports;
- A suggestion that a drying step could be constructed between the new pontoons and the south quay wall, to the west of the pontoon access bridge; and
- Access from the Breastwork car park is good as it forms a closer link to the town.

5.0 Project Amendments

5.1 This section of the PAC report provides an explanation of how the applicant and project team took account of the views raised during the consultation periods, either at the event or via the feedback forms and or e-mails.

5.2 As a result of some of the feedback received during the first public pre-application consultation period, the Project Team made the following amendments to the proposed development:

- An extension to the existing breakwater, as well as a second breakwater, have been included in the design – this second breakwater will also serve as a berthing area for large vessels;
- Inclusion of motorhome stances in the Marine Lake car park;
- The pedestrian bridge has been removed;
- Specialists have undertaken a number of wave modelling analysis exercises to ensure the proposals meet the requirements of the marina – providing protection;
- Disused slipway to the southeast of the marina has been removed;
- Redevelopment and upgrading of the existing slipway to the east of Breastworks car park;
- A new wall to replace the existing Breastwork quay wall, as well as that of the west quay;
- A new wash down bay within the boatyard area;
- Additional welfare facilities for the new marina berthing pontoons is being developed to be a floating facility for use by users of the new marina;
- Testing and sampling of dredge material, so as to ensure that proposed reuse of material (or otherwise), is the most beneficial – minimising release of contaminants into the water; and
- Species and ecology assessments to ensure that the construction programme can be developed in such a way as to minimise disturbance to species in and around the project area, while also considering the wider neighbour impact on the residents of Stranraer.

5.3 As noted in Section 4.0 of this PAC report, the majority of the comments received in response to the second consultation period both at the event, and via feedback forms were focussed around the proposed breakwaters in the final design, and their resilience to wave penetration, especially in storms, and the potential impacts on the vessels within the marina. Following on from this second round of statutory pre-application consultation, the project team undertook further wave modelling analysis to further ensure the project meets the appropriate resilience and safety requirements. This additional wave modelling considered:

- Existing conditions / model representation whereby key storm dates have been identified by the public and harbour team.
- Long duration storm oscillations.
- Effectiveness of floating breakwater
- Review of alternative options considering the vulnerability of the East Pier should there be a partial loss of this asset due to inaction by the current owner.

6.0 Summary and Conclusions

- 6.1 This PAC Report, prepared on behalf of Dumfries and Galloway Council, will accompany the following consent applications:
- Planning Permission from the Local Planning Authority (LPA) under the Town and Country Planning (Scotland) Act 1997 (As amended) for licensable activities above Mean High Water Springs (MHWS); and
 - Marine Licences from Marine Directorate – Licensing Operations Team (MD-LOT) under the Marine (Scotland) Act 2010 for licensable activities below MHWS, including for construction works below the MHWS tide level, and for the associated capital dredging and disposal of sediment for beneficial use.
- 6.2 As documented in this PAC Report, the Applicant and project team have actively engaged with the local community and stakeholders through both non-statutory engagement and statutory pre-application consultation.
- 6.3 As noted in Section 3.0 of this report, the Stranraer Waterfront Community Engagement Project is an innovative community engagement project funded by Dumfries & Galloway Council and delivered by The Stove Network and Creative Stranraer. The first phase of this work took place from November 2023 to April 2024 and the second phase began in July 2024, with completion coinciding with the pre-application consultation for the planning and marine licence submissions for the proposed development.
- 6.4 This PAC report has described the various communication and consultation methods that have been applied by the Applicant and project team, when obtaining people’s feedback and presenting them with updated information relating to design development, environmental considerations and the consideration and processing of the feedback received.
- 6.5 As discussed in this report, the Applicant and project team have listened, reviewed and considered consultation feedback received and where feasible have amended the project proposals.
- 6.6 It is considered that the applicant has undertaken the appropriate pre-application consultation steps required in accordance with both The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013 and with the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 as amended by the Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021.

Appendix A

PROPOSAL OF APPLICATION NOTICE

Town and Country Planning (Scotland) Act 1997 (Section 35B)
The Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013 (Regulations 4 -7)

To be completed for all developments within the national or major categories of development

Name of Council	Dumfries and Galloway Council
Address	Planning and Development
	Dumfries and Galloway Council
	Militia House, English Street, Dumfries
	DG1 2HR

Proposed development at [Note 1]	Stranraer Marina, Stranraer

Description of proposal [Note 2]	Stranraer Marina Expansion Scheme.
	The Proposed Development consists of a series proposed sub- elements to significantly enhance marine based activities at Stranraer, and enhance landside infrastructure, access and public realm space.

Notice is hereby given that an application is being made to

[Note 3]	Dumfries and Galloway Council	Council by [Note 4]	Fairhurst Group LLP (Agent)
----------	-------------------------------	---------------------	-----------------------------

Of [Note 5]	Fairhurst, 1 Arngrove Court, Barrack Road, Newcastle, NE4 6DB
-------------	---

In respect of [Note 6]	Public Consultation Event
------------------------	---------------------------

To take place on [Note 7]	28 th November 2024 at Stranraer Millennium Centre
---------------------------	---

[Note 8] The following parties have received a copy of this Proposal of Application Notice

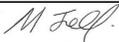
Stranraer Community Council; Ballantrae Community Council; and Barrhill Community Council
Councillors: Ben Dashper; Andrew Giusti; Chrissie Hill; and Willie Scobie.
MSPs: Sharon Dowey; Emma Harper; Craig Hoy; Carol Mochan; Colin Smyth; Martin Whitfield; Brian Whittle
MPs: John Cooper MP

[Note 9] For further details contact	Michael Jones (Agent)
--------------------------------------	-----------------------

on telephone number	0191 221 0505
---------------------	---------------

And/or at the following address	1 Arngrove Court, Barrack Road, Newcastle, NE4 6DB
---------------------------------	--

[Note 10] I certify that I have attached a plan outlining the site

Signed	
--------	---

On behalf of	Fairhurst Group LLP (Agent)
--------------	-----------------------------

Date	21.10.2024
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PROPOSAL OF APPLICATION NOTICE

Town and Country Planning (Scotland) Act 1997
Regulation 6 of the Town and Country Planning (Development Management Procedure) (Scotland)
Regulations 2013

NOTES FOR GUIDANCE

[Note 1] – Insert postal address or location of proposed development

[Note 2] – Insert description in general terms of the development to be carried out.

[Note 3] – Insert Council name.

[Note 4] – Insert name of applicant and/or agent

[Note 5] – Insert applicant's and/or agent's postal address

[Note 6] - Insert form of consultation the prospective applicant proposes to undertake e.g. public meeting

[Note 7] – Insert date and venue of consultation

[Note 8] – Insert list of those groups who have been invited to attend

[Note 9] – Insert details as to how the prospective applicant/agent can be contacted (incl. name, address and tel. no)

[Note 10] - Attach plan that outlines the location of the proposed development and is sufficient to identify the site

Pre-application Consultation (PAC)

Where PAC is required, the prospective applicant must, under sections 35B(1) and (2) (of the Act), provide to the planning authority a 'Proposal of Application Notice' at least 12 weeks (section 35B(3)) prior to the submission of an application for planning permission. The Proposal of Application Notice must include the information set out in section 35B(4) and in regulation 6, namely:

- i) a description in general terms of the development to be carried out;*
- ii) the postal address of the site at which the development is to be carried out, if available
- iii) a plan showing the outline of the site at which the development is to be carried out and sufficient to identify the site;
- iv) detail as to how the prospective applicant may be contacted and corresponded with; and
- v) an account of what consultation the prospective applicant proposes to undertake, when such consultation is to take place, with whom and what form it will take.

* You should provide an outline of the proposal's characteristics, and the identification of its category (e.g. Major development). Any subsequent application needs to be recognisably linked to what was described in the proposal of application notice.

Submission of an Application after Pre-application Consultation Notice

The submission of the proposal of application notice starts the PAC processing clock. After a minimum of 12 weeks, having carried out the statutory requirements and any additional requirements specified by the planning authority, an applicant can submit the application along with the required written Pre-application Consultation Report. Information in relation to the proposal of application notice must also be placed by the planning authority on the list of applications required under section 36A and regulation 21.

Additional consultation activity (responding to the Proposal of Application Notice)

The applicant is required to indicate in the proposal of application notice what consultation will be undertaken in addition to the statutory minimum. The planning authority must respond within 21 days of receiving the Notice to advise the applicant whether the proposed PAC is satisfactory or if additional notification and consultation above the statutory minimum is required in order to make it binding on the applicant. In doing so, planning authorities are to have regard to the nature, extent and location of the proposed development and to the likely effects, both at and in the vicinity of that location, of its being carried out (section 35B(8)). Additional consultation requirements should be proportionate, specific and reasonable in the circumstances. If there is no response to the proposal of application notice by the planning authority within 21 days, only the statutory minimum PAC activities will be required.

Scottish Ministers expect planning authorities to develop and maintain up to date lists of bodies and interests with whom applicants should consult in particular types of case. These lists should be available to applicants, who can draft proposal of application notices in light of that information. Further advice on planning community engagement activity can be found in Planning Advice Note 81: Community Engagement – Planning With People.

Minimum consultation activity

Consultation with community councils - Under regulation 7 an applicant must consult every community council any part of whose area is within or adjoins the land where the proposed development is situated. This includes community councils in a neighbouring planning authority.

The public event - Regulation 7 also requires the holding of at least two public event for members of the public where they can make comments to the prospective applicant on their proposals. This 'public event' must be advertised at least 7 days in advance in a newspaper circulating in the locality of the proposed development. The advertisement for the public event must include:

- a description of, and the location of, the proposed development;
- details as to where further information may be obtained concerning the proposed development; the date and place of the public event;
- a statement explaining how, and by when, persons wishing to make comments to the prospective applicant relating to the proposal may do so; and
- a statement that comments made to the prospective applicant are not representations to the planning authority. If the applicant submits an application there will be an opportunity to make representations on that application to the planning authority.

Applicants will gain less from poorly attended or unrepresentative PAC events and should ensure that processes are put in place that will allow members of the community to participate meaningfully in any public event. The public event should be reasonably accessible to the public at large, including disabled people. It may be appropriate for the public event to take place over a number of dates, times and places. Applicants should ensure that individuals and community groups can submit written comments in response to the newspaper advertisement.

There is a need to emphasise to communities that the plans presented to them for a proposed planning application may alter in some way before the final proposal is submitted as a planning application to the planning authority. Even after PAC, and once a planning application has been submitted to the planning authority, communities should ensure that any representations they wish to make on the proposal are submitted to that authority as part of the process of considering the planning application.

Any personal data that you have been asked to provide on this from will be held and processed in accordance with Data Protection Legislation.

Appendix B

161379: Stranraer Marina Expansion - Pre-application consultation: compliance - Section 23 of the Marine (Scotland) Act 2010



Josh Murphy

To MD.MarineLicensing@gov.scot

Cc [Stephen Raggett-Batchen](#), [Michael Jones](#), [Simon Shillington](#)



161378-FRH-00-00-DG-C-000003_P01.pdf
.pdf File



242201pan response 05.11.2024.pdf
.pdf File

[Reply](#) [Reply All](#) [Forward](#) [More](#)

Thu 13/02/2025 16:50

To Whom this May Concern,

I am writing to inform you that applications for both construction, and dredging and disposal marine licences are to be submitted, as required under Section 23 (1) of the Marine (Scotland) Act 2010.

Section 23 (2) of the Marine (Scotland) Act 2010 requires a period of at least 12 weeks must elapse between giving the notice and submitting the applications. I can confirm that will be the case.

Section 23 (3) requires notice under subsection (1) must contain some supporting information. Please see below requirements and identified responses to each point in **red**:

- a) a description in general terms of the activity to be carried out,
**The proposed development consists of a series of upgrades and expansion works to the existing infrastructure at Stranraer Marina, to accommodate more and larger vessels, which will be covered within the Construction application. The proposed works are situated both on land (terrestrial) and marine based (below MHWS).
The scheme also includes associated capital dredging and disposal of sediment, which will be covered under a separate licence.**
- b) a plan or chart showing the outline of the location at which the activity is to be carried out (including, as appropriate, the route to be taken in order to carry out the activity), which is sufficient to identify the location
Please see attached Plan Boundary (Dwg; 161378-FRH-00-00-DG-C-000003 P01)
- c) details as to how the prospective applicant is to be contacted,
Fairhurst will be agent for the Marine Licence applications and I will be lead contact. Please contact me on josh.murphy@fairhurst.co.uk
- d) such other information as may be prescribed by regulations made by the Scottish Ministers.
Pre application consultation as required under the Planning regulations has already commenced. Planning Officer's PAN response for the associated planning event, which was held in November 2024

Please could you confirm receipt of this email and any further information that maybe required.

Kind regards,

Josh

Josh Murphy ^{MRTPI}
Associate (Planning)

FAIRHURST

engineering solutions, delivering results

FAIRHURST GROUP LLP
1 Arngrove Court
Barrack Road

Appendix C

Stranraer Marina Expansion - Pre-application consultation



Elizabeth Cowx

To enquiries@nlb.org.uk
Cc Michael Jones

Reply Reply All Forward

Thu 27/02/2025 11:51



To Whom this May Concern,

I am writing to inform you that marine licence applications for construction, and dredging and disposal of sediment are to be submitted, for the proposed development, as required under Section 6 of the The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013.

- The proposed development consists of a series of upgrades and expansion works to the existing infrastructure at Stranraer Marina, to accommodate more and larger vessels, which will be covered within the Construction application. The proposed works are situated both on land (terrestrial) and marine based (below MHWS).
- The proposed development also includes associated capital dredging and disposal of sediment
- Please see attached Plan Boundary (Dwg; 161378-FRH-00-00-DG-C-000003 P01)
- Fairhurst will be agent for the Marine Licence applications and Josh Murphy will be lead contact (planning@fairhurst.co.uk)
- Pre application consultation as required under the Planning regulations has already commenced. The Planning Officer's Pre-Application Response (PAN) for the associated planning consultation event, which was held in November 2024, is also attached to this e-mail.
- A public consultation event for this project will be held at the Stranraer Millennium Centre, 75 George Street, Stranraer, DG9 8DX, on Thursday 24th April 2025 (4pm – 8pm).

Please could you confirm receipt of this email and any further information that maybe required.

Kind Regards,

[Elizabeth](#)

Elizabeth Cowx
Graduate Planner

FAIRHURST

engineering solutions, delivering results

FAIRHURST
1 Amgrove Court
Barrack Road
Newcastle upon Tyne, NE4 6DB
0191 221 0505 (tel.) 0191 816 1539 (direct line)
www.fairhurst.co.uk [@Fairhurst](#)

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Appendix D

Your Ref:

Our Ref: 24/2201/PAN RD

Date: 5 November 2024

Mr Michael Jones
Fairhurst
1 Arngrove Court
Barrack Road
Newcastle upon Tyne
NE4 6DB

Dumfries & Galloway Council
Economy and Environment
Planning and Development
Militia House
English Street
Dumfries
DG1 2HR

Any enquiries please contact
Case Officer: Robert Duncan
Email: [Redacted]
Website: www.dumgal.gov.uk/planning

BY EMAIL ONLY

[Redacted]

PROPOSAL: PROPOSAL OF APPLICATION NOTICE IN RESPECT OF PROPOSED MARINA EXPANSION SCHEME

LOCATION: Stranraer Marina, Stranraer

The Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (as amended)

The Town and Country Planning (Pre-Application Consultation)(Scotland) Amendment Regulations 2021

Dear Mr Jones,

I refer to the above Proposal of Application Notice (PAN), which was received in this Office and registered as valid on 21 October 2024.

Requirements in relation to pre-application notifications are set out in the Town and Country Planning (Pre-Application Consultations) (Scotland) Regulations 2019 (as amended), the Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021, and Section 35B(3) of the Town and Country Planning (Scotland) Act 1997 (as amended). Scottish Government Planning Circular 3/2022 also provides further guidance.

The 12 week consultation period set out in Section 35B(3) of the Town and Country Planning (Scotland) Act 1997 (as amended) expires on 13 January 2024. After this date, following the carrying out of the statutory requirements as set out in the above Regulations and any further consultation requirements which may be specified below, a planning application can be submitted along with a Pre-Application Consultation (PAC) Report required under Regulation 9(3)(e) of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (as amended).

Please also note that an application must be made within 18 months from the PAN is given to the planning authority, which would be before 21 April 2026 in this case.

National Planning Framework 4 (NPF4) became part of the development plan on 13 February 2023. The Stranraer Gateway project is identified as a national development within this document. On page 12 of that document it is provided that Stranraer Gateway is one of 6 national developments supporting the delivery of liveable places, and it is to act as a hub for surrounding communities. It is further provided that regeneration will help create a high quality, mixed use, locality liveable place, optimising the area as a national and international gateway. It is recognised that the proposed marina expansion scheme forms part of this national development. Page 111 of NPF4 provides that a development contributing to 'Stranraer Gateway' in the location described within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by 'The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009' is designated a national development. This includes 'Marina expansion' at point b). Mention is also made of the Stranraer Gateway project, and the expansion of the marina on page 139 of NPF4.

You should be aware that an application for planning permission for national development, such as this, requires to be considered by the Council's Planning Applications Committee in due course.

Consultation Activity

Please note that the legislation now requires that an additional public event take place in relation to the formal pre-application process. Further guidance in this regard is contained within paragraphs 2.37 to 2.44 of Planning Circular 3/2022.

Regulations 6 and 7 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (as amended) set out that the notice for the first statutory public event must include:-

- (a) a description of the proposed development and its location;
- (b) details of how (including by what electronic means) further information may be obtained concerning the proposed development;
- (c) the date and place of the public event;
- (d) a statement explaining how, and by when, persons wishing to make comments to the prospective applicant relating to the proposal may do so; and

- (e) a statement clarifying that comments made to the prospective applicant are not representations to the planning authority and that there will be an opportunity to make representations on any resultant application to the planning authority.

The newspaper notice for the final public event must include all but item (d) above in relation to making comments – this event being primarily about feedback to the public as regards the views gathered during PAC.

Notice of these public events must be published at least 7 days in advance in a newspaper circulating in the locality of the proposed development. Please note that for statutory planning notices, the Council's planning service uses the Stranraer and Wigtownshire Free Press.

Where additional events are held, notices should be published in a similar manner.

Such notices can also include, for example, reference to where further information on the prospective applicant's PAC can be found, such as a web site where applicable.

It is noted that the following have also been served with this notice:

- Stranraer Community Council;
- Ballantrae Community Council (South Ayrshire);
- Barrhill Community Council (South Ayrshire);
- Sharon Dowe MSP;
- Emma Harper MSP;
- Craig Hoy MSP;
- Carol Mochan MSP;
- Colin Smyth MSP;
- Martin Whitfield MSP;
- Brian Whittle MSP;
- John Cooper MP;
- Stranraer and the Rhins Ward Councillors: Ben Dashper, Andrew Giusti, Chrissie Hill, and Willie Scobie.

I am wondering at this stage if it would be beneficial to also to send an invitation to the public event to the the other Community Council's surrounding Loch Ryan: Cairnryan Community Council, Leswalt Community Council, and Kirkcolm Community Council prior to the publication of the Newspaper Notice.

Public Events

It is indicated that the first public event will take place at the Millennium Centre in Stranraer on 28 November 2024 where information concerning the development will be presented and feedback sought. I have no concerns about this date or proposed location.

Please note that the legislation now requires that an additional public event take place in relation to the formal pre-application process. Further guidance in this regard is contained within paragraphs 2.37 to 2.44 of Planning Circular 3/2022.

With regard to the newspaper notices, they require to include as a minimum the information stated in Regulation 7(2)(b)(i) and (ii) of the above Regulations, containing the information specified in paragraph 2A.

Consultation with community councils

Advice contained in Planning Circular 3/2022 provides that the prospective applicant must consult every community council any part of whose area is within or adjoins the land on which the proposed development is situated. This may include community councils in a neighbouring planning authority. The prospective applicant must also serve on these Community Councils the PAN.

In this regard I am satisfied that the relevant Community Councils have been identified on the application form but I think it would be beneficial to engage with Cairnryan Community Council, Leswalt Community Council, and Kirkcolm Community Council at this stage, but I recognise that this goes beyond the requirements set out in Regulation 7, and the guidance set out in paragraph 2.45 of Planning Circular 3/2022.

Pre-Application Consultation (PAC) Report

Paragraphs 2.53 to 2.61, and Annex C, of Scottish Government Planning Circular 3/2022 set out requirements in relation to PAC Reports.

A pre-application consultation report must contain:-

- (a) the dates on which, and places where, public events were heard;
- (b) a description of any additional consultation or notification required by the planning authority in relation to the proposed application;
- (c) a description of any additional steps taken by the prospective applicant to consult with members of the public as regards the proposed development;
- (d) a list of bodies, groups and organisations who were consulted by the prospective applicant;
- (e) evidence as to how the prospective applicant carried out the activities described under points (a), (b), (c), and (d) above;
- (f) copies of any materials sent to consultees;
- (g) copies of any materials provided to those attending a public event;
- (h) copies of any visual presentation shown or displayed at a public event;

- (i) photographs of any display boards or models at public events;
- (j) confirmation as to whether consultees and attendees at public events were informed that pre-application consultation does not remove the right or the potential need to comment on the final application once it is made to the planning authority;
- (k) a summary of the written responses to consultations;
- (l) a summary of views raised at public events, including an indication of the number of written responses received and the number of persons who attended the public events;
- (m) an explanation of how the prospective applicant took account of views raised during the pre-application consultation process; and
- (n) an explanation of how members of the public were given feedback on the prospective applicant's consideration of the views raised during the pre-application consultation process.

Please note that should PAC requirements set out within the Development Management Regulations not be met, this planning authority will decline to determine the related planning application.

Processing Agreement

The Scottish Government and Dumfries and Galloway Council both strongly encourage the use of a processing agreement on all applications for major development. A processing agreement is essentially a framework for project managing a complex planning application, and would identify the roles, responsibilities and information requirements of the Council as well as the applicant/agent and would include a target determination date. It is advised that the processing agreement is discussed prior to or at an early stage following submission of any planning application and it is something that can also be used to encompass any pre-application discussions that you may wish to have. Further guidance in this regard can be found within Chapter 6 of Planning Circular 3/2022 (Development Management Procedures).

Should you require any further information please do not hesitate to contact me directly in the first instance.

Yours sincerely,

Robert Duncan

Robert Duncan
Team Leader (Major Developments)

Appendix E

Public Notices



WELCOME

STRANRAER PARISH CHURCH

Leswalt High Road
(SC090535)

Sunday 17th November, 2024

Morning Worship and
Sunday Club for children
and young people. . . . 11.00 a.m.

Rev Chris Fulcher

LUCE VALLEY AND INCH CHURCH OF SCOTLAND

(SC005302)

Sunday 17th November, 2024

Inch Church, Castle Kennedy

Service - 9.30am

Luce Valley Church, Glenluce

Service - 11.00am

All welcome.

Enquires to

Rev Stephen Ogston
(01581 300316 or

[Redacted]

THANKS NOTICE Barsolus Produce

As we close, we would like to pass
on our sincere thanks and appreci-
ation to all our customers for their
amazing support and loyalty over
our many years of trading.

Marie and Fergus,
Scott and Gillian.

**IF YOU WISH TO PLACE A
PUBLIC NOTICE ON THIS PAGE
CONTACT: 01776 702551**

Editor:

Louise Kerr

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Kennedy, Stranraer at 14 St Andrew
Street, Stranraer, Wigtownshire
DG9 7EB, Phone 01776 702551,
Fax 01776 706695. Registered as a
newspaper at the Post Office.



(U446W LOCHRYAN STREET) (TEMPORARY TRAFFIC MANAGEMENT ORDER) ORDER 2024

The Council has made an Order under
the Road Traffic Regulation Act 1984 to
temporarily close the U446w Lochryan
Street, Stranraer between Edinburgh
Road and SPEN substation from 0000 on
25/11/2024 to 2359 on 23/12/2024. Works
will be carried out as part of a rolling closure
with the road re-opening as works progress.
The closure is necessary to facilitate
extension of works for undergrounding
of existing overhead power network. The
One-way system currently in place shall be
revoked to allow for access and egress from
either side, depending on the section closed.
In addition, at this time, parking will be
suspended in Lochryan Street between
Edinburgh Road and SPEN substation and
effective only when identified by appropriate
signs prescribed by the Traffic signs
Regulations and General Directions 2016.
Alternative route available via Edinburgh
Road, Station Street and London Road.
Emergency access will not be available.
Access can be maintained via diversion
route. Pedestrian access will be maintained.

PLANNING

The applications, associated plans and
documents can be viewed on-line by following
the ePlanning link on the Council's website
at www.dumgal.gov.uk/planning. Written
comments may be made to Head of Economy
and Development by email to Planning@dumgal.gov.uk
or via the Council's website, as
noted above, by 28/11/24 (Type A) or 5/12/24
(Type B).

Town and Country Planning (Scotland) Act
1997 as amended

Town and Country Planning (Development
Management Procedure) (Scotland)
Regulations 2013, Reg 20(1) (A)

Planning (Listed Buildings and
Conservation Areas) (Scotland) Act 1997
(B)

Ref No/Type Address/Proposal
24/2239/FUL (A) C3W, Near
Kilquhockadale, Newton Stewart -
Formation of new access onto C3w
24/2086/FUL (A) Portpatrick Harbour
Community Hub, Portpatrick Harbour,
Portpatrick - Erection of extension to south
east elevation to form community storage
facility

24/2184/LBC (B) 126A & 126B George
Street, Whithorn, Newton Stewart - Late
Listed Building Consent for installation of
replacement door to north-west elevation

24/2180/LBC (B) 81A & 81B George
Street, Whithorn - Late Listed Building
Consent for installation of replacement door to
south-east elevation

24/2149/FUL (A) Maryport Holiday
Park, Drummole, Stranraer - Change of
Use of agricultural land to form extension to
existing caravan park including siting of 35
caravans with associated decked area, parking
and access roads, formation of football area
and erection of portable storage shed

www.dumgal.gov.uk



Harbours Act 1964 (as amended) SCOTTISH STATUTORY INSTRUMENTS

2024 NO.325
HARBOURS, DOCKS, PIERS
AND FERRIES

Dumfries and Galloway Council (Stranraer)
Harbour Revision Order 2024

1. Notice is hereby given that the Dumfries
and Galloway Council (Stranraer)
Harbour Revision Order 2024 was made
by Scottish Ministers on 6 November
2024 and came into force on 7 November
2024.

2. A copy of the Order, together with the
deposited plans referred to therein may
be inspected, free of charge, between the
hours of 08:30 - 16:30 Monday to Friday,
at Stranraer Harbour Office and between
the hours of 08:30 - 16:30 Monday to
Friday at the Dumfries and Galloway
Council offices Kirkbank House, Council
HQ, English Street, Dumfries, DG1 2HS,
until the expiry of the six week period
from the date specified at the foot of this
notice. The Order and plans can also be
accessed via [https://new.dumgal.gov.uk/
leisure-sport-culture/harbours/harbours-
directory/stranraer-harbour](https://new.dumgal.gov.uk/leisure-sport-culture/harbours/harbours-directory/stranraer-harbour).

3. Any person who desires to question the
making of the Order on the grounds that
there was no power to make it or that
the a requirement of the Harbours Act
1964 was not complied with in relation
to it may within six weeks of the date
specified at the foot of this notice make
an application for this purpose to the
Court of Session. Any person challenging
the decision to make the Order is advised
to seek legal advice before acting.

Date: 6 November 2024

Dawn Roberts, Chief Executive
Council HQ, English Street, Dumfries,
DG12HS

www.dumgal.gov.uk



GOODS VEHICLE OPERATOR'S LICENCE

Mulgrew Haulage Ltd trading
as Mulgrew Haulage Ltd of 21
Lurgan Road, Dromore, Co.
Down BT 25 1HH is applying
to change an existing licence
as follows. To keep an extra 15
goods vehicles and 15 trailers
at the operating centre at PJ
McDonald, Commerce Road,
Kintyre Park, Stranraer DG9 7DF.
Owners or occupiers of land
(including buildings) near the
operating centre(s) who believe
that their use or enjoyment of that
land would be affected, should
make written representations
to the Traffic Commissioner at
Hillcrest House, 386 Harehills
Lane, Leeds LS9 6NF, stating
their reasons, within 21 days of
this notice. Representors must at
the same time send a copy of their
representations to the applicant
at the address given at the top
of this notice. A Guide to Making
Representations is available from
the Traffic Commissioner's office.
14 November, 2024.

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The Town and Country Planning (Scotland) Act 1997 (as amended)

The Town and Country Planning (Development Management
Procedure) (Scotland) Regulations 2013 (as amended)

Notice of Planning Public Consultation Event, Stranraer Marina Expansion Project, Stranraer Marina, Stranraer

The public consultation event is for the proposed Stranraer Marina Expansion
Project, at Stranraer Marina, which consists of a series of proposed sub-elements
to expand the existing marina and significantly enhance marine based activities at
Stranraer, and enhance landside infrastructure, access and public realm space. The
public consultation event is to be held at the Stranraer Millennium Centre, 75 George
Street, Stranraer, DG9 8DX, on Thursday 28th November 2024 (4pm – 8pm).

Further information may be obtained concerning the proposed development by
either:

- Writing to our Project Team at: Mr Stephen Raggett-Batchen, Fairhurst, 4th Floor,
300 Bath Street, Glasgow, G2 4JR; and/ or
- e-mailing our dedicated email address at: stranraer@fairhurst.co.uk leaving your
name, home town and comments.

Persons wishing to make comments to the prospective applicant relating to
the proposal may do so by either writing to or e-mailing the project team at the
above addresses. Comments and feedback should be received by 13th December
2024. Comments made to the prospective applicant are not representations to the
planning authority and if the prospective applicant submits an application there
will be an opportunity to make representations on that application to the planning
authority.



Ministerial Annual Review 2023 / 2024

12.35pm on Monday 18th November 2024

Rooms 4 and 5 Education Centre, Dumfries and
Galloway Royal Infirmary and via Microsoft Teams

The Annual Review is an opportunity for you to hear what your
health service has delivered in 2023 / 2024. The Review will be
chaired by the Cabinet Secretary for Health and Social Care,
Neil Gray.

Members of the public can join the session online or in person,
by emailing dg.corporate@nhs.scot by close of business
14th November 2024. Please note that seating in the room is
limited therefore, booking a place in advance is essential.

If you are not able to attend, but have questions you would like
to raise, please email dg.corporate@nhs.scot or write to
Corporate Business Manager, NHS Dumfries and Galloway,
Ground Floor North, Mountainhall Treatment Centre, Bankend
Road, Dumfries, DG1 4AP by close of business 13th November
2024. Written responses will be provided for all questions
submitted.

COUNCILLORS' CONTACTS

Contact details for Elected Members in Wigtownshire

WARD 1 - Stranraer and the Rhins

[Redacted]

WARD 2 - Mid Galloway and Wigtown West

[Redacted]

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The Church
of Scotland

WELCOME

STRANRAER PARISH CHURCH
Leswalt High Road
(SC090535)

Sunday 9th March, 2025
Celebration of Sacrament
of Holy Communion
and
Sunday Club for children
and young people. . . . 11.00 a.m.
Rev. Andy Muir

**LUCE VALLEY AND INCH
CHURCH OF SCOTLAND**
(SC005302)

Sunday 9th March, 2025
Inch Church, Castle Kennedy
Service - 9.30am
Luce Valley Church, Glenluce
Service - 11.00am
All welcome
Enquiries to
Rev Stephen Ogston
(01581 300316 or
ogston@macfish.com)

PORTPATRICK PARISH CHURCH
Church of Scotland
(SC015452)

Sunday 9th March, 2025
Communion Service. . . 11 a.m.
Rev Stephen Ogston
Retiring offering in aid of Church
funds.

All welcome.

**THE DUMFRIES AND
GALLOWAY COUNCIL
(VARIOUS ROADS,
PORTPATRICK) (VARIOUS
SPEED LIMITS) TRAFFIC
REGULATION ORDER 2025**

NOTICE IS HEREBY GIVEN that the Council has made the above named Order under the Road Traffic Regulation Act 1984. Details may be inspected between 06/03/2025 and 17/04/2025 online at www.telmescotland.gov.uk or by arrangement (Tel - 030 33 33 3000). Any person wishing to challenge the validity of the Order on the grounds that it is not within the Statutory powers set out in the Act or relevant regulations, or that any requirement of the Act or relevant regulations has not been complied with may, within 6 weeks from the date on which the Order was made, make an application for that purpose to the Court of Session.

PLANNING

The applications, associated plans and documents can be viewed on-line by following the ePlanning link on the Council's website at www.dumgal.gov.uk/planning. Written comments may be made to Head of Economy and Development by email to Planning@dumgal.gov.uk or via the Council's website, as noted above, by 20/03/2025 (Type A).

Town and Country Planning (Scotland) Act 1997 as amended

Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, Reg 20(1) (A)
Ref No/Type Address/Proposal
25/0340/FUL (A) Old Mill, Portpatrick, Stranraer - Siting of 4 glamping pods with associated decked areas and hot tubs, erection of bicycle store, formation of footpaths, car parking and turning area, landscaping and associated works



**IF YOU WISH TO PLACE A
PUBLIC NOTICE ON THIS PAGE
CONTACT: 01776 702551**

COUNCILLORS' CONTACTS

Contact details for Elected Members in Wigtownshire

WARD 1 - Stranraer and the Rhins

Councillor Willie Scobie (Independent)
email: willie.scobie@dumgal.gov.uk - telephone: 07825633146
Councillor Andrew Giusti (Scottish Conservative and Unionist Party)
email: andrew.giusti@dumgal.gov.uk - telephone: 07747373731
Councillor Ben Dashper (Scottish National Party)
email: ben.dashper@dumgal.gov.uk - telephone: 07990530271
Councillor Chrissie Hill (Scottish Conservative and Unionist Party)
email: Chrissie.hill@dumgal.gov.uk - telephone: 07990530277

WARD 2 - Mid Galloway and Wigtown West

Councillor David Inglis (Scottish Conservative and Unionist Party)
email: david.inglis@dumgal.gov.uk - telephone: 07388956572
Councillor Katie Hagmann (Scottish National Party)
email: Katie.hagmann@dumgal.gov.uk - telephone: 07388956574
Councillor Jackie McCamon (Scottish Conservative and Unionist Party)
email: jackie.mccamon@dumgal.gov.uk - telephone - 07867133715
Councillor Richard Marsh (Scottish Conservative and Unionist Party)
email: richard.marsh@dumgal.gov.uk - telephone: 07717 301 362

Marine (Scotland) Act 2010

The Marine Licensing (Pre-application Consultation) (Scotland) Regulations 2013

Notice of Marine Licence Pre-Application Public Consultation Event, Stranraer Marina Expansion Project, Stranraer Marina, Stranraer

The public consultation event is for the proposed Stranraer Marina Expansion Project, at Stranraer Marina, which includes marine works and dredging. The project consists of a series of proposed sub-elements to expand the existing marina and significantly enhance marine based activities at Stranraer, and enhance landside infrastructure, access and public realm space. The public consultation event is to be held at the Stranraer Millennium Centre, 75 George Street, Stranraer, DG9 8DX, on Thursday 24th April 2025 (4pm - 8pm).

Further information may be obtained concerning the proposed licensable marine activity works by either:

- Writing to our Project Team at: Mr Stephen Raggett-Batchen, Fairhurst, 4th Floor, 300 Bath Street, Glasgow, G2 4JR; and/ or
- e-mailing our dedicated email address at: stranraer@fairhurst.co.uk leaving your name, home town and comments.

Persons wishing to make comments to the prospective applicant relating to the works may do so by either writing to or e-mailing the project team at the above addresses. Comments and feedback should be received by 8th May 2025.

Comments made to the prospective applicant are not representations to the Scottish Ministers and when the prospective applicant makes an application for a marine licence there will be an opportunity for representations to be made to the Scottish Ministers on the application.

**The River Luce District
Salmon Fishery Board**

A.G.M.

will be held at 10am on
Tuesday, 29th April 2025 at
Lochinch Stables Courtyard,
Lochinch, Stranraer.

**This is a public meeting
open to all.**

Editor:

Louise Kerr

Address:

Stranraer and Wigtownshire
Free Press, 14 St Andrew Street,
Stranraer, DG9 7EB

Telephone:

01776 702551

Editorial Email:

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Waverley Medical Centre: 01776 740 087
Lochree: 01776 743 932 • **Lochinch:** 01776 743 935 • **Lochnaw:** 01776 743 930
• Repeat Prescriptions now order online at www.waverleymedicalcentre.org or hand/post your form to your nominated chemist or to the health centre
NHS 24: 111
Galloway Community Hospital: 01776 707707
Maternity Services: Daytime: 8am-8pm, Clenoch Birthing Centre 01776 707722. Out of Hours: 8pm-8am, Maternity Assessment Unit, Cresswell 01387 241211
D&G Royal Infirmary: 01387 246246
Wigtownshire Women's Aid (24 hours): 01776 703104
Victim Support: 01776 707229
Stresswatch Scotland: 01563 574144
Alcoholics Anonymous: 08457 697555
Alzheimer Scotland, Dementia Services: 01776 889181

Chemists

Boots, Stranraer: 01776 707224
Gordons, Stranraer: 01776 702851
Lloyds, Stranraer: 01776 702201
Alliance, Newton Stewart: 01671 402226
Creebridge Mill, Newton Stewart: 01671 403040
Whithorn Pharmacy: 01988 500217
Wigtown Pharmacy: 01988 403474

Police

Central number: 101
Emergencies only: 999
Community Safety Team: 030 3333 3000

Procurator Fiscal's Office

Stranraer: 0300 020 3000

Fire Brigade/Mountain Rescue

Stranraer: 01776 707423
Newton Stewart: 01671 402600
Emergencies only: 999

Met Office

Main Number: 08709 000100

Coastguard

Emergencies only: 999

Community/Housing

Community Safety Team: 030 3333 3000
DGHP (out of hours repairs): 0800 011 3447
WEST (Charged at network rate): 0845 606 3447

Services Emergencies

Scottish Power: 105 Mobile or Land line Scottish Water: 0800 077 8778
National Gas: 0800 111999

Vehicle Emergencies

AA National Helpline: 0800 9177650

Care/Nursing Homes

Belmont, Stranraer: 01776 889696
Thorney Croft, Stranraer: 01776 888660
Cornwall Park, Newton Stewart: 01671 404600

Ferries

P&O European Ferries Passenger Enquiries: 0871 6644 777
Stena Line Car & Passenger Enquiries: 08447 707070

Tourist Information Centres

Stranraer: 01776 748778 (Mon-Fri 10am-4pm Sat 10am-2pm)
Newton Stewart: 01671 402431 Dumfries: 01387 253862

Social Services

Children & Families Social Work
Adult Services Social Work
Newton Stewart and Stranraer: 030 3333 3001
Out of Hours Standby Service: 01387 273660

Alcohol and Drugs Support Services

Stranraer: 01776 702626 Addiction Scotland: 01776 705907

Citizen's Advice & Relationship Scotland

Citizen's Advice: 0300 3034321 Relationship Scotland: 01387 251245

Domestic Abuse Helpline

National Domestic Abuse Helpline: 0800 0271234
24 Hour Number: 07710 152772

Women's Aid

Stranraer (24 Hour): 01776 703104 Newton Stewart: 01671 402403

GAB Community Hub

01776 889523

Day Centres

Coronation Day Centre, Stranraer: 01776 706338
Riverside Day Centre, Newton Stewart: 01671 402010

Environmental

SEPA Customer Services: 03000 99 66 99
Floodline: 0845 988 1188 Pollution Line: 0800 80 70 60

Food Train

Stranraer: 01776 704831 Newton Stewart: 01671 401346

Public Notices



The Church of Scotland

WELCOME

STRANRAER PARISH CHURCH

Leswalt High Road
(SC090535)

Sunday 6th April, 2025
Morning Worship and
Sunday Club for children
and young people. . . . 11.00 a.m.
Rev. Andy Muir

LUCE VALLEY AND INCH CHURCH OF SCOTLAND

(SC005302)

Sunday 6th April, 2025
Inch Church, Castle Kennedy
Service - 9.30am
Luce Valley Church, Glenluce
Service - 11.00am
All welcome
Enquiries to
Rev Stephen Ogston
(01581 300316 or
ogston@macfish.com)

**IF YOU WISH TO PLACE A
PUBLIC NOTICE ON THIS PAGE
CONTACT: 01776 702551**

**(U120W CARDRYNE ROAD)
(TEMPORARY TRAFFIC
REGULATION ORDER) ORDER
2025**

The Council has made an Order under the Road Traffic Regulation Act 1984 to temporarily close U120w from its junction with C25w to Cardryne Farm (full length) from 14/04/25 to 18/04/25 (8am to 5pm daily). The closure is necessary to facilitate Openreach ducting works. Alternative route will not be available. Access to properties will be maintained when required. Emergency access will be available if required. Pedestrian access will be maintained.

**(U128W MULHILL ROAD)
(TEMPORARY TRAFFIC
REGULATION ORDER) ORDER
2025**

The Council has made an Order under the Road Traffic Regulation Act 1984 to temporarily close U128w from its junction with B7065 to Port Gill from 14/04/25 to 18/04/25 (8am to 5pm daily). The closure is necessary to facilitate Openreach ducting works. Alternative route not available. Access to properties will be maintained when required. Emergency access will be available if required. Pedestrian access will be maintained.

PLANNING

The applications, associated plans and documents can be viewed on-line by following the ePlanning link on the Council's website at www.dumgal.gov.uk/planning. Written comments may be made to Head of Economy and Development by email to Planning@dumgal.gov.uk or via the Council's website, as noted above, by 17/04/2025 (Type A).

Town and Country Planning (Scotland) Act 1997 as amended

Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, Reg 20(1) (A)

Ref No/Type Address/Proposal
25/0488/FUL (A) Land At Low Three Mark, Stoneykirk, Stranraer - Siting of 5 glamping pods with associated decking, erection of bicycle store and refuse/recycling storage unit, formation of access track, parking and turning area and landscaping, installation of waste water treatment plant and lighting and associated works



The Town and Country Planning (Scotland) Act 1997 (as amended)

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 (as amended)

The Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021

Notice of Planning Public Consultation Event, Stranraer Marina Expansion Project, Stranraer Marina, Stranraer

The public consultation event is for the proposed Stranraer Marina Expansion Project, at Stranraer Marina, which consists of a series of proposed sub-elements to expand the existing marina and significantly enhance marine based activities at Stranraer, and enhance landside infrastructure, access and public realm space. The public consultation event is to be held at the Stranraer Millennium Centre, 75 George Street, Stranraer, DG9 8DX, on Thursday 24th April 2025 (4pm – 8pm).

Further information may be obtained concerning the proposed development by either:

- Writing to our Project Team at: Mr Stephen Raggett-Batchen, Fairhurst, 4th Floor, 300 Bath Street, Glasgow, G2 4JR; and/ or
- e-mailing our dedicated email address at: stranraer@fairhurst.co.uk leaving your name, home town and comments.

Comments made to the prospective applicant are not representations to the planning authority and if the prospective applicant submits an application there will be an opportunity to make representations on that application to the planning authority.

IN TOWN, SLOW DOWN.

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 Regulation 7(2)(b)

CONSULTATION PUBLIC EVENT

Proposal: Proposed egg production facility comprising 2 poultry units with roof mounted solar panels, 2 dung sheds, 26 chicken shelters and 8 feed silos, alterations to existing access, formation of 2 detention basins, landscaping and associated works.

Site Location: Land at Mains of Dhuloch, Kirkcolm, DG9 0RF

Two further drop in events are being held for the purposes of community consultation for this development proposal. These events will take place on:

Event 1: Thursday 17th April 2025;

Event 2: Thursday 8th May, 2025;

between the hours of 10am and 5:30pm

at The Millenium Centre, 75 George Street, Stranraer DG9 7JP

Further information relating to this proposal may be obtained by emailing the agent julie.diamond@tetrattech.com

You are able to make comment on the proposals directly to the developer, either at the above event and/or in writing via email.

These comments must be submitted no later than 22nd May 2025.

Editor:

Louise Kerr

Address:

Stranraer and Wigtonshire
Free Press, 14 St Andrew Street,
Stranraer, DG9 7EB

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Our Policy:

The Stranraer and Wigtonshire

Free Press was established in 1843 and is editorially independent from any political party. It is our policy to deal with any major errors as quickly as possible. If you would like to report an error, please contact the editor as soon as possible. We are a member of the Independent Press Standards Organisation – www.ipso.co.uk – and abide by the Editors' Code of Practice. Printed Web Offset and published for the Proprietor, The Earl of Stair, Stair Estates Office, Sheuchan, Castle Kennedy, Stranraer at 14 St Andrew Street, Stranraer, Wigtonshire DG9 7EB, Phone 01776 702551, Fax 01776 706695. Registered as a newspaper at the Post Office.



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Stranraer: 01776 704831 Newton Stewart: 01671 401346

Appendix F

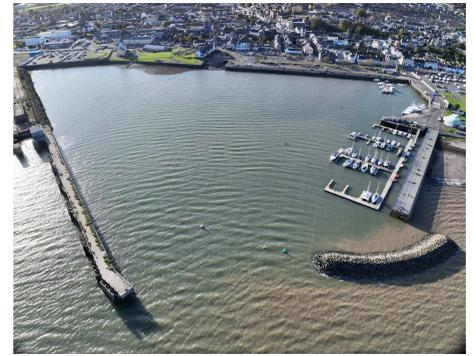
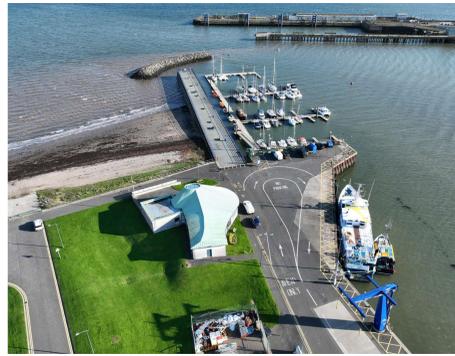
Stranraer Marina Expansion Project

Welcome

Welcome to this public consultation event on the expansion and redevelopment of Stranraer Marina (“the Proposed Development”).

Stranraer belongs to everyone who lives and works in the town and the opinions of all are important to getting the best possible waterfront area for everyone. We value the input from local residents, businesses and stakeholders and therefore encourage your feedback through this consultation. This is just one part of a multi-stage process of involving local people in the Proposed Development, but a significant one linked to statutory processes. Views expressed at this stage will be taken into account before any planning application is submitted.

Your views will assist us in the preparation of the planning application, ensuring we consider other relevant development proposals, and that planning and environmental issues are identified at an early stage and embedded as firm proposals emerge.



Evolving Design

The Proposed Development consists of a series of changes to the harbour area of the town to significantly enhance marine based activities at Stranraer on the water and the shore and to improve public access and facilities for the general public around the waterfront.



Site Location



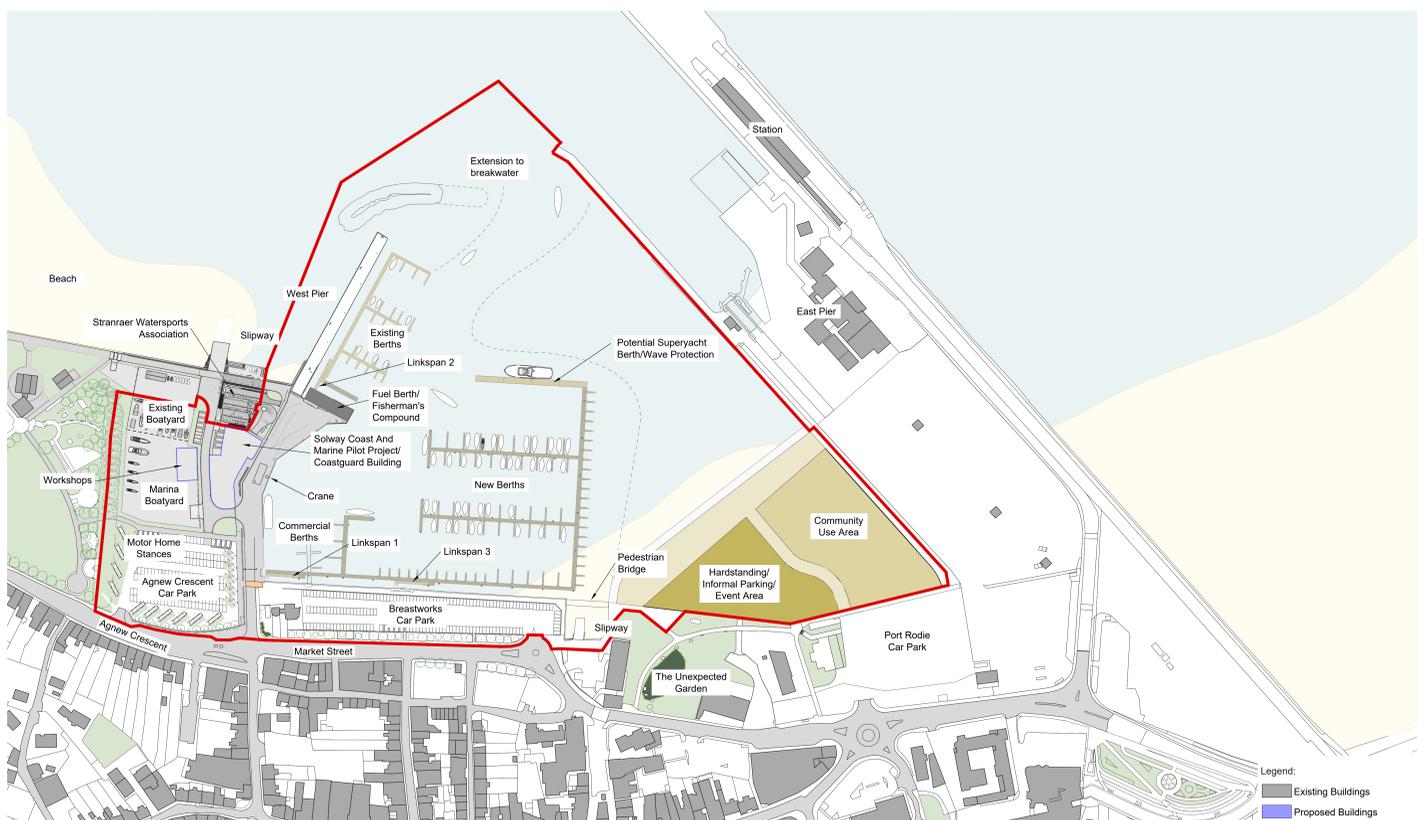
Proposed Development Zones

Stranraer Marina Expansion Project

Evolving Design



Proposed Development Zones



Emerging Design of Proposed Development

Key Elements of the Emerging Proposal Include:

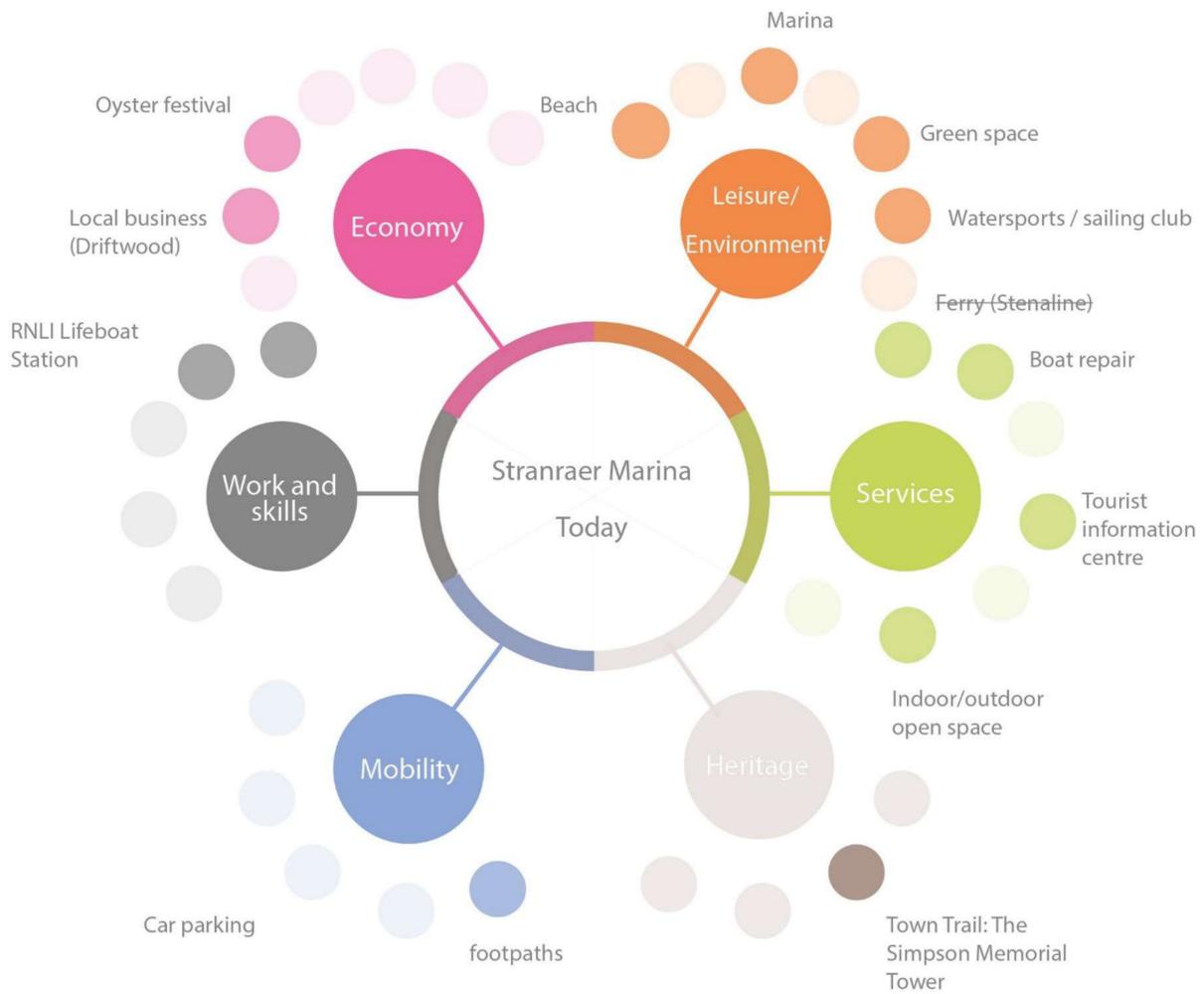
- Revised Marina layout - inclusion of an additional 185 new berths and approximately 14 commercial berths;
- Increased dredging and breakwaters to allow entry of more boats and shelter the new marina layout;
- Upgraded fuel berth;
- New linkspans to berth pontoons;
- New workshops to support marina operations;
- Existing harbour/marina facilities renovated, including refuse and recycling facilities;
- New fisherman's compound;
- Area of reclaimed land providing new leisure opportunities (including the extension of the promenade along this area) through landscaping and new pedestrian bridge;
- New car parking and community events space on reclaimed land area;
- Upgrading and installation of new lighting through the project area;
- Seating in public areas;
- Enhancement and layout upgrades to Breastworks Car Park; and
- New HM Coastguard accommodation and Solway Coast and Marine Pilot Project facilities.

Stranraer Marina Expansion Project

Need for the Proposed Development

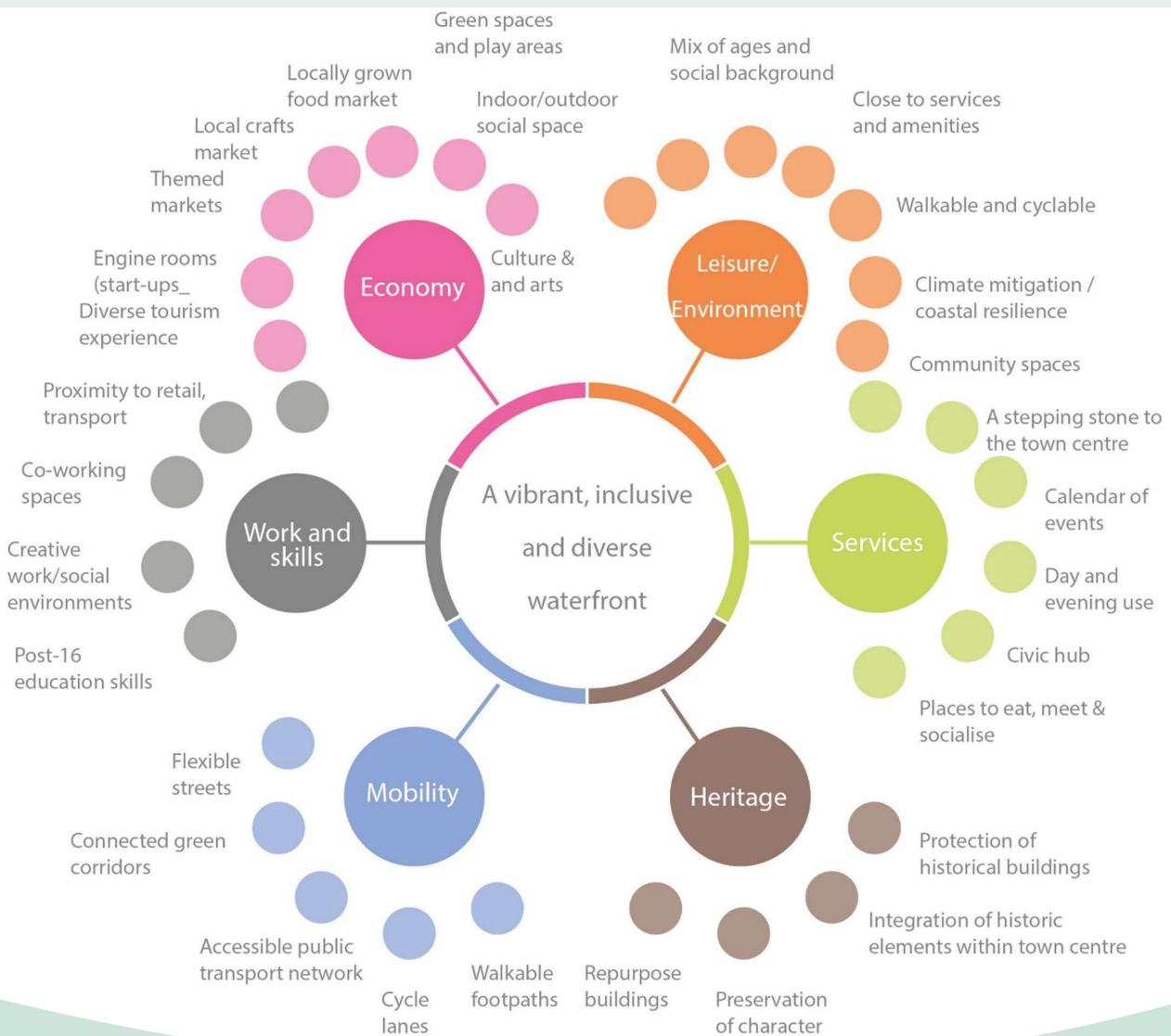
Stranraer has an extensive maritime history based around fishing, the armed forces, and a historic long-standing ferry service to and from Northern Ireland. The relocation of the ferry terminal to Cairnryan has reduced the flow of visitors to the town which has had a significant effect. However, these changes create a great opportunity to re-imagine the waterfront and reconnect the town centre to Loch Ryan through new development in and around the harbour area.

Stranraer of Today



The idea of expanding the marina as part of growing the offer of Stranraer as a destination for maritime tourism is something that has been part of plans for the town since Stena's ferry operations moved to Cairnryan. An opportunity has emerged for the development of the existing Stranraer Marina, a key element in the regeneration of Stranraer waterfront, within the Borderlands Inclusive Growth Deal (a major funding initiative for the South of Scotland, Cumbria and Northumberland). This is a joint initiative to secure investment for priority projects that will deliver accelerated economic growth for the benefit of individuals, businesses and communities across the Borderlands region. The Stranraer Marina Expansion project aims to promote tourism as a priority sector. Stranraer Marina has a provisional Growth Deal funding allocation, subject to satisfactory approval of Business Cases.

Stranraer of Tomorrow



Stranraer Marina Expansion Project

Statutory Public Consultation

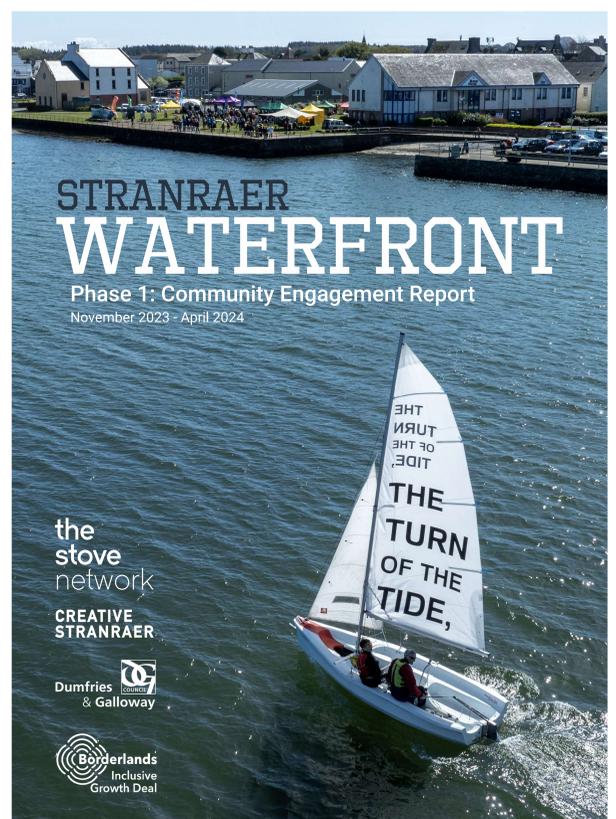
The information on these boards and your participation in this process is part of a **statutory public consultation** on the Proposed Development. Public consultation is required as part of any planning application, but in the case of ‘major developments’, the 2006 Planning Act introduced the requirement for Pre-Application Consultation (PAC) with local communities. There are 3 steps to this process:

1. Notifying the Local Planning Authority and the Community Council of an intention to consult with the community;
2. **Consulting with the community to gather views on the Proposed Development; and**
3. Summarising consultation comments and views and taking these into account when finalising the Proposed Development.

Non-Statutory Consultation To Date

The Stranraer Waterfront Community Engagement Project is an innovative project funded by Dumfries & Galloway Council and delivered by The Stove Network and Creative Stranraer. The first phase of this work took place from November 2023 to April 2024 and the second phase began in July 2024, with completion to coincide with final planning application submission in early 2025. The project employs The Stove Network’s innovative placemaking approach, using creativity to support community-led change and places the community right at the heart of Stranraer’s future vision for the Waterfront.

The key objective has been to include community voices and ideas in the final designs for a re-imagined waterfront in Stranraer. By using engaging events and workshops to bring the community together to re-connect with the waterfront and imagine what this place could be in the future for local people and visitors. This process allowed many new ideas for the waterfront to emerge from local people, groups and businesses. The design team is now working to incorporate these into the final designs that go forward for planning permission.



One Waterfront – Embracing and Unlocking the Area

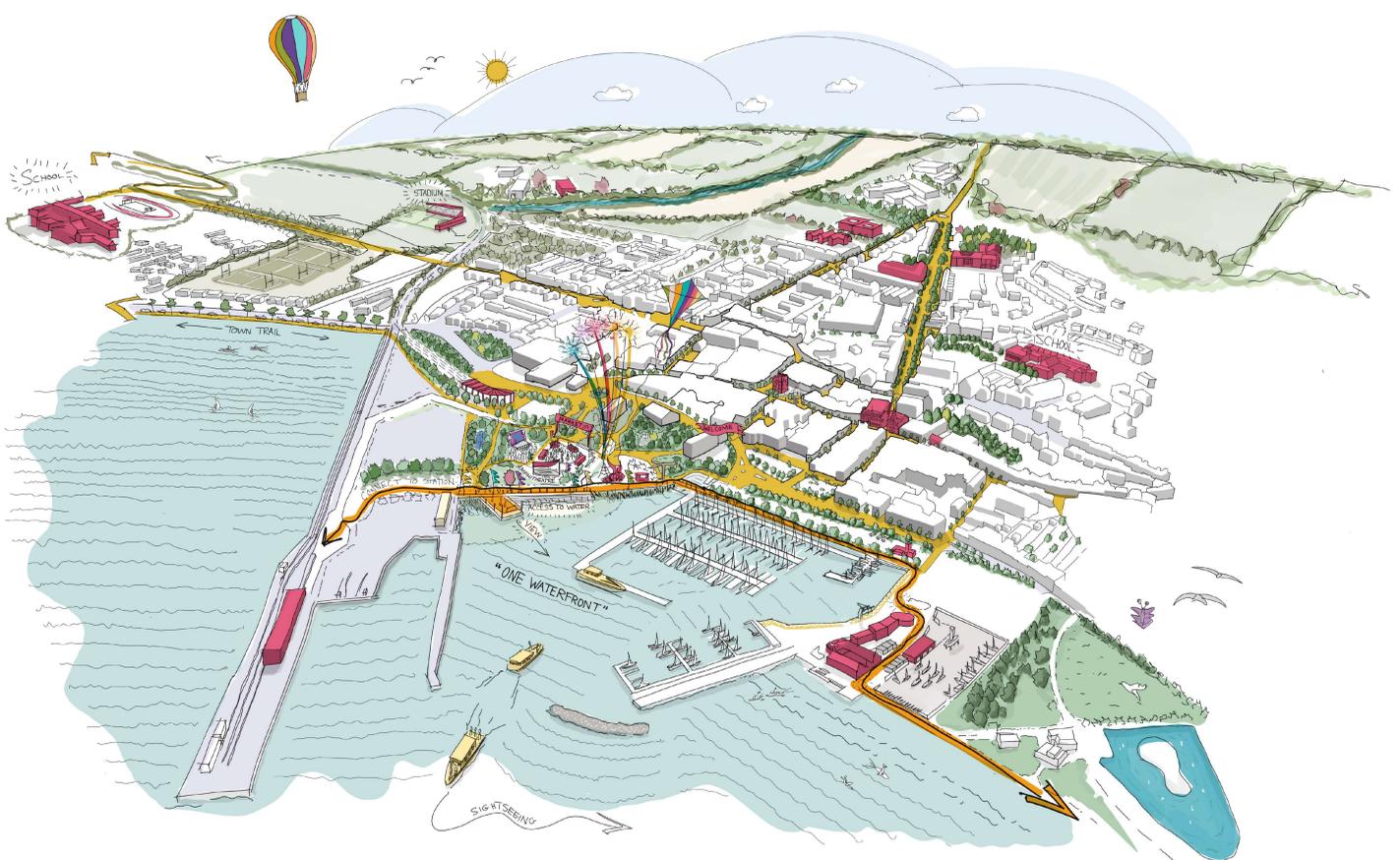
The area presents a once-in-a-lifetime opportunity to instil positive change and deliver upon the wider ambition of a ‘One Waterfront’ approach for Stranraer. Embracing the Waterfront, arguably Stranraer’s greatest natural asset, has the potential to unlock economic, social and environmental opportunities for both locals, visitors and wildlife. Positively planned and implemented change could transform it into a people-centric destination that is lively, diverse, accessible and well-connected, with links to the Marina, the wider waterfront and Rhins of Galloway, Stranraer Town Centre, and surrounding communities.

Adopting an integrated approach, the area of reclaimed land sits within a wider waterfront, a themed storytelling route creatively illustrating the nautical history of Stranraer dating back to the 1700s, in which the harbour was first built, and its resurgence through regeneration. The waterfront itself has the potential to provide a key anchor and arrival point, providing a positive first impression and ultimately engraining a positive lasting impression of Stranraer on those who explore and experience it.

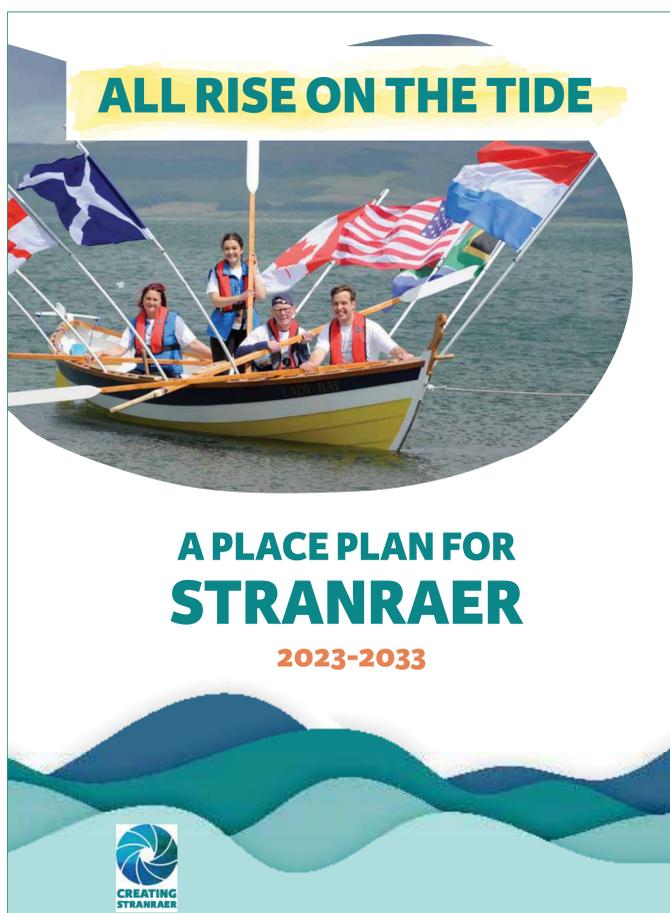
The Stove Network and Creative Stranraer’s work has helped gather thoughts from communities across the town and celebrate the past, present and future of Stranraer’s Waterfront. Reflecting the views gathered, the proposals are intended to reimagine and reconnect the Waterfront to the heart of Stranraer and its people, enabling the area to become a multifunctional, high quality, vibrant and representative public space. The area of reclaimed land could become a place to play, reconnect with the water, and socialise through improved public realm, art installations, and space for mixed community uses.

Stranraer Marina Expansion Project

Aerial Illustration of Evolving Development



Stranraer Place Plan



Stranraer Place Plan was co-created with local people by the Stranraer Town Team to record the vision and priorities for the area.

An important goal of the marina expansion project is to be aligned with the mission, vision and values defined within the Place Plan and support the Six Priorities, as were ranked by locals:

1. East Pier Event Space
2. Wet Weather Escapes
3. Big Makeover
4. Revive: Town Centre Living
5. Sanctuary Outdoor Nursery
6. Dick's Hill Wellbeing Hub



Nikki-Marie Vjatschlav,
Town Team Chair

2. OUR MISSION

Mission

ONE VISION, ONE PLAN
Get locals on the same page.

Vision

ALL RISE ON THE TIDE
Put locals* first.
Prioritise actions that see Stranraer flourish and locals thrive.

*Locals include all newcomers who choose the Rhins as home - from Ukrainian guests to friends who cross the sea or border.

Values

- FAIR** → Let's be inclusive.
- GREEN** → Let's protect and enhance our environment.
- OPEN** → Let's be open to the new: try, learn, share, improve.

Stranraer Marina Expansion Project

Key Planning & Environmental Considerations

The following issues are being discussed within the Project Team and with Dumfries & Galloway Planning Team and will be addressed in the planning application process:

Principle of Development:

- The Proposed Development will provide a series of upgrades and expansion works to the existing infrastructure at Stranraer Marina to accommodate more and larger vessels, and will contribute to the local economy, whilst providing a facility to be used by the community as well as visiting tourists, in accordance with National Planning Policy.

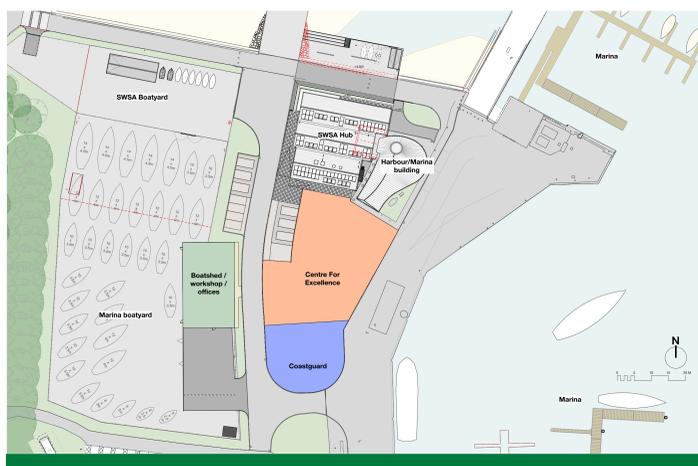
Scale, Massing, Design, Finishes and Layout:

- The Proposed Development will be of a scale appropriate for the town of Stranraer.
- The proposed buildings will be designed to enhance the working harbour, marina and waterfront of Stranraer and include the new marine research facility being delivered as part of the Solway Coast and Marine Pilot Project and a replacement operational building for the local branch of HM Coastguard. The replacement coastguard building will provide operational space, storage, changing facilities, office and meeting rooms.
- The buildings will be designed to be highly energy efficient with highly insulated building fabric, passive solar gain and a ventilation heat recovery system to ensure energy demand is minimised. The remaining energy demand may be provided by renewable energy systems.
- The marina boatyard workshops will be single storey height and of simple traditional and utilitarian construction, with corrugated metal cladding to the steel structure. It could provide facilities for repairing boats up to 9m in length under cover with separate workshops and storage spaces.

Emerging Design – Solway Coast and Marine Pilot Project and Coastguard Massing



Emerging Design – Concept Site Plan



- The new buildings and facilities will also complement and enhance the activities and operation of the forthcoming Stranraer Water Sports Association community watersports hub, which should be completed by 2026.

Watersports Hub - Proposed North and West Elevations



Watersports Hub - Proposed South and East Elevations

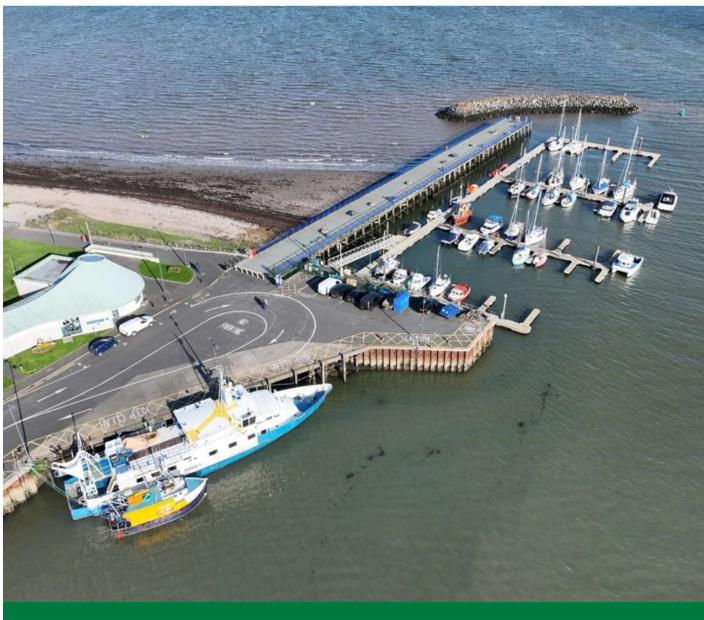


Stranraer Marina Expansion Project

Key Planning & Environmental Considerations

Access, Movement and Parking:

- A new pedestrian bridge could be included to provide direct access from the existing promenade walkway, over to the promenade extension being delivered to the front of the reclaimed land area.
- The current promenade could be 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 could 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. This area is being created with consideration of this as a community space for the people of Stranraer.
- The bridge and overall promenade could be delivered to help meet the active travel requirements of the area, to ensure an enhancement of the existing, creating a more welcoming and useable connection through the harbour.
- The area of reclaimed land (south east of the Proposed Development area) is to be a community led area. Flexible shared hard standings for car parking and events may be provided, with the community being involved in developing a solution for the rest of this land.
- An important element of the reclaimed land area will be the continuation of the active travel route, provide connectivity from west to east and an attractive promenade bounded by the harbour and the community use area.



Environmental Impact Assessment:

- An Environmental Impact Assessment (EIA) will be undertaken, and the findings of which will be set out in the EIA Report (EIAR).
- The EIA seeks to identify and assess the likely significant effects resulting from both the construction and operation of the Proposed Development, with the aim of ensuring that, where possible appropriate mitigation is being incorporated into the design of the project (embedded mitigation), and where necessary additional mitigation measures will be identified to help alleviate significant adverse effects.
- Due to elements of the Proposed Development falling both below and above Mean High Water Springs (MHWS), the EIA has been undertaken in accordance with The Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 and The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017.
- The scope of the EIAR has been determined through the EIA Scoping process, with input from Scottish Ministers and Statutory Consultees. The EIAR will consider the following environmental topics:

Coastal Processes

Navigation and Safety

Major Disasters and Accidents

Flood Risk

Water Quality

Benthic Ecology

Fish Ecology

Marine Mammals

Terrestrial Biodiversity and Ornithology

Transportation

Air Quality

Climate Change

Noise and Vibration

Underwater Noise

Soils, Geology and Contamination

Cultural Heritage

Landscape and Visual

Socio Economics

Stranraer Marina Expansion Project

Consents Required

The Following Consents are Required for the Proposed Development:

- Planning Permission from the Local Planning Authority under the Town and Country Planning (Scotland) Act 1997 (as amended) for licensable activities above MHWS; and
- Marine Licences from Marine Directorate – Licensing Operations Team (MD-LOT) under the Marine (Scotland) Act 2010 for licensable activities below MHWS, including for construction works below the MHWS tide level, and for the associated capital dredging and disposal of sediment for beneficial use.

Validating the Planning Application

Following valued input from Dumfries & Galloway Council Planning Services, it is considered at this stage that the planning application will include the following supporting information:

- Application form and signed certificates;
- Appropriate drawings (e.g. Proposed Site Plan and Elevation Drawings);
- Planning Statement;
- Pre-Application Consultation (PAC) report;
- Environmental Impact Assessment Report (EIAR) & Non-Technical Summary (NTS);
- Design & Access Statement;
- Crown Estate Interest Statement; and
- Energy Statement.

Forthcoming Consultation Events

Socio-Economics - Stakeholder Consultation Event

- Anticipated January 2025.

- Tailored engagement event with the local community in order to supplement the Environmental Team's desktop baseline data for assessment of socio economic impacts. The event will be marketed through the network of stakeholders, social media pages, community email newsletters, Eventbrite and physical flyers.

Combined Planning and Marine Consultation Event

- Anticipated February 2025.

- The Proposed Development requires PAC, in accordance with The Marine Licensing (Pre-Application Consultation) (Scotland) Regulations 2013. The second event will be held for members of the public to make further comments on the Proposed Development before the proposal is finalised.

Contact Information

We welcome your comments and feedback on the Proposed Development.

You can provide your response by:

- Completing one of the Public Exhibition Feedback Forms and posting in the box provided.
- Writing to our Project Team at: Mr Stephen Raggett-Batchen, Fairhurst, 4th Floor, 300 Bath Street, Glasgow G2 4JR.
- E-mailing our dedicated email address stranraer@fairhurst.co.uk leaving your name, home town and comments.

If you can please provide your feedback by **13th December 2024**. We look forward to receiving your comments.

This project has been funded with the support of the Borderlands Inclusive Growth Deal, the Scottish Government, and Dumfries and Galloway Council.



Scottish Government
Riaghaltas na h-Alba
gov.scot



In partnership with:



the
stove
network



JOHN RENSHAW ARCHITECTS



Stranraer Marina Expansion Project

Welcome

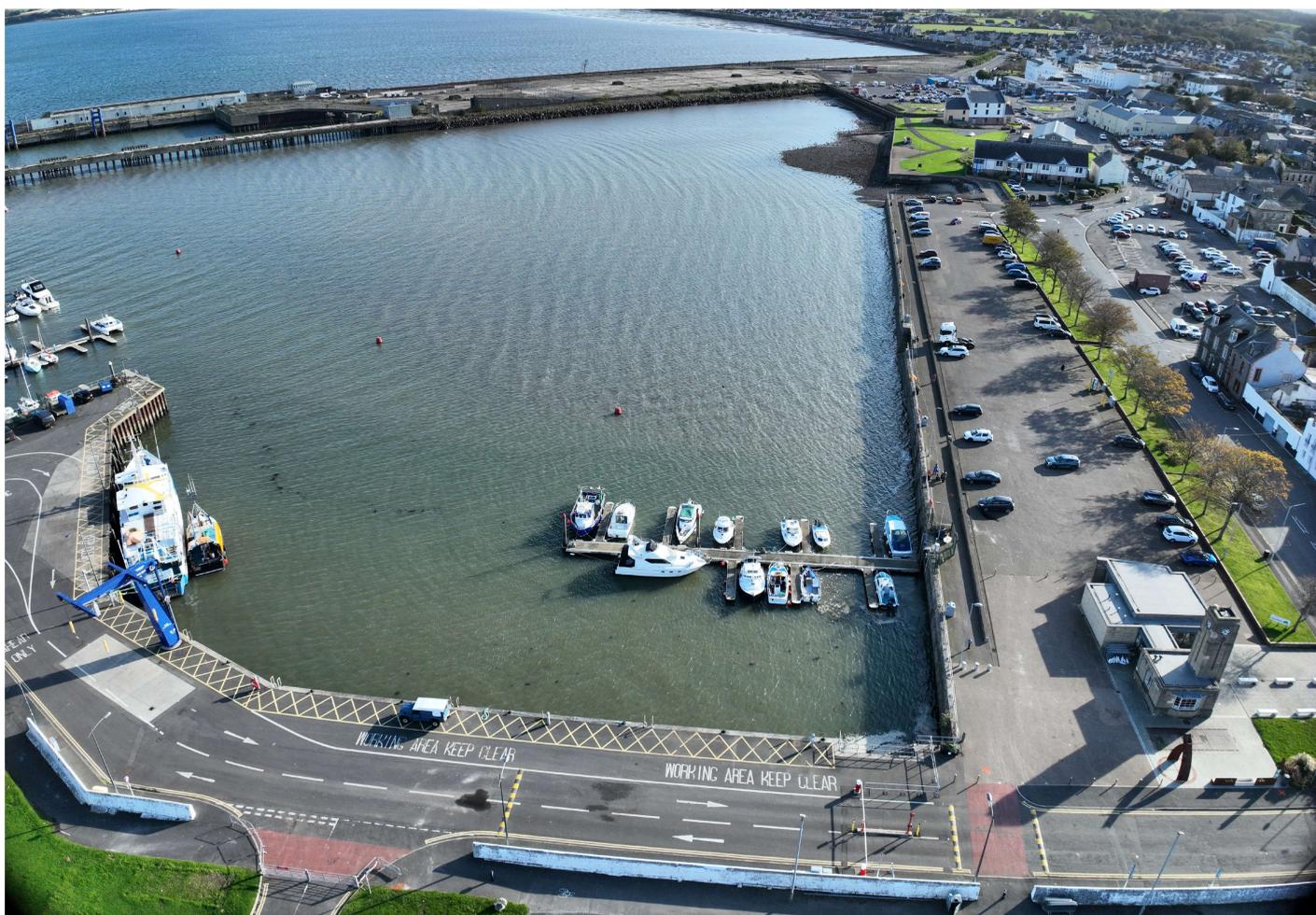
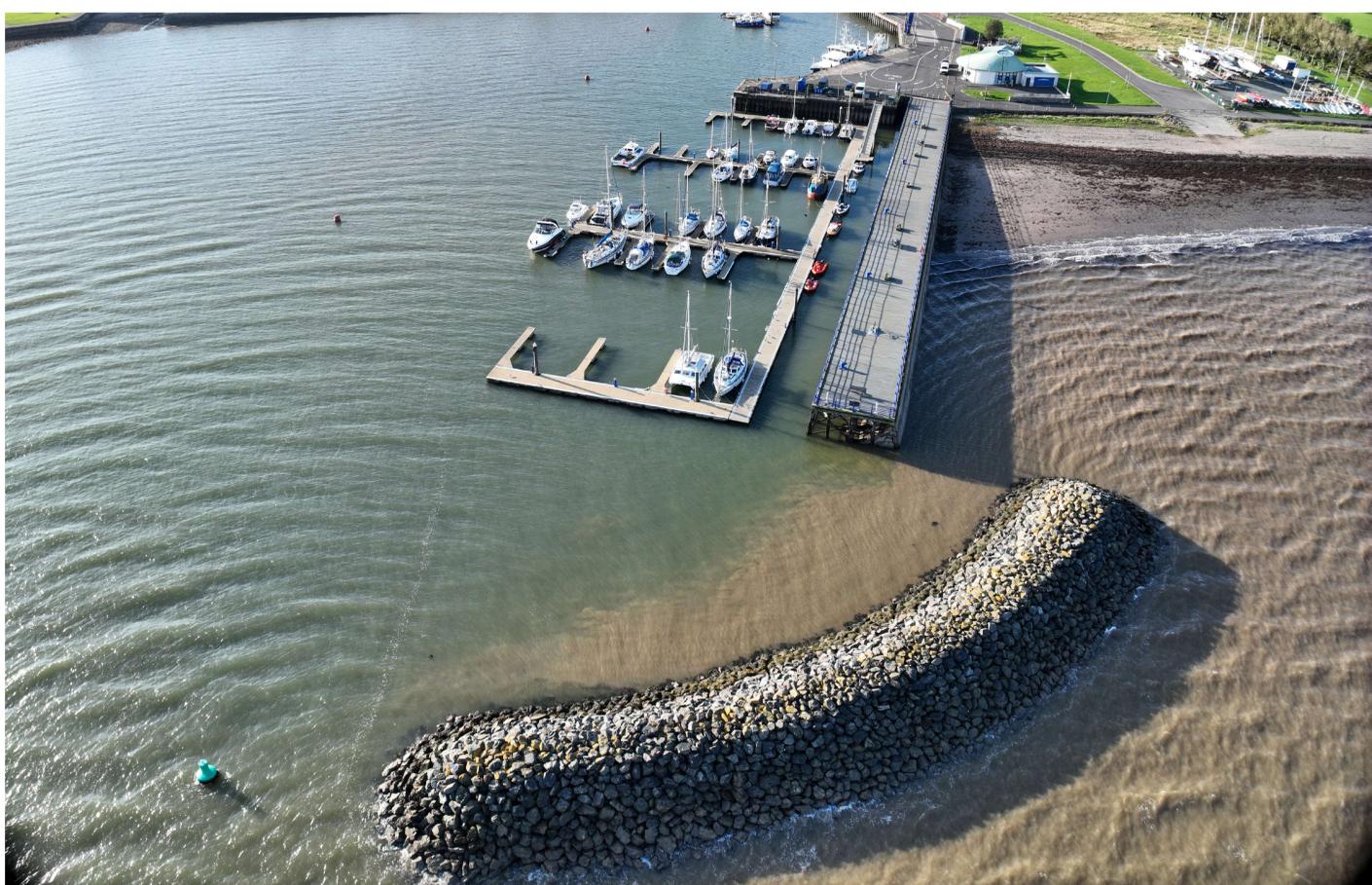
Welcome to this public consultation event on the expansion and redevelopment of Stranraer Marina, (“the Proposed Development”).

This public event allows for further discussions surrounding the Proposed Development and provides an update on the feedback received during the pre-application process to date.

Stranraer belongs to everyone who lives and works in the town and the opinions of everyone are important to getting the best possible waterfront area for everyone. We value the input from local residents, businesses and stakeholders and therefore encourage your feedback through this consultation, which is just one part of a multi-stage process of involving local people in the Proposed Development, but a significant one linked to statutory processes. Views expressed at this stage will be taken into account before any planning application is submitted.

This is the latest stage in discussions with residents, businesses and groups. Your views will assist us in the preparation of the planning application, ensuring we consider other relevant development proposals, and that planning and environmental issues are identified at an early stage and embedded as firm proposals emerge.

Existing Marina



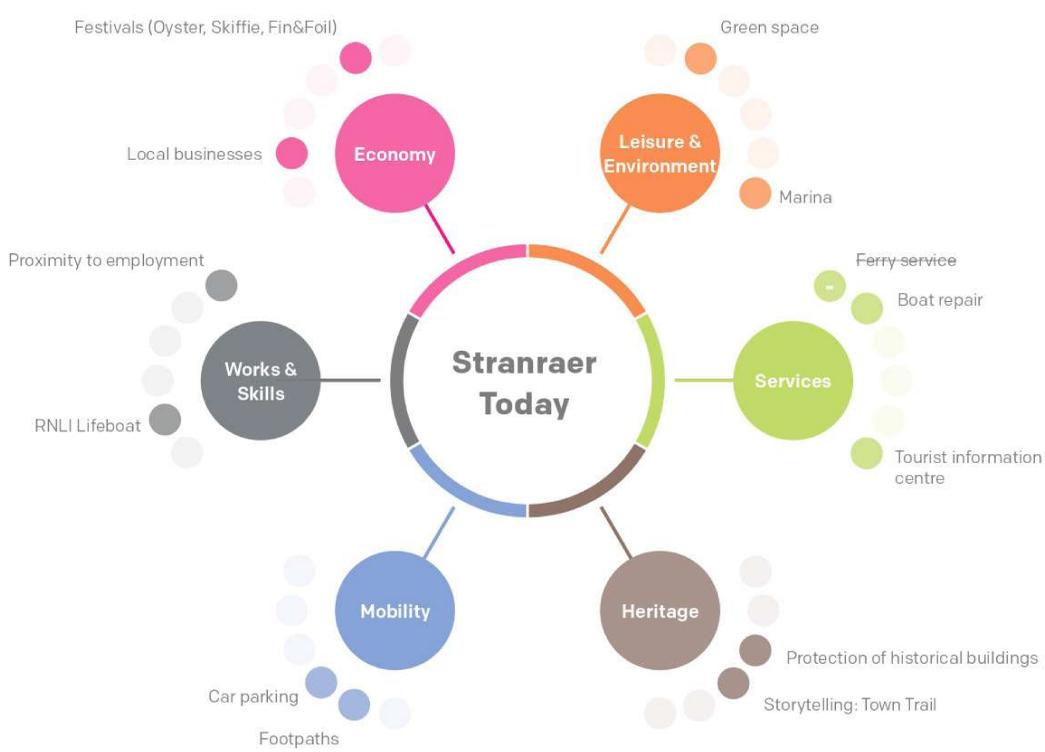
Stranraer Marina Expansion Project

Need for the Proposed Development

The Proposed Development will provide a series of upgrades and expansion works to the existing infrastructure at Stranraer Marina, to accommodate more and larger vessels, and will contribute to the local economy, whilst providing a facility to be used by the community as well as visiting tourists, in accordance with National Planning Policy.

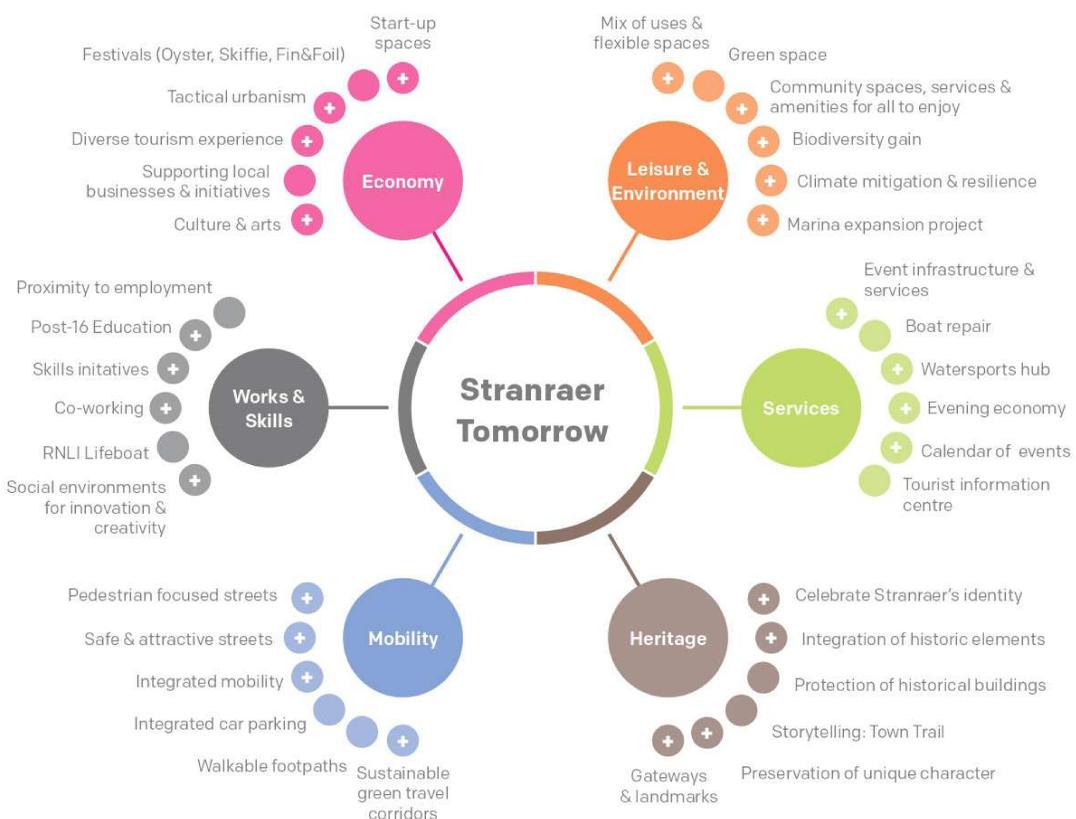
Stranraer has an extensive maritime history based around fishing, the armed forces, and an historic long-standing ferry service to and from Northern Ireland. The relocation of the ferry terminal to Cairnryan has reduced the flow of visitors to the town which has had a significant effect. However, these changes create a great opportunity to re-imagine the waterfront and reconnect the town centre to Loch Ryan through new development in and around the harbour area.

Stranraer of Today



The idea of expanding the marina as part of growing the offer of Stranraer as a destination for maritime tourism is something that has been part of plans for the town since Stena's ferry operations moved to Cairnryan. An opportunity has emerged for the development of the existing Stranraer Marina, a key element in the regeneration of Stranraer waterfront, within the Borderlands Inclusive Growth Deal (a major funding initiative for the South of Scotland, Cumbria and Northumberland). This is a joint initiative to secure investment for priority projects that will deliver accelerated economic growth for the benefit of individuals, businesses and communities across the Borderlands region. The Stranraer Marina Expansion project aims to promote tourism as a priority sector. Stranraer Marina has a provisional Growth Deal funding allocation, subject to satisfactory approval of Business Cases.

Stranraer of Tomorrow



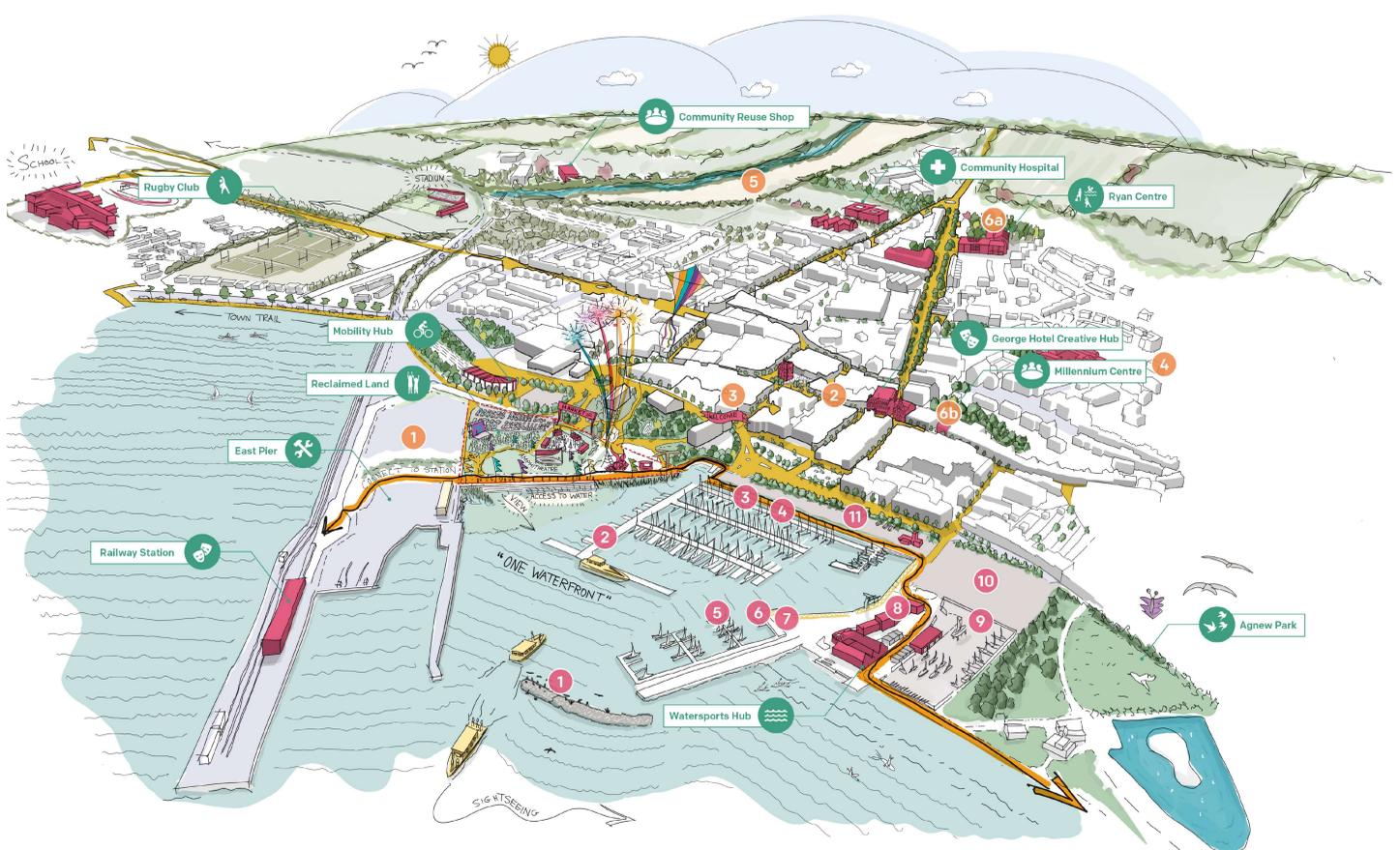
Stranraer Marina Expansion Project

One Waterfront – Embracing and Unlocking the Area

The area presents a transformative opportunity to instil positive change and deliver upon the wider ambition of a ‘One Waterfront’ approach for Stranraer. Embracing the Waterfront, arguably Stranraer’s greatest natural asset, has the potential to unlock economic, social and environmental opportunities for both locals, visitors and wildlife. Positively planned and implemented change could transform it into a people-centric destination that is lively, diverse, accessible and well-connected, with links to the Marina, the wider waterfront and Rhins of Galloway, Stranraer Town Centre, and surrounding communities.

The Stove and Creative Stranraer’s work has helped gather thoughts from communities across the town and celebrate the past, present and future of Stranraer’s Waterfront. Reflecting the views gathered, the proposals are intended to reimagine and reconnect the Waterfront to the heart of Stranraer and its people, enabling the area to become a multifunctional, high quality, vibrant and representative public space. The area of reclaimed land could become a place to play, reconnect with the water, and socialise through improved public realm, art installations, and space for mixed community uses.

Aerial Illustration of Evolving Development



KEY

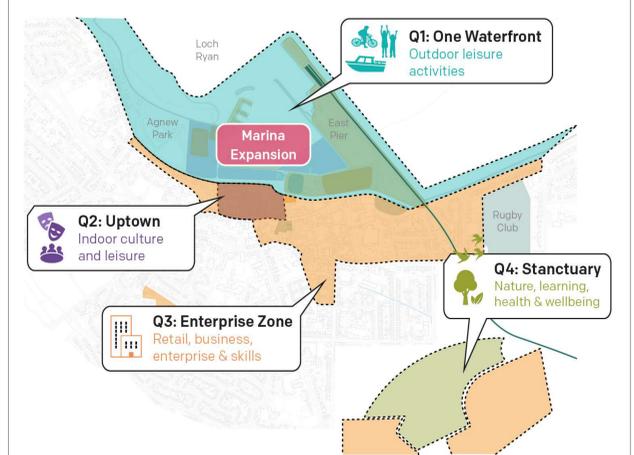
Stranraer Marina Expansion

- 1 Breakwater extension
- 2 Marina berthing
- 3 Marina facilities
- 4 Marina access bridge
- 5 Commercial berthing
- 6 Fuel berth
- 7 Fisherman's compound
- 8 New coastguard & research building - Solway Coast & Marine Project (SCAMP)
- 9 Marina boatyard, workshops & wash bay
- 10 Marine Lake Car Park
- 11 Breastworks Car Park

Borderlands Town Investment Plan (BTIP)

- 1 East Pier
- 2 The Big Makeover
- 3 Town Centre Living
- 4 Dicks Hill Wellbeing Hub
- 5 Stancuary
- 6 Wet Weather Escapes
- a Ryan Centre
- b Millennium Centre

Stranraer Place Plan 2023-2033 - The Four Quarters



Stranraer Marina Expansion Project

Consultation To Date

The first consultation event for this project was held at the Stranraer Millennium Centre building on Thursday 28th November 2024.

In addition to understanding local needs and aspirations, one of the key outcomes from the first event was obtaining people's feedback on the emerging design and site layout proposals.

Attendees at First Public Consultation Event



Consultation Feedback

Some of the key points, suggestions and issues raised during the previous consultation event include:

- An additional breakwater is required in front of the extended original;
- Positive feedback about the potential of permanent water levels around the Reclaimed Land that would allow people to use this water regardless of tide levels;
- Motorhome places is a good idea;
- Essential wave surveys are required to ensure breakwaters do the job so that boats are protected in stormy weather;
- Removal of disused slipway as it is not in a good condition;
- Upgrade the access and existing slipway making it more user friendly;
- Concerns raised with cleaning vessels - need for a facility that can lift the boats out of the water to be cleaned;
- Breastworks quay wall, very poor condition at low tide and concern over the proximity of dredging with regard to the structural integrity of the wall;
- Additional welfare facility so boat users do not have to travel the length and breadth of the marina;
- Dredging material, concern over potential contaminants; and
- Construction phase impacts e.g. noise and dust.

Design Alterations

As a result of direct feedback received in response to the public consultation event, held in November 2024, the Project Team have made the following amendments:

- An extension to the existing breakwater, as well as a second breakwater, have been included in the design – this second breakwater will also serve as a berthing area for large vessels;
- Inclusion of motorhome stances in the Marine Lake car park;
- The pedestrian bridge has been removed;
- Specialists have undertaken a number of wave modelling analysis exercises to ensure the proposals meet the requirements of the marina – providing protection;
- Disused slipway to the southeast of the marina has been removed;
- Redevelopment and upgrading of the existing slipway to the east of Breastworks car park;
- A new wall to replace the existing Breastwork quay wall;
- A new wash down bay within the boatyard area;
- Additional welfare facilities for the new marina berthing pontoons is being developed to be a floating facility for use by users of the new marina;
- Testing and sampling of dredge material, so as to ensure that proposed reuse of material (or otherwise), is the most beneficial – minimising release of contaminants into the water; and
- Species and ecology assessments to ensure that the construction programme can be developed in such a way as to minimise disturbance to species in and around the project area, while also considering the wider neighbour impact on the residents of Stranraer.

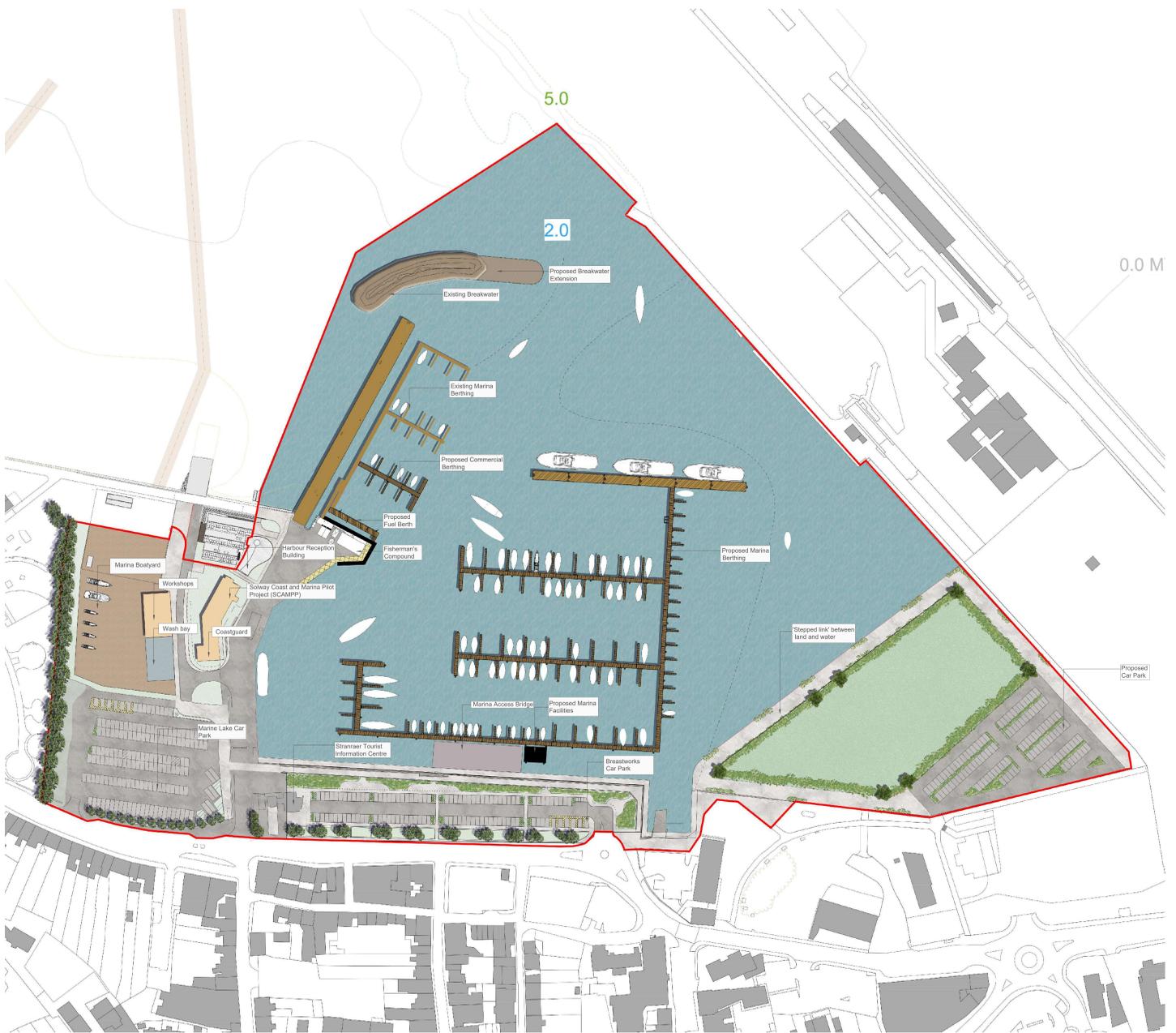
Stranraer Marina Expansion Project

Final Design

The Proposed Development consists of a series of changes to the harbour area of the town to significantly enhance marine based activities at Stranraer on the water and the shore.

It is also to improve public access and facilities for the general public around the waterfront.

Proposed Scheme with Landscaping



Key Elements of Final Design Include:

- Revised marina layout - inclusion of up to an additional 185 new berths and approximately 14 commercial berths;
- Increased dredging and breakwaters to accommodate new marina layout;
- Fuel berth;
- New marina access bridge to new berth pontoons;
- New workshops, as well as a vessel wash down bay;
- New floating harbour/marina facilities for users of the new berth pontoons;
- Retrofitting of the existing harbour reception building to enhance energy efficiency;
- New fisherman's compound;
- New quay wall to replace the existing wall at Breastworks car park;
- New Coastguard and research building (Solway Coast and Marina Pilot Project);
- Redeveloped public slipway, linking into and enhancing the existing coastal walk, connecting to the new reclaimed land area;
- Upgrading and installation of new lighting through the project area;
- New car parking and community space on reclaimed land area - it is also proposed to include an area of large 'steps' within this area, to allow the public to sit and look out into the harbour area – allowing them to connect with the land and the sea;
- Upgrade to Breastworks car park, including ornamental planting and amended parking layout; and
- Motorhome stances within Marine Lake car park.

Stranraer Marina Expansion Project

Construction and Dredging

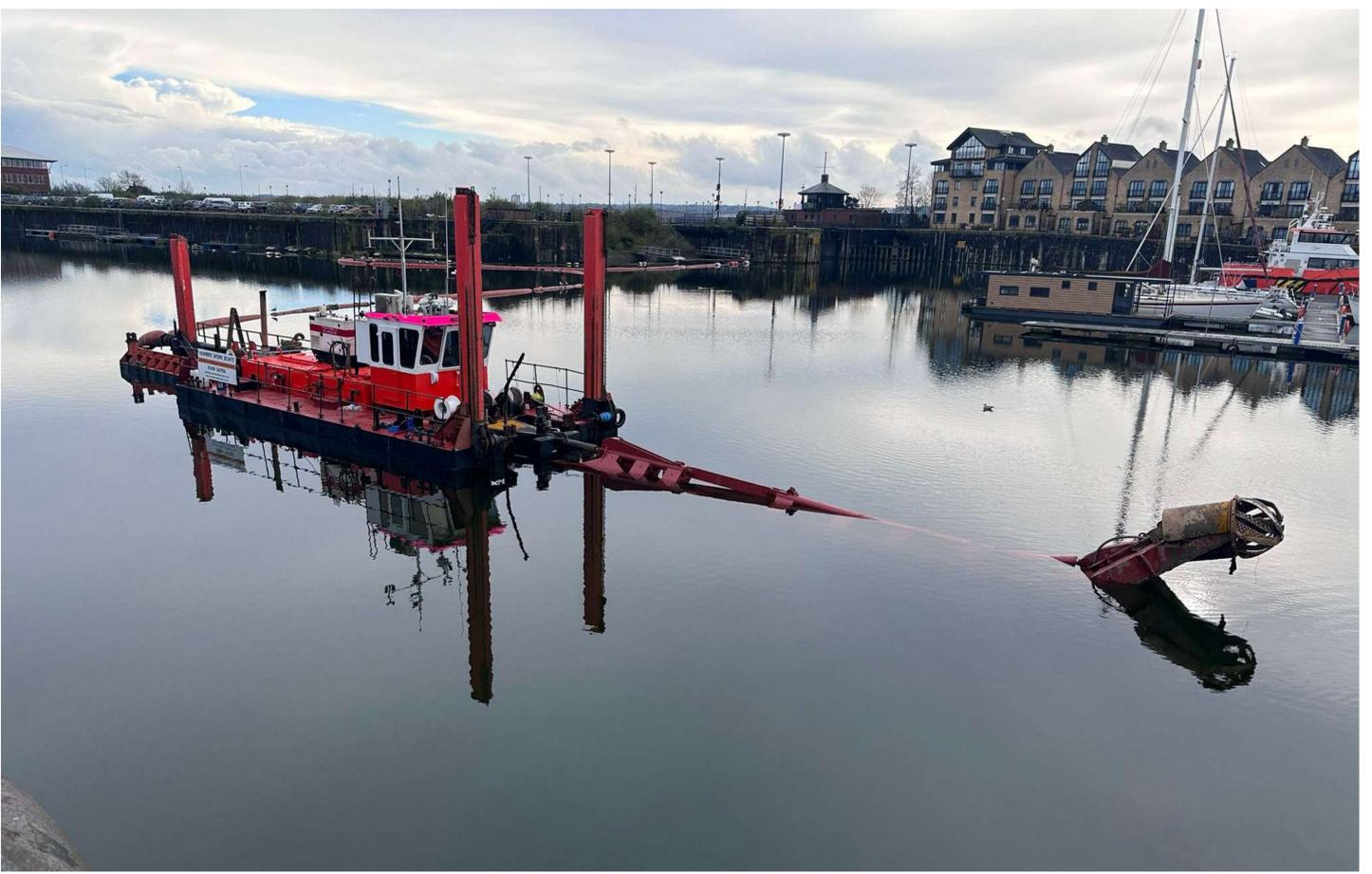
The various elements of the Proposed Development outlined above will likely be subject to a phased construction, over a predicted 24 months period, with a forecast year of opening to be 2028.

The marina is subject to an existing maintenance dredging regime with dredge material disposed at sea. The Proposed Development includes capital dredging to establish the required depths in the channel for vessels to safely navigate.

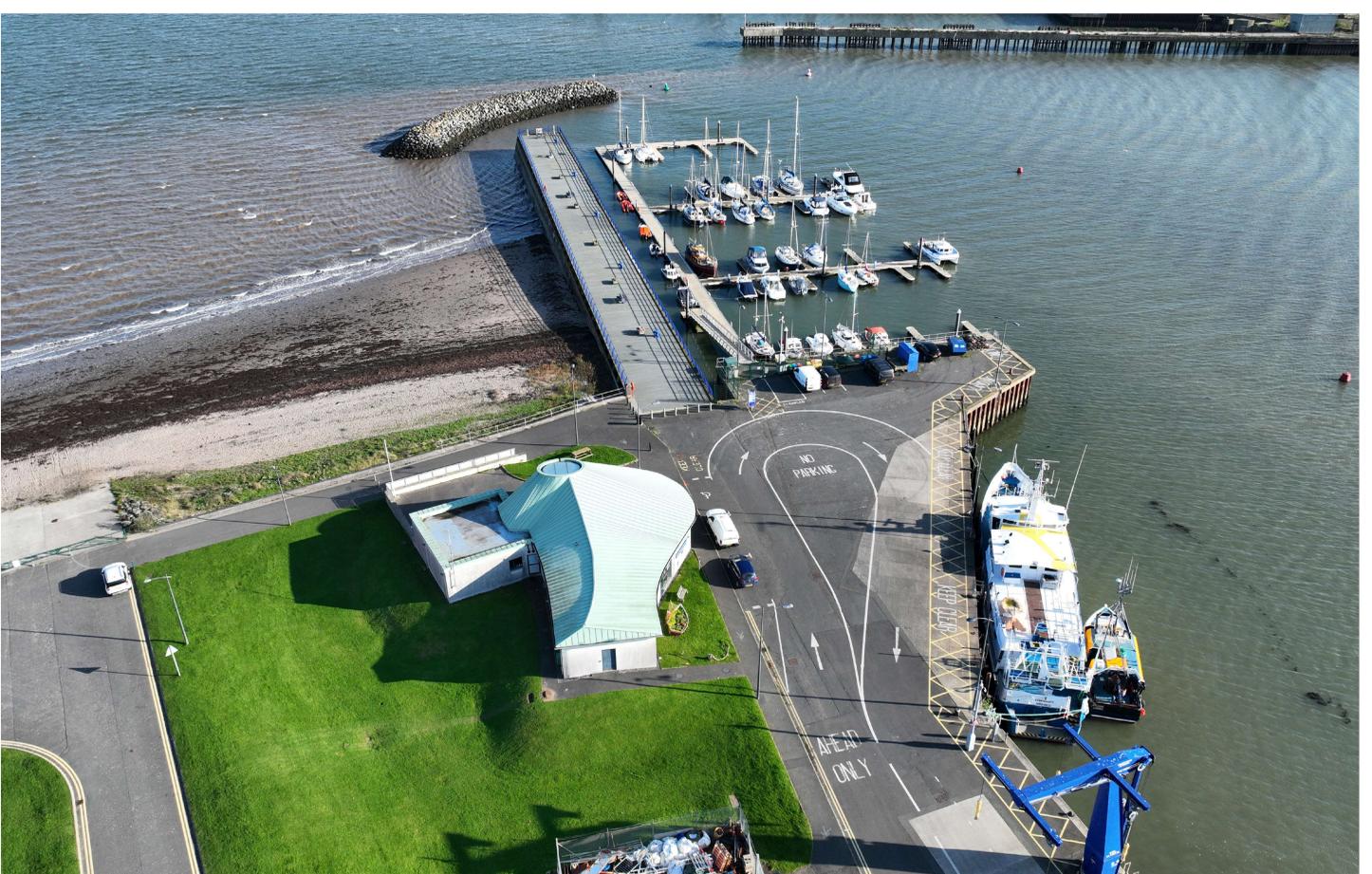
Capital dredging involves the removal of sediments to create new or expand existing navigational channels, berthing pockets and turning basins to establish new dredge design levels. It involves the removal and relocation of natural previously undisturbed seabed to increase water depths.

Maintenance dredging will then occur to keep the access channels and berths at their designed depths. It involves removing recently accumulated sediments such as mud, sand and gravel.

Image of Capital Dredging Boat



Aerial View of the Harbour Reception Building



Stranraer Marina Expansion Project

Environmental Considerations

An Environmental Impact Assessment (EIA) is being undertaken, and the findings of which will be set out in the EIA Report (EIAR):

- **Fish and Shellfish** - Key receptors include migratory fish (trout and salmon), in addition to spawning and nursery grounds of commercially important species, and any species of conservation importance. The potential impacts considered include underwater noise generation, changes in water quality and the impacts of additional structures in the marine environment.
- **Benthic Habitats and Species** - The key receptors considered as part of the benthic habitats and species assessment includes species of conservation interest (predominantly oyster beds and seagrass habitats), as well as fauna living on or within the seabed sediments in the area. The potential impacts of dredging, habitat removal and sedimentation will be considered as part of the assessment.
- **Transportation** - The assessment of traffic and movement impacts will be undertaken - key receptors to be considered are pedestrians, cyclists, public transport users and special interest groups.
- **Air Quality**
 1. Construction phase dust - Human receptors within 250m of the site boundary and within 50m of the routes used by construction vehicles up to 250m from the site entrance(s). Ecological effects have been screened out of the dust assessment as there are no ecological receptors in the vicinity of the Site.
 2. Traffic emissions - Existing local receptors along any road where the traffic increase meets national assessment thresholds.

Air Quality - Preliminary Site Boundary and a 250m Buffer

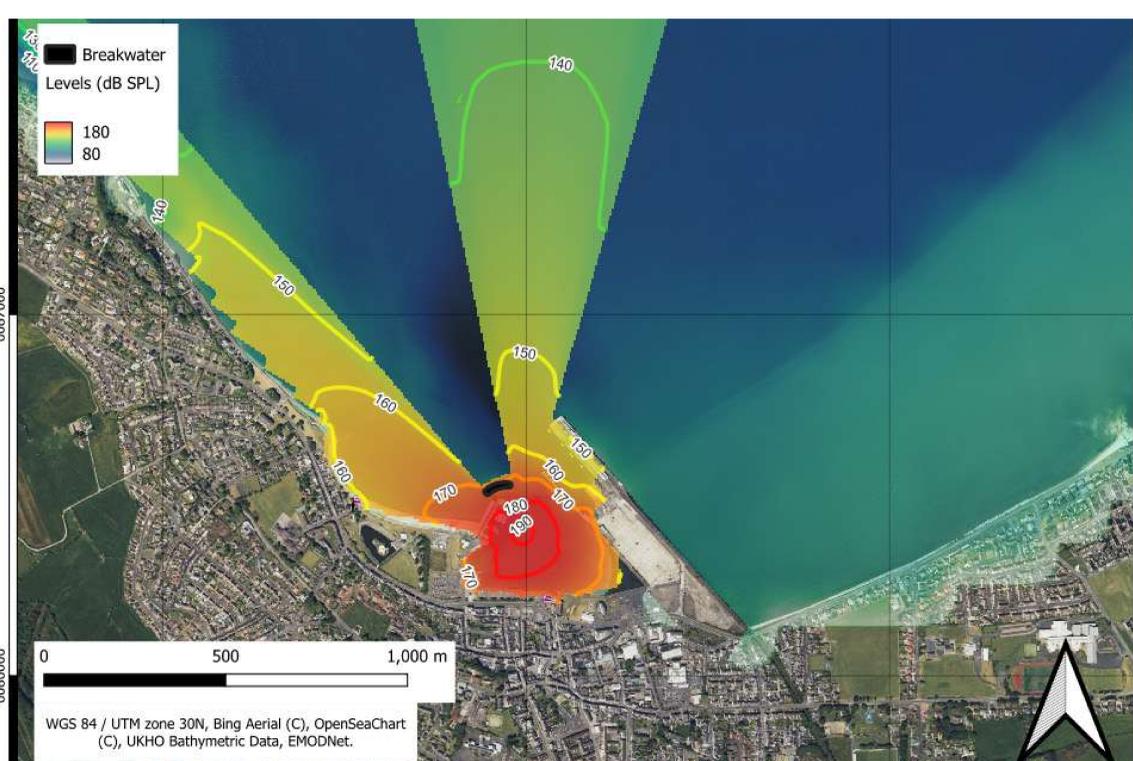


- **Marine Mammals** - The marine mammal assessment will focus on potential construction stage disturbance affecting grey or common seal as well as potential for effects on cetacean species. The operational assessment will consider the potential effects of increased boat traffic on marine mammals.
- **Ornithology** - The ornithological assessment for the scheme will consider potential construction stage effects such as disturbance to feeding, or roosting birds during overwintering periods and also potential disturbance to breeding species during the breeding season. During operation the potential effects of permanent habitat loss of intertidal feeding areas or roosting locations will be considered along with the potential effect of increased boat traffic on marine birds at sea.
- **Climate Change** will be assessed in two parts. The first considers the potential impact of future climatic changes on the Proposed Development; the second considers the impact of greenhouse gas emissions caused directly or indirectly by the Proposed Development which would contribute to climate change. The sensitive receptor is defined as the global atmospheric concentration of greenhouse gases.
- **Water Quality** - Construction and operational effects of the Proposed Development on water quality in Loch Ryan will be considered. This will include consideration of such aspects as sediment plume generation and accidental spillages during dredging and construction, as well as potential increased pollutant sources during operation and potential changes in pollutant dispersal and water quality as a result of permanent physical changes within the harbour.

Stranraer Marina Expansion Project

- **Flood Risk** - Long term effects of the Proposed Development on flood risk to the existing receiving environment will be considered. This will include consideration of potential impacts to existing properties, transport infrastructure and car parking as a result of, for example, changes to coastal processes or overland flow routes associated with the Proposed Development.
- **The Coastal Processes** assessment will encompass the following impact pathways:
 1. The tidal regime;
 2. The inshore wave climate;
 3. Sediment transport within the surrounding area; and
 4. The dispersion and settlement of material spilled during dredging operations.
- **Underwater Noise** from dredging, rock placement and impact piling will be considered in relation to latest national and international guidelines for effects of underwater noise on marine mammals and fish, using advanced modelling that accounts for water and sediment properties as well as the specific hearing of animal species and their likely behaviour.

Example of Noise Modelling



- The **onshore noise** assessment will focus on the impact of both construction and operational noise on human receptors in closest proximity to the development area.
- **Navigation and Safety** - The range of potential impacts on marine users, the environment and property in relation to all aspects of the safety of vessel navigation within and on approach to the marina will be considered. This includes consideration of the construction and future operational stages of the development and the outputs will seek to identify potential design mitigations through consultation with a wide range of stakeholders and based on the findings of an appropriate Navigational Risk Assessment (NRA).
- The potential impacts upon the setting of **Listed Buildings and Stranraer Conservation Area** will be considered, as will the potential for archaeology, both onshore and offshore, to be disturbed during construction.

Mapping of the Site in 1896



Stranraer Marina Expansion Project

- **Socio-Economics** – The EIA is considering socio-economics, and in particular, a key environmental receptor within this chapter includes assessing the change in access to open space and public rights of way during both the construction and operational phases. Improvements to open space and public rights of way have health and environmental benefits, especially when green infrastructure is included.
- **Major Accidents and Disasters** - The topic was introduced into the UK Environmental Impact Assessment (EIA) Regulations as a result of EU Directive 2014/52/EU (the EIA Directive). It covers the assessment of potentially significant adverse effects of a development on the environment deriving from its vulnerability to risks of relevant major accidents and/or disasters.
- **Ground Conditions** - Primarily to assess the effects to the receptors (site end users, water environment and the built environment) of the Proposed Development from complete pollutant linkages recorded within the onshore ground conditions. This includes an assessment of numerous pathways such as direct and dermal contact, ingestion, inhalation and leaching. Should complete pollutant linkages exist, appropriate mitigation will be specified to break the linkage.
- **A Landscape / Seascape and Visual Impact Assessment** will report any impacts that the Proposed Development will have on landscape and visual receptors. Changes to landscape character, particularly the relationship between the land and sea, may arise as a result to the changes at the marina. Visual effects of the Proposed Development will be assessed. Changes in views from nearby residential and recreational users of the local area will be assessed. An assessment of construction effects as well as post construction / long term effects will be made.

Illustrative Sections



Consents Required

The following Consents are required for the Proposed Development:

- Planning Permission from the Local Planning Authority under the Town and Country Planning (Scotland) Act 1997 (as amended) for licensable activities above MHWS; and
- Marine Licences from Marine Directorate – Licensing Operations Team (MD-LOT) under the Marine (Scotland) Act 2010 for licensable activities below MHWS, including for construction works below the MHWS tide level, and for the associated capital dredging and disposal of sediment for beneficial use.



Stranraer Marina Expansion Project

Supporting Information

The planning application and marine licence applications will be accompanied by an array of engineering, planning and environmental reports and drawings including:

- Application Form and Signed Certificates;
- Public Notice;
- Photos Pack;
- Appropriate Drawings (e.g. Proposed Site Plan, Elevation Drawings, Dredging Area Plan);
- Planning Statement;
- Marine Planning Statement;
- Design and Access Statement;
- Pre-Application Consultation (PAC) Report;
- Environmental Impact Assessment Report (EIAR) (Volumes 1-3) and Non-Technical Summary (NTS);
- Ground Investigation Report;
- Framework Construction Environmental Management Plan (CEMP);
- Crown Estate Interest Statement; and
- Energy Statement.

Have your Say - Contact Information

We welcome your comments and feedback on the Proposed Development.

You can provide your response by:

- Completing one of the Public Exhibition Feedback Forms and posting in the box provided.
- Writing to our Project Team at: Mr Stephen Raggett-Batchen, Fairhurst, 4th Floor, 300 Bath Street, Glasgow G2 4JR.
- E-mailing our dedicated email address stranraer@fairhurst.co.uk leaving your name, home town and comments.

If you can please provide your feedback by **8th May 2025**. We look forward to receiving your comments.



This project has been funded with the support of the Borderlands Inclusive Growth Deal, the Scottish Government, and Dumfries and Galloway Council.



...In partnership with:



Appendix G

Appendix H

Stranraer Marina Expansion

FAIRHURST

Public Consultation Event 1 Feedback Sheets

Ref.	Title	Initial Design Team Comments	D&GC Comments	Source of Comment
1.0 MARINA				
1.01	<p>Provision for larger yachts such as OYT training vessels.</p> <p>Suitable moorings for 70+ foot sailing vessels e.g. Ocean Youth Trust.</p> <p>Provision of berths suitable for visiting Royal Navy patrol craft and Border Force patrol boats.</p> <p>As Stranraer has a RNLI lifeboat, Harbour is frequently used to berth rescued vessels under tow.</p> <p>Some longer pontoons for longer boats would attract some of the larger vessels.</p>	Large vessel berthing location proposed to north of pontoon area for larger vessels (leg D).	This is already in scope and is part of the agreed design.	Public consultation event.
1.02	<p>Additional breakwater must overlap existing breakwater. Strong Northwest winds much more frequent (average 3 occasions per week) than in the past. Extending present breakwater would be insufficient.</p> <p>Originally I remember there being a second breakwater that was going to be built to the north and slightly east of the current one - which seemed like a very sensible option. As, any harbour user / customer will tell you the amount of swell that you get in the harbour with a northerly wind is considerable. To the point, I would be personally nervous if I had a boat in a berth in the marina. Just the other week, running an RYA powerboat level 2 course (with a northerly wind) we were struggling to find a safe space in the whole of the harbour to run the course. I do not see how the proposed extension will remove the swell coupled with a concrete type pontoon. There will also still be the issue of the return wave of the southern wall. I feel with the proposed plans it will not remove the wave / swell issue.</p> <p>Breakwater - must be correct.</p> <p>Essential wave survey done to ensure breakwaters do the job so that boats are protected in stormy weather.</p> <p>Breakwater, consensus that an additional breakwater is required in front of the extended original. Recurring comment particularly from the former ferry captain and boat owners.</p> <p>What groins/breakwaters need to be added? Harbour users told developers that the new (now existing) breakwater would not provide the protection required when it was built.</p> <p>The current marina is very exposed in northerly winds, the existing breakwater provides little shelter to boats on pontoons, unfortunately the plan for a second breakwater was dropped from the original development, the staff involved in the consultation spoke about the wave modelling work been carried out already, the scale looked like it was for quite a large area of the loch and didn't have that much detail on the impact on the existing marina.</p> <p>Our present marina suffers terribly in northerly winds, in fact any wind that has north in it. The present breakwater is inadequate and a new breakwater to cover the existing one is essential otherwise the waves will roll in, bounce off the reclaimed land and roll along the breastworks and the new pontoons, believe me I have watched it. A barrage or floating concrete pontoon will not do and the harbour needs to be completely protected.</p> <p>The proposed extension of the existing breakwater is welcomed. It would need further extension if the existing pontoons were to be elongated eastwards.</p> <p>The second breakwater which was originally specified was never completed for reasons which I find bizarre. A second, overlapping, solid breakwater is essential for the proper protection of boats and marina infrastructure. The proposal to use a floating breakwater is so uninformed as to be laughable if it weren't so fundamentally critical to get this right. Floating breakwaters are normally specified for mid range (<1m) wave conditions.</p> <p>A breakwater must be longer than apparently necessary to allow for diffraction. The present breakwater is clearly not long enough to protect the marina.</p>	Specialist undertaking wave modelling for marina. Ensuring breakwater requirements taken into account - currently proposed extension to existing breakwater, and secondary breakwater where larger vessels could berth (leg D).	This is already in scope and is part of the agreed design.	Public consultation event.
1.03	Dredging material, concern over potential contaminants following similar dredging exercise at Portpatrick. This comment came from an owner of cruise vessels in both Stranraer and Portpatrick.	Testing of the bed material during our latest GI has been undertaken, with additional testing and sediment study works being undertaken as we progress.	This is already in scope and is part of the agreed design.	Public consultation event.
1.04	Extensive dredging is required to provide sufficient depth for pontoons. Has provision been made for dredging if the area silts up?	Dredging consideration for the design being led by industry experts and industry guidance. Part of the overall operations of the marina going forward will include maintenance dredging considerations.	This is already in scope and is part of the agreed design.	Public consultation event.
1.05	Accessible sailing dinghies need to operate from a pontoon due deeper keel/centreboard. Is there provision for a section of pontoon with lower freeboard and adjacent wheelchair user hoist? Shortage of accessible sailing facilities in Scotland. Users are prepared to travel. Would make Stranraer a destination.	A DDA compliant linkspan onto the new pontoon and berthing area is being developed.	This is already in scope and is part of the agreed design.	Public consultation event.
1.06	<p>Toilets on the pontoons.</p> <p>Good to have floating toilet beside new pontoons. Could be interesting in a Force six if additional breakwater is insufficient!</p> <p>The existing services would probably need extension though the fisherman's showers / toilets would become available.</p>	Facilities are being considered for the marina. This may be in the harbour reception building through an extension, or a floating block of facilities to the SE of the layout.	This is already in scope and is part of the agreed design.	Public consultation event.
1.07	<p>The plan is to attract events to use Loch Ryan. Berth space needs to be kept available for vessels supporting events.</p> <p>Stranraer marina provides low cost berthing compared to marinas further up the Clyde but the current booking system means that berths are empty for large parts of the year, while there is a waiting list for berths, the marina requires to be operated on a more commercial basis, to optimise the use of existing berths.</p>	Consideration of the use of a smart marina booking system is being discussed as part of the overall marina project.	This is already in scope and is part of the agreed design.	Public consultation event.

1.08	<p>Once the harbour is completely protected and the dredging has been done, the area of water between the old east pier and new pontoons will be small but completely sheltered and there will be plenty of water at all states of tide, also the slipway by Burns House will be accessible anytime, unlike the open slipway opposite the proposed new swsa hub on the seafront! This would be a great training area for paddleboarders, canoeists and small sailing dinghies</p> <p>The water in the north east corner of the marina, unobstructed by pontoons would be ideal for paddleboard and dingy instruction.</p> <p>Loch Ryan is a fantastic venue for water sports, however there is very little shelter from northerly winds to safely run beginner sessions. With the breakwater being extended and with proper management of the waves / swell it would allow the South East corner of the marina / harbour (with the relevant tide) a great spot for introductory watersport sessions to be run, while keeping clear of the marina berths. In an ideal world, a small satellite watersports area could be created. A beach area so that sessions can start and finish from the shore. There could be a small compound to keep a small fleet of beginner sailing boats, SUPs, canoes, kayaks over there and a shelter (not necessary a building) as an area to take shelter from the weather.</p> <p>If there was a small tethered pontoon beside steps, Watersport instruction would be enhanced.</p>	Not currently being considered by the design team.	Design is not to interfere with the potential uses, no further works for Balfour Beatty.	Public consultation event.
1.09	<p>Concerns raised with cleaning vessels - can it be done without the boats leaving the water - note that this will have to be carefully considered as Marine Scotland may take a view on pollutants.</p> <p>The provision of a low tide platform for boat maintenance. This was indicated as something that would be very useful to embed in the design. Effectively an identified zone of hardstanding within the marine area that is flat and dry at low tides. This allows smaller boats / yachts to be 'grounded' for cleaning below water line within a tidal cycle. There was mention that it'd be ideal if this was close to power and a water supply, and have a propping arrangement for a single keel vessel. Against the east pier marina area was suggested, or by the slipway adjacent to reclaimed land?</p> <p>A drying out grid should be formed where boats can dry out over a low tide for repairs, inspection, hull cleaning or emergency beaching. This facility should have power and water available. This would reduce demand for the crane hoist and could be a chargeable facility.</p>	Current consideration is to remove vessels and clean in a designated wash down facility on land.	Current consideration is to remove vessels and clean in a designated wash down facility on land.	Public consultation event.
1.10	<p>Has buoy moorings been considered for RIBS supporting events</p> <p>Any channel markers should be fixed piles not floating buoys. At low tide a buoy has a swinging circle which can cause vessels to go aground. A beacon (pile) marker is fixed and accurate at all states of tide.</p>	Not currently being considered by the design team.	Operation safety, consideration o further design consideration from Balfour Beatty.	Public consultation event.
1.11	<p>At the moment the existing marina shares the harbour with commercial / fishing vessels. This conflict of leisure and commercial uses is not ideal especially from the viewpoint of attracting new berth holders and visitors.</p> <p>An extension of the existing pontoons eastwards and an expansion into the inner (presently commercial) harbour would create a single extended marina.</p> <p>A new commercial / fishing berth could be created with dedicated facilities further to the East as part of the reclamation spoil containment wall. Whichever way the harbour is laid out the Harbourmaster will have to do a lot of walking!</p>	Marina layout being developed to consider the best location for all users, while also ensuring a safe and secure area.	This is already in scope and is part of the agreed design.	Public consultation event.
1.12	High intensity lights should mark the entrance to the marina as the glare of tail and brake lights on cars going up Queen Street makes it difficult to discern the current channel buoys when approaching at night.	Within the EIA we have navigation specialists involved, a consideration that may also come from that.	This is already in scope and is part of the agreed design.	Public consultation event.
1.13	Pontoons should be clearly marked with their reference number so that a berth can be identified by a boat arriving from seaward.	Noted - a consideration for the booking of berths as to how to locate these for the user.	This will be part of the smart marina that is currently in scope.	Public consultation event.
1.14	Fresh water supply on the pontoons should be fit for drinking. Present FW supply is apparently not potable.	Noted - Water team looking at supplies as part of remit.	This is already in scope and is part of the agreed design.	Public consultation event.
1.15	Lighting on long pontoon of current marina is inadequate. More lights needed. New pontoons should be well lit.	Noted - lighting considerations for pontoons being developed by specialists.	This is already in scope and is part of the agreed design.	Public consultation event.
1.16	The issue of young people swimming and accessing pontoons within the secure area must be addressed. This is a breach of marina security and neither the council or the police seem to be able to deal with it. Perhaps a designated swimming area would help?	Not part of masterplan - but connection to water from land at reclaimed land area is something being considered and may help with this.	This is an operational issue, no further consideration from Balfour Beatty.	Public consultation event.
1.17	A designated small craft training area within the sheltered harbour could be incorporated into the dredging plan.	Not currently being considered by the design team.	No further consideration by design team.	Public consultation event.

2.0 HARBOUR RECEPTION BUILDING				
-	No comments received.			
3.0 SWSA				
3.01	Joined up thinking with SWSA around facilities. Joint thinking/facilities with Stranraer water sports association. Showering facilities in the SWSA building?	Facilities are being considered for the marina. This may be in the harbour reception building through an extension, or a floating block of facilities to the SE of the layout.	No further consideration by design team.	Public consultation event.
3.02	The development of the watersports centre is great and well done to the water sports group for their fantastic work I am worried about the slip, and the foreshore in front of the new watersports building. The existing slip is constantly buried, the entrance to the harbour is gradually being filled in by longshore drift.	Not currently being considered by the design team (SWSA project team consideration?)	No further consideration by design team.	Public consultation event.
4.0 & 5.0 BOATYARDS				
4.01	Existing boatyard is in the wrong place and should be moved to the vacant Stena land. Red line boundary and land issues noted.	East pier is currently outwith the scope of the marina expansion project and is therefore not a viable consideration at this time.	No further consideration by design team.	Public consultation event.
6.0 ANCILLARY WORKSHOP BUILDING				
6.01	Support to establish a chandlery/watersports/bike shape/repair. We should create potential work spaces where temporary and permanent boat services can base themselves. Space should be allocated for possible future provision of a workshop for a boat maintenance / engineering business, a chandlery and a harbour-front restaurant.	A workshop building is being developed, for people or businesses to rent and utilise.	The building is in scope, usage to be defined by D&GC/operator.	Public consultation event.
7.0 FISHERMAN'S COMPOUND UPGRADES				
-	No comments received.			
8.0 EXISTING PARKING				
8.01	Motorhome places - great idea!	Noted.	No further consideration by design team.	Public consultation event.
8.02	Does Motorhome stand area has toilet disposal facilities? Large covered (Gull proof) rubbish bins?	Not currently being considered by the design team.	No further consideration by design team.	Public consultation event.
9.0 BREASTWORKS CAR PARK				
9.01	Desire for small section of the car park to be repurposed to provide access to slipway.	Not currently being considered by the design team.	Yes, we want a redesign of slipway, cost of design is required.	Public consultation event.
9.02	Breastworks wall, very poor condition at low tide and concern over the proximity of dredging with regard to the structural integrity of the wall. Mirrors the recent condition report. I have major concerns about the breastworks sea wall and all existing piers/water frontage and slips - none of them seem to be structurally sound, in fact one of your staff commented specifically on weather the breastworks wall would survive the dredging for the expansion of the marina. The Breastwork stone wall may need to be sheet piled if it is intended to dredge close to its foundations.	A proposal to enhance/replace this wall is being considered following a detailed inspection.	Currently part of design considerations.	Public consultation event.
9.03	Soften the breastworks car park	Part of the detailed design consideration.	This is already in scope and is part of agreed design.	Public consultation event.
9.04	Breastwork carpark currently used by Lorries overnight. If alternative provision was available at Port Rodie carpark, more space for marina users/sightseers would be available in Breastwork carpark.	Part of the detailed design consideration.	Providing car park layout is within scope and the comments re. TRO sit with D&GC.	Public consultation event.
10.0 CAFÉ/RESTAURANT/BAR				
10.01	It is good that no restaurant is planned for Breastwork carpark. It would detract from café in the Watersport Centre.	Noted.	Correct, not within scope. No further consideration by Balfour Beatty.	Public consultation event.
11.0 PEDESTRIAN BRIDGE				
11.01	Bridge connecting Breastworks to reclaimed land is not needed - it might take 15 seconds to walk around the existing path - money wasted. Bridge made little sense to them and that the slipway was well used. It is only very rarely used for trailers and larger dinghy's pulled by vehicles (one person estimated that they had only seen this happen once in the last year) - however smaller craft that could be manoeuvred by hand use the slipway regularly... particular mention was made of the Watersports Association using the slip for lessons etc when the weather was rough to use the more open sea area around the base and slipway outwith the harbour. The bridge over the slip at Burns House, seems like at total waste of money and restricts the slip ever being used. Don't block the slipway with a walkbridge, and maybe provide a compound or storage facility for boats to save bringing them from the swsa hub. There appeared to be a strong desire to upgrade/reinstall the slipway beneath our proposed pedestrian bridge, although access was noted as an issue As everyone local knows, the slip way on the beach is not fit for purpose, for a number of reasons. Certainly without a management plan to constantly removing the seaweed that is blown ashore with Northerly winds and the constant build up of beach material in that eastern corner of the beach. Also, due to the topography of the beach even if the weed and aggregate is managed you can only launch / recover boats near the top of each tide. Developing the slipway at Burn's house will be a great asset for the harbour and boat users. Especially with the dredging, I assume that there will be a greater access around tides because of this. The foot bridge will limit access to boats being launched, especially boats with masts. The other consideration would be the access to the ramp for a trailer and vehicle to safely launch and recover. Currently there is no space at the top of the slip way to get a straight line to do this. I hope that there is going to be some of the carpark to the south of the slipway reclaimed in order for this to happen. The current "slip" is not all tides, too short and silts up. Have you looked at "world class" launching areas such as Weymouth and Portland National Academy, even Largs, or other venues e.g. Plas Heli. I have sailed dinghies on Loch Ryan for 50 years, and there are not enough simple boat launching facilities; access to the water. For rhibs and dinghies. Do not proceed with concept idea of bridge over harbour slipway. The slipway would be unusable. A better slipway at "Wheeler's Beach" would be better than the unsheltered slip to the west of the west pier. The proposed bridge structure at Wheelers is totally unnecessary and would obstruct boats with masts.	Currently bridge being delivered as part of the masterplan, with no amendments to slipway.	No further works on the bridge required.	Public consultation event.

13.0 RECLAIMED LAND AREA				
13.01	Rock armour boundary of reclaimed land should have access steps. Speaking as a coastguard, recovering a casualty over rock armour is very difficult. The steps are a good idea... when activity is happening in shallow water, then people will be able to watch, helps build audience.	Front face of revetment, consideration of large 'steps' being developed within the design.	Currently part of design considerations.	Public consultation event.
13.02	We're very positive about the fact that proposal was likely to result in permanent water levels around the Reclaimed Land that would allow them to use this water regardless of the tide levels.	Noted.	Currently part of design considerations.	Public consultation event.
13.03	Flex or space, that adapts to events or needs, e.g. trailers for boats, but only for small period of time, so the rest of the time it can be utilised for community. Positivity about the idea of 'community amenity land' on the Reclaimed Land; more than enough car parking in town.	Shared use option being considered, grasscrete for example.	Currently part of design considerations.	Public consultation event.
13.04	I don't access the water so I want to be able to use the land.	Noted.	Noted.	Public consultation event.
13.05	Facilities at the far end of the marina, especially a loo-it's a long walk around in an emergency! A provision of toilets needs to be made near the new marina as it will be too far to walk to the existing harbour office facilities!	Not being considered for on land, however floating facilities from the pontoons is being discussed as an option.	Currently part of design considerations.	Public consultation event.
13.06	The reclaimed land would be a great viewing area!	Noted.	Noted.	Public consultation event.
13.07	Removal of disused slip way as it is not in a good condition and is an eye sore	This slipway will be lost with the infilling of this area.	Currently part of design considerations.	Public consultation event.
13.08	I don't think Stranraer harbour should be in filled further. I was in Stranraer when the Stena area was created. It removed a whole hill at Lower Largs and consumed a demolished school (Dalrymple). Surely we don't need the area filled; finding the waste material to fill it or the traffic hauling in fill would seem very anti environment on many levels. Not sure if the need for further "in-fill" at Ross/new pier. Also, this would make a great viewing area for the local community to come and watch the activities. It is a real shame to be back filling a space that could be utilised for greater participation in water based activities for beginners and in particular the local community.	Area of infill will make sure of material from the dredging operations. This land is to be community led and provide further land to use for the people of Stranraer.	New land forms part of design and is within scope.	Public consultation event.
14.0 FUELLING JETTY				
14.01	Ease of refuelling for all sizes of boats not just the commercial boats. Ease at refuelling against existing wall is fine for commercial vessels but not small pleasure craft. Use the end of the 1st pontoon, for a fuelling berth.	Fuelling jetty layout has been developed through client and specialist experience and input to maximise the use.	Currently in scope and with design.	Public consultation event.
Mobility Transport Hub				
M.01	With the possibility of new Railway station, surely this is the time to do a fully integrated transport hub for the town, combining bus and train. Positivity about the idea of an integrated transport hub that includes the railway station. The station came up a lot in conversations as 'something that needs fixed as a 'welcome to Stranraer'.	The mobility transport hub is currently outwith the scope of the marina expansion project.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
East Pier				
E.01	Great Proposal - compulsory purchase on Stena land would surely be better than more lorry parking (they spoil the whole look of an attractive town with new facilities). Why make more land when its already there. A good job has been made of the small West pier, the East could look even better and perhaps cheaper - don't know the numbers!! Somehow tidy up the East pier so that ever though it might not be used it doesn't look so awful! There is a compound being enlarged for dry standing of boats for maintenance, storage or winter protection. Could some of the old lorry park be used for dry docking. Surely Stranraer could provide better rates for boat storage/m than yards further up the Clyde. If you get a good storage/maintenance business there might be possibilities for local people to receive training in engineering etc. Niven Centre? Could visitor buoys be positioned in the Stena harbour for larger vessels - sail training style? Use dredged material to provide 'park' on the east pier. It would be amazing if our lonely pier end station could move closer to town tie in with travel hub. Instead of doing lots of dredging to create deep water for a marina why not create the expansion of the marina in the old ferry berths, it's nearly 10 metres deep. Two separate people looked at the plan and suggested that the community landscaping of the Reclaimed Land should be carried over the adjacent section of the East Pier to make a more enticing welcome to Stranraer and connect to the shoreline of the eastern side. The vacant Stena Ferry Terminal has a large area of 2 feet thick concrete which would make a perfect hard standing for boats. It is drained and has lighting power and a security fence. If it could be accessed / acquired it would move the present hard standing away from the seafront park where it currently sits as a bit of an industrial eyesore in a seafront park. It would be a major attraction / asset to the marina and a boost for the town. I know there are issues with multiple titles but these things can be overcome. Perhaps the title holders would be benevolent towards such a project if approached with a common good plan.	East pier is currently outwith the scope of the marina expansion project.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.

General

G.01	Concerns over displacement. Do not want displacement for local businesses.	Noted, however this project is to enhance and not displace visitors to Stranraer.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.02	Make it lively.	This would be for the community to embrace.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.03	Place to sit, walk and cycle.	Noted.	Currently in scope and with design.	Public consultation event.
G.04	Will there be cafe's?	None proposed.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.05	How is the waterfront connecting to the town?	A wider consideration for Stranraer.	Currently in scope and with design.	Public consultation event.
G.06	Be very useful to have a drying step with power and water close by. Drying step with power and water.	Not currently part of masterplan.	Current consideration is to remove vessels and clean in a designated wash down facility on land.	Public consultation event.
G.07	Better signage to make sure visitors can find the town centre and all the facilities there.	A wider consideration for Stranraer.	A wider consideration for Stranraer. Marina project to adopt wider signage/placemaking standards.	Public consultation event.
G.08	We have a guest House directly opposite the marina and Agnew Crescent car park. When previous works were happening within the marina we had complaints about the noise being created by the works. What will you do to make sure this doesn't happen this time?	Part of the construction plan, noted for this phase of the works.	Part of construction plan, noted for this phase of the works. Needs to be considered.	Public consultation event.
G.09	Stranraer beach: Thoughts to incorporate a regular cleaning of the beach by means of machinery. I have organised several beach cleans to condition the sand free of weeds and vegetation. The beach could be a key part of attracting tourists to the new development site.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.10	Rail station relocated and connected to local transport etc.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.11	Cycle network integrated with town and surrounding villages and charging point for ebikes at appropriate sites	A wider consideration for Stranraer.	Cycle path etc. is part of scope, but bike echargers etc. are not within scope.	Public consultation event.
G.12	Small ferry services to Kirkcolm and Cairnryan as part of cycle touring route.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.13	Observation tower to look up Loch Ryan to Ailsa Craig etc. tourist draw/talking point	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.14	The crane is the wrong type in the wrong location, no point in upgrading. Alternative means of removal similar to Ardrossan/Largs should be investigated. People keep their boats in these locations for this particular constraint. A mast crane should be available for removing and refitting masts in the yard. The existing boat crane will not cope with the increased demand due to its various limitations. A Travelift hoist would be far more efficient.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.15	A facility that can lift the boats out of the water to be cleaned, currently boats are rested against the breastworks wall and cleaned at low tide.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.16	a pub to enjoy the new marina similar to Scotts in Largs and Troon facing the marina. Missed opportunity for the cafe adjacent to the boatyard which faces away from the loch.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.17	Adopt/adapt existing Agnew Park?	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.18	How do we attract the "industry" that goes with boats?	A wider consideration for the client.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.19	Hard standing storage to attract yachts from Northern Ireland, for example.	Boatyard extension being developed, or is this a wider consideration?	Boatyard extension is within scope and end user to determine usage when built.	Public consultation event.
G.20	Apprenticeships in marine engines, servicing, anti-fouling, rigging, re-tubing of rhibs.	A wider consideration for Stranraer.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.21	I think the "Clay-tide" was a herring fishing centre. How about a statue to that, celebrating the past.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.22	Attract sailing organisations such as Andrew Simpson, where they will bring children/adults living in difficult circumstances and teach them sailing/boat skills.	A wider consideration for Stranraer.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.23	Accommodation block to bring sailing/boating/water courses to Loch Ryan.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.24	Space for chandlery / bike spaces to compliment the Kirkpatrick Macmillan path.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.25	Facilities to pump out holding tanks. Probably not needed at the moment but in the future.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.26	Youth club facilities.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.27	Fishing club.	This would be for the community. If it was facilities needed, then this is not currently part of the masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.28	Somewhere to eat?	Not currently part of the masterplan - enhancement for the town.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.29	Can you tell us the full budget for the work is	A business case is being developed alongside the design, in order to secure funding for this.	A business case is being developed alongside the design, in order to secure funding for this.	Public consultation event.
G.30	Would a concrete wall on the existing slip help to reduce the longshore drift and protect the slip. Upgrade the access and existing Slipway, making it more user friendly	Not currently part of the masterplan.	Current slipway in scope is that at the east of Breastworks car park.	Public consultation event.

G.31	Council is very good at delivering large projects but lack of maintenance going forward on new projects. Examples given around the marina area of lack of maintenance. General comments also were that the marina required a bit of TLC i.e. the breastworks car park wall, a couple of informed members of the public were concerned over dredging in this area for stability.	Part of the overall operations of the marina going forward will include maintenance considerations.	Design will consider maintenance and future maintenance costs.	Public consultation event.
G.32	The Dumfries and Galloway crane is also not appropriate. It can only be used at certain tide states and requires to be "manned" by a trained operator, whom I think has to travel from Kirkcudbright, and then at the right tidal times. I have given up trying to organise the static crane and therefore have found a local mobile crane operator who is happy to oblige. However, at other sailing areas I have seen small cranes that can launch and recover ribs. Maybe we should have one of those?	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.33	I did not see in your plans any improvement on how to access the sea.	Linking the land to the sea is being developed as part of the design process.	Linking the land and sea is being developed as part of the design process.	Public consultation event.
G.34	The need for all tidal launching slip	Not currently part of masterplan.	This is part of design consideration.	Public consultation event.
G.35	I think we need also need a "wet" café which could be open at some points in the sailing season when needed.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.36	Also, a room large enough for inspecting (measuring boats and sails which is part of most sailing competitions).	Could our workshop building 'covered area' be used for this?	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.37	I would hope that these funds would be used to re-create "industry" around leisure sailing and the watersports, in general around Stranraer. We have to invest the funds where they will help pull some of Stranraer's poor into opportunities, similar to the Andrew Simpson Charity's mission in Portland, Dorset. Parts of Stranraer sit in the very lowest classifications in terms of SIMD. It is time to give the poor and opportunity impoverished some hope of achieving and improving their life's and their families life chances.	Part of the FBC is to ensure funds are secured, and development of overall masterplan is being maximised to ensure Stranraer is attractive as a destination.	Part of FBC is to ensure funds are secured, and development of overall masterplan is being maximised to ensure Stranraer is attractive as a destination.	Public consultation event.
G.38	It would also be good to see something that reflects the town's past connections with the sea. Perhaps something that reflects the fishing boats and fishing families that made their livings from the sea from their homes in the Clayhole.	Not currently part of masterplan.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.39	Could toilets in the Gateway to Galloway building (1920's former harbour weighbridge) be made public access. Additional welfare facility so boat users do not have to travel the length and breadth of the marina.	Links to 1.06 re. facilities.	This is part of design consideration.	Public consultation event.
G.40	There is perhaps an opportunity to integrate oysters within the new structures, tying to the oyster festival and wide natural capital/ placemaking. The planning process requires positive effects to biodiversity to be delivered overall, so it would be good to consider the marine dimension to this, alongside on land. https://storymaps.arcgis.com/stories/21caca231f3447b0bdc5689d9a5e199b	Question to be raised with a pontoon specialist as to how we could incorporate something like this.	This is part of design consideration.	NatureScot call.
G.41	Similarly also worth considering elements like this too - https://www.ribaj.com/products/water-source-heat-pumps-on-trial-in-scotland-seawarm	One that will be discussed with the specialist regarding energy and the overall site consideration for this.	This is part of design consideration.	NatureScot call.
G.42	Loch Ryan is a U shaped loch and Stranraer is largely protected from most wind directions. However the loch is open to Northerly wind and therefore Northerly sea waves and swell waves. We don't get much Northerly wind but when we do the harbour wall is the last thing in the way of the wave trains running up Loch Ryan. A Northerly wind has a long fetch (distance to build waves) and if this is exacerbated by a duration of several days and a high tide, the wind and swell waves reaching Stranraer Harbour can be very big and powerful. There is also the situation where wave energy is reflected off the Breastwork sea wall in the form of backwash which creates a very confused wave action in the harbour. In my lifetime I have seen the Breastwork flooded and I have heard of Fisher Street being flooded by seas breaking over the sea wall. The situation described above happens very seldom but the combination of factors does occur occasionally and this worst case should be the basis of all decisions about a breakwater not average statistical predictions or cost. Any doubters should research the Holyhead Marina disaster in 2018. During the recent Northerly storm Darragh the motion of boats in Stranraer Marina was violently alarming. The pontoons were dangerous due to their jerky motion. Many boats broke mooring ropes, burst fenders and incurred damage. Stranraer's motto is Tutissima Statio which means "Safest Harbour". It is carved on the Harbour Clock Tower. Until the second breakwater is built, it is a lie.	Specialists are developing the design while considering the effects of waves, and also flood events, within the Stranraer area.	Within scope and is currently part of design consideration,	Public consultation event.
G.43	Harbour master should have an anemometer to support decision making and to give advice to arriving boats	For D&GC to arrange.	Outwith scope, no further consideration by Balfour Beatty.	Public consultation event.
G.44	A flagpole with a flag or windsock should be provided for guidance of small boat sailors.	Not currently part of masterplan.	I am sure we can add in a wind sock.	Public consultation event.

**161378-161379 Stranraer Marina Expansion
Public Consultation Event 2 Feedback Sheets**

FAIRHURST

Ref.	Title	Initial Design Team Comments	D&GC Comments	Source of Comment
1.0 MARINA				
1.01	Unless breakwater installed along the Ross Pier and extended to overlap existing breakwater this project will not be suitable for activities planned.	Breakwater layout and modelling being further developed with RPS. We have discussed undertaking meetings with locals that raised this concern to provide our reasoning and overall discussion on proposals moving forward.		Public consultation event.
	But as we have a boat in the marina at present we are concerned about the breakwater plans. We think the floating breakwater is a bad idea and would like to see a rock armour one instead.			
	I was happy to hear that the outside pontoon will be a second breakwater as I have been in a berth that received movement from the incoming tide and the bounce back from the harbour wall. I have also ran aground on the ever shifting sand bank. Which hopefully won't return with mother natures persistence.			
	I wish to express my great concern regarding the proposal that a floating dock type of protection for the new facility is under consideration. Even outwith the winter season, strong northerly winds have the potential to cause damage to boats moored in the present facility. The new facility, as presented, will be even more exposed than the existing one and therefore will require robust breakwater construction to protect boats and their crews. Weather patterns are changing and in recent years I have observed an increase in the frequency and severity of northerly winds in our sea area. There may be a place for floating dock type protection in some situations, but it is certainly not in Stranraer.			
	If there is to be a floating breakwater it is clear that for whatever reasons, design, engineering, construction or maintenance are crucial: and the Stranraer weather in a NNW creates forces that are often underestimated. The presence of a stone or concrete construction would mitigate these concerns.			
	I was alarmed to see that a Floating Breakwater is still being planned to protect the proposed new part of the marina. It was shown with large boats berthed on the Northern/ seaward side. This is frankly ludicrous in a strong Northerly wind / sea. As a potential superyacht berth it is a ridiculous notion.			
	The use of wind and wave data from historical sources is quite selective, being a statistical representation of a variety of average conditions from all directions. If the period of observation did not include a severe Northerly gale then it would indicate that severe Northerly gales apparently do not happen.			
	Those of us who call Stranraer home know that prolonged Northerly gales do create large waves in Stranraer Harbour.			
	The only relevant wind / wave direction for Stranraer Marina is from the Northern sector. There is very little fetch in any other direction. Loch Ryan is orientated North / South and is wide open to the North so the potential fetch comes all the way from Arran and Ailsa Craig. (Fetch is the distance over which the wind blows to generate waves. Greater Fetch = Bigger Waves). When the weather systems combine to produce a severe Northerly storm lasting for a week or so, the seas build accordingly and much of the wave energy ends up in Stranraer Harbour. This is a very infrequent situation but it does occur, and a floating breakwater in the position proposed would simply end up against the breastwork sea wall along with all the pontoons and boats.			
	Harbour protection from specific storms is required only for a short, infrequent period and it is easy to see why bean counters may see a potential cost saving in cutting corners. The reality however is that harbour defences must be able to withstand the worst case scenario. Neglect of this well understood principle is a recipe for disaster.			
My opinion is, that, if there is not a substantial, solid, stone breakwater to protect the new marina, the marina should not be built in that location.				
Main concern is that although the proposal is that the existing breakwater is being extended eastwards it still leaves a very large opening exposed to the northwest. 1.I would suggest an additional breakwater overlapping the existing breakwater to seaward. Vessels can make a dogleg track for entry/exit. Waves don't. 2.The frequency of wind direction from the northwest has increased compared to 20-30 years ago. 3.The strongest wind strength is from the Northwest and this direction is open sea and the longest fetch. 4.West and south are protected by topography and east by the railway pier and to an extent by topography, although lower. 5.Having seen waves crashing against the Breastwork carpark sea wall and waves reflected back, my concern is that the proposed breakwater pontoon would have the same effect and reflect waves within the marina. 6.I have experienced being on the visitor pontoon with a rise and fall of at least 70cm in strong northwest winds. This was to moor a yacht recovered by the lifeboat. 7.The computer modelling indicates smoother water within the pontoon area but still rougher water in the southeast portion.				
If two breakwaters are the final decision then there must be a substantial overlap at the entrance. The opening through the gap between breakwaters must also be sufficiently wide to accommodate the passage of a small ship, dredger or superyacht.				
1.02	It does look like the water sports association are becoming the priority and the pontoons are merely for raising funds, which is fine, but if the aim is to have a continued income from berth fees it needs to be more attractive than other marinas in Scotland.	An operational aspect that is covered by the operational aspect of the business case.		Public consultation event.
1.03	The facilities will hopefully be equal to or surpass the facilities elsewhere in the Scotland in order to entice luxury boat owners to the area. The current facilities are sufficient and everything I would expect from a council facility(clean and functional) however after visiting only a few other marinas the standard of facilities far surpassed ours.	New floating facilities by specialist, with an entrance area to the new berthing area being developed to be as welcoming as possible.		Public consultation event.
1.04	Some of the fishermens comments "Looks well tight for commercial trawlers to manoeuvre around",	Navigation considered by specialists involved in design, no amendments advised.		Public consultation event.
1.05	Navigation buoys - note raised that the current buoys move a lot with the waves. Solution - have these piled in the new marina.	One the design team are investigating with the navigation specialists.		Public consultation event.
1.06	I have some questions about accessibility to the pontoons for users with mobility issues and wheelchair users. Would you be able to highlight on the plans or a brief description the provisions being planned for the new development as i have just been made aware that the current pontoons are not deemed suitable for wheel chair users?	Marina access bridge has been designed to ensure maximum gradient for wheelchair users is a key consideration, there are some limited restrictions for use. The slipway upgrade is also considering accessible considerations to ensure the marina is as inclusive as possible.		Public consultation event.
	Accessibility pontoon is good. Will there be a hoist? Versadock at this pontoon would enable a RIB to be out of the water to permit accessibility embarkation on a dry and stable surface. Accessibility dinghies have a deeper fixed heavy keel which cannot operate from a beach and requires a pontoon.			
1.07	I have previously suggested that the marina should be expanded by extending the existing pontoons using a few more piles. This could be done incrementally as demand is proven. It would also remove the need for additional (floating!!!) toilet and shower facilities. This would be a much cheaper option which would liberate money for the all important breakwater.	Not the current masterplan/scope being delivered.		Public consultation event.
1.08	Several individuals raised concern about the impact of wave action and worry about there only being an extension to the existing breakwater without a second breakwater proposal (I did explain that there is a second/floating breakwater included and showed where this was on the plan).	Noted - overall layout of pontoons and breakwaters being advised by specialists in the industry to ensure protection is as required.		Public consultation event.
	Frequent comments related to the deterioration of the existing marina infrastructure resulting from insufficient wave protection and stated that their main priority was the new project needs to have improved wave protection.			

2.0 HARBOUR RECEPTION BUILDING			
-	No comments.		
3.0 SWSA			
3.01	The aspiration is that the Water sports centre currently under construction attracts marine events to Loch Ryan and revenue for the town (proof is the Fin & Foil Windsurfing championships). These events require multiple support RIBs which could be anchored in the southeast portion. Organisers of watersports events are viewing the location as a package. Beach, Watersport centre building, Marina and town for accommodation. The marina needs to be able to accommodate a short-term surge and mooring to a buoy or rafting away from pontoons would provide this. Competition turning buoys could also be brought into the harbour overnight and remain floating	Not part of Marina Expansion Project.	Public consultation event.
4.0 & 5.0 BOATYARDS			
-	No comments.		
6.0 ANCILLARY WORKSHOP BUILDING			
6.01	I was happy to hear about the workshops and the wash bay as they have been issues in the past. "over looking the whole fisherman side of things , storage units etc , and areas for working gear etc", "There also should be work shop or lock ups to encourage fishermen to work and expand here and encourage growth , and investment".	Noted.	Public consultation event.
7.0 FISHERMAN'S COMPOUND UPGRADES			
7.01	I was made aware the other evening of the lack of facilities for the fishing vessels. A fishing boat owner commented that it was a tight turn??? When discussing with other marina users they highlighted the fishing boats had nowhere to store their nets and that as a fishing community where a lot of our young men work and live fishing we do not have the adequate resources to capture the opportunity for the town to provide fresh produce to the locals.	Noted - however restrictions of where and how large this area can be. Delivering as large a compound as possible.	Public consultation event.
7.02	With the information I learned the other evening, the fisherman's compound look small and I was made aware of the aroma which is produced by fishing gear. The pier is a well used attraction for visitors and locals alike as they stroll to the end. A thought to the visual and sensory experience by non boat users may be considered. Strong feedback about there being a current issue with the amount of storage space in the fisherman's compound and that a like for like replacement for the new project won't be sufficient and would limit the number of fishing boats that would be able to/want to operate from Stranraer. Long term seasonal storage is needed/wanted but there is no space currently and the new proposals don't appear to address this either.	Noted - however restrictions of where and how large this area can be. Delivering as large a compound as possible.	Public consultation event.
8.0 MARINE LAKE CAR PARK			
-	No comments.		
9.0 BREASTWORKS CAR PARK			
9.01	My only concern would be the landscaping in the Breastworks car park and the limitations that would cause with the Oyster Festival layout and expansion.	Noted - consideration of layout and other uses of area has been looked at.	Public consultation event.
10.0 CAFÉ/RESTAURANT/BAR			
10.01	A couple of people discussed the potential for having a restaurant at the waterfront and how this could offer employment opportunities and draw people to the waterfront. Examples of other marinas that have thriving restaurants were also discussed as an indication of what could be possible. Suggestions that the Council should construct a restaurant to encourage and facilitate someone moving in to run it.	Not part of Marina Expansion Project.	Public consultation event.
11.0 PEDESTRIAN BRIDGE			
11.01	The ridiculous bridge at the East end of the Breastwork has been removed from the plan.	Noted.	Public consultation event.
13.0 CAR PARK ON RECLAIMED LAND			
13.01	The southeast section could also be used for paddleboard and kayak tuition when weather precludes use of the beach. The incorporation of steps is a good improvement. Concern that the rock armour wall separating the reclaimed land is straight. This will reflect waves back into the marina. If this was curved or a serrated edge, (think stealth technology aircraft) reflection would be within itself.	Not part of Marina Expansion Project.	Public consultation event.
14.0 FUELLING JETTY			
-	No comments.		
15.0 BREASTWORKS QUAY WALL			
15.01	I was also relieved to hear that the Breastwork sea wall is to be sheet-piled to preserve its structural integrity.	Noted.	Public consultation event.
16.0 SCAMPP			
16.01	I love that SCAMPP has been given space in the harbour accommodation as I imagine it will be a great resource to teach local children and adults about our environment.	Noted.	Public consultation event.
17.0 COASTGUARD			
17.01	I am happy to see that the coastguard will rightfully be returning to the harbour area.	Noted.	Public consultation event.
18.0 SLIPWAY UPGRADE			
18.01	I was glad to hear that wheelers slip is being improved to make it fit for purpose.	Noted.	Public consultation event.
18.02	15.The old slipway into the harbour has been underutilised due to shallow water. Dredging will enable more use, however remodelling a ninety degree turn at the head of the slipway would be an improvement.	Swept path analysis undertaken for vehicle access - slipway to be moved north to achieve this.	Public consultation event.
18.03	It was pleasing to hear (though not actually see on any plan) that the slipway at the East end of the Breastwork is to be improved with a larger turning area at the top and greater extension to seaward.	Noted.	Public consultation event.

20.0 REVETMENT			
-	No comments.		
21.0 RECLAIMED LAND			
-	No comments.		
22.0 BREAKWATER EXTENSION			
22.01	I assume work on the breakwater will require placement of material to form a vehicle access causeway. Rather than removing the material afterwards, could it be left as a legacy to form a lagoon for recreational water sports? If the temporary (construction) causeway could be created to the West of the existing slipway and only partially removed on completion, the remaining part of the causeway would make a superb breakwater for small boats using the slipway and would prevent the accumulation of sand on the slipway. (a perennial problem). Creating a gap between the retained construction causeway and the existing breakwater would allow a tidal water flow and a passage in and out for small boats. It would also create a sheltered, safe training area for dinghy sailors, paddle boarders etc. (an asset to the water sports facility). Leaving the bulk of the causeway in place as a mini breakwater would save on the cost of removal.	Noted, for Balfour Beatty/D&GC to review and consider as part of construction phase.	Public consultation event.
22.02	I was pleased to see that the existing breakwater is to be extended Eastwards	Noted.	Public consultation event.
22.03	I understand, from the Balfour Beatty engineer, that another temporary causeway will be used to access the existing breakwater in order to extend it. Could I suggest that this causeway is used to extend the existing breakwater much further than is proposed. A single curving breakwater with an entrance over at the Eastern side. (Close to the Ross Pier). This suggestion about a single breakwater would create savings in terms of not requiring an overlap and making maximum use of the temporary causeway.	Design of extension and additional breakwater is being led by specialists for placement and sizing.	Public consultation event.
Mobility Transport Hub			
M.01	I recently visited the exhibition detailing the new transport hub proposed for Port Rodie, Stranraer. 1. The transport Hub should include easy access to a new train station. 2. The transport Hub should sell tickets for both bus and train transport. 3. The new Hub should include a large scale map of the area including villages and also include information as to how to reach these. E.g. bus timetable, taxi contacts, cycle routes. See example of Map of Stralsund. Similar type of location - a town with surrounding villages, on a peninsula. 4. There should be 24 hour toilet facilities available.	Not part of Marina Expansion Project.	Public consultation event.
East Pier			
E.01	Reliance on the Ross pier (Pier on stanchions) remaining cannot be assured.	Pier is outwith boundary of this project.	Public consultation event.
General			
G.01	Is it possible for you to inform me how to find the Project on the internet please.	Not shared online at present, but the formal planning and marine licence applications will be available on both Dumfries and Galloway Council and Marine Scotland's online portals .	Public consultation event.
G.02	Secondly can you enlighten me about the Community Heating scheme mentioned in some of the Project information available, which I may have missed in your Public Exhibition.	Not part of project/consultation events.	Public consultation event.
G.03	A purely Council managed system is unlikely to be able to provide services effectively on the scale required. It would be possible to develop a hybrid system with the income stream ring fenced and invested in a local provider group, or groups providing specific commissioned services – this might include maintenance, lift out, storage and core services. This would not only allow a commercial approach but encourage the public to see the marina as a Wigtownshire asset rather than Dumfries – a common perception in these matters and not without considerable justification. This project could change that perception but only if locally engagement is achieved.	Operational aspect of the marina - for D&GC to consider.	Public consultation event.
G.04	Disappointed that the Drying Out Grid had been vetoed by SEPA. A suggestion that a drying step could be constructed between the new pontoons and the south quay wall, to the west of the pontoon access bridge. Requests for a drying step to permit washing and simple maintenance of boats without needing to lift out of the water completely.	Risk of pollution, etc. from providing a dry out area. No formal area being delivered.	Public consultation event.
G.05	Access from the Breastwork car park is good as it forms a closer link to the town.	Noted.	Public consultation event.
G.06	I understand there is supposed to be some magic link joining the Town to the Harbour hence the Breastwork location. This is a spurious notion which should have no place in harbour design.	Noted, but this project is part of a wider masterplan.	Public consultation event.
G.07	Can we have a memorial for all the locals that worked on the sea	Noted. Not part of current Fairhurst scope.	Public consultation event.

Appendix I

SCHEDULE

Regulation 8

*Form***PRE-APPLICATION CONSULTATION REPORT****Marine (Scotland) Act 2010: Section 24****1. Proposed Licensable Marine Activity**

Please describe below or, where there is insufficient space, in a document attached to this form the proposed licensable marine activity, including its location

Please see attached Pre-Application Consultation Report

2. Applicant Details

Title	Initials	Surname
Mr	M	Agoun

Trading Title
(if appropriate)

Property Estates and Programmes, Economy and Infrastructures
Dumfries and Galloway Council

Address

Property, Estates and Programmes.
Cargen Tower, Garroch Business Park, Garroch Loaning, Dumfries, DG2 8PN

Name of contact
(if different)

Position within Company
(if appropriate)

Telephone No.
(inc. dialing code)

01387 271182

Fax No.
(inc. dialing code)

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

Company Registration No.

Email

Is this prospective applicant the proposed licensee?

YES

NO

If NO, please complete Section 3 below.

3. Proposed Licensee Details

Title

Initials

Surname

<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------

Trading Title
(if appropriate)

Address

Name of contact
(if different)

Position within Company
(if appropriate)

Telephone No.
(inc. dialing code)

Fax No.
(inc. dialing code)

Company Registration No.

Email

4. Pre-application Consultation Event

Please describe below or, where there is insufficient space, in a document attached to this form the pre-application consultation event

Please see attached Pre-Application Consultation Report

5. Information provided by the Prospective Applicant at the Pre-application Consultation Event

Please provide below or, where there is insufficient space, in a document attached to this form details of any information provided by the prospective applicant for a marine licence at the pre-application consultation event

Please see attached Pre-Application Consultation Report

6. Information received by the Prospective Applicant at the Pre-application Consultation Event

Please provide below or, where there is insufficient space, in a document attached to this form details of any comments and objections received by the prospective applicant for a marine licence at the pre-application consultation event

Please see attached Pre-Application Consultation Report

7. Amendments made, or to be made, to the Application for a Marine Licence by the Prospective Applicant following their Consideration of Comments and/or Objections received at the Pre-application Consultation Event

Where any amendments are made, or are to be made, by the prospective applicant for a marine licence to the marine licence application as a direct result of their consideration of comments and/or objections received at the pre-application consultation event, please provide below or, where there is insufficient space, in a document attached to this form details of such amendments

Please see attached Pre-Application Consultation Report

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

8. Explanation of Approach taken by the Prospective Applicant where, following Relevant Comments and/or Objections being received by the Prospective Applicant at the Pre-application Consultation Event, no Relevant Amendment is made to the Application for a Marine Licence

Where, following comments and/or objections having been received by the prospective applicant for a marine licence at the pre-application consultation event, no relevant amendment is made to the application for a marine licence by the prospective applicant, then please provide below or, where there is insufficient space, in a document attached to this form an explanation for the approach taken

Please see attached Pre-Application Consultation Report

CERTIFICATION

Insert name	Mr Josh Murphy
Insert Address	Fairhurst Group LLP 1 Arngrove Court Barrack Road
Town	Newcastle upon Tyne,
County	NE4 6DB
Postcode	

I certify that I have complied with the legislative requirements relating to pre-application consultation and that the pre-application consultation has been undertaken in accordance with the statutory requirements.
 Signature [Redacted] Date 04/07/2025