

STRANRAER MARINA EXPANSION

Socio-Economics Constraints Report

Appendix 24.1
August 2025

REPORT

Document status

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1.1 Introduction

- 1.1.1 This Constraints report has been prepared by RPS on behalf of Fairhurst for the proposed Stranraer Marina Expansion, for which development consent is sought.
- 1.1.2 This constraints report includes the findings of the baseline research to identify socio-economic issues that might be relevant to, or impose constraints on, the design and construction of the scheme. Findings gained from the socio-economic stakeholder engagement process will also be outlined below.
- 1.1.3 The proposed development comprises the following elements:
- 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 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.
- 1.1.4 This report will provide a more localised baseline assessment of socio-economic conditions, provide and analyse the results of the stakeholder consultation event and survey and highlight potential constraints during construction and operation. Opportunities identified by the community as a result of the proposed development will also be discussed.

1.2 Policy and Legislation

- 1.2.1 This section of the constraints report considers national, regional and local planning policy that relates to socio-economic issues. It is important to ensure that the project is sensitive to local, regional and national legislation and objectives. Making sure that plans are complementary to wider policy should encourage support for the development.

National Policy & Legislation

Equality Act 2010: The Socio-economic Inequalities

- 1.2.2 Relevant authorities must, when making decisions of a strategic nature about how to exercise its functions, have due regard to the desirability of exercising them in a way that is designed to reduce the inequalities of outcome which result from socio-economic disadvantage. In deciding how to fulfil a duty, an authority must take into account any guidance issued.

National Strategy for Economic Transformation

- 1.2.3 The National Strategy for Economic Transformation sets out a vision is to create a wellbeing economy: a society that is thriving across economic, social and environmental dimensions, and that delivers prosperity for all Scotland's people and places, whilst respecting environmental limits, embodied by our climate and nature targets. By 2032 Scotland's economy will significantly outperform the last decade, both in terms of economic performance and tackling structural economic inequalities.
- 1.2.4 In reference to the “Blue Economy” Leveraging the vast potential of Scotland's ocean, sea, and coastal resources through sustainable management can drive economic growth in the blue economy. This approach supports marine industries, fosters innovation, protects ecosystems, and ensures long-term benefits for coastal communities, tourism, and renewable energy sectors.
- 1.2.5 Figure 1 below, outlines the vision, ambition, and programmes of action for Scotland’s Economy by 2032.

Figure 1 - A Wellbeing Economy – Source: Scottish Government – The National Strategy for Economic Transformation, 2022



- 1.2.6 This strategy is intentionally focused on a small number of priorities. It focuses on five policy programmes with the greatest potential benefit and on how to achieve them, rather than address every potentially beneficial action for every industry. A ruthless focus on delivery is emphasised to unlock the economic transformation and opportunities across Scotland.

National Planning Framework 4, Adopted February 2023

- 1.2.7 The fourth and most recent National Planning Framework (NPF) was published in 2023¹ (Minster, 2023). This is Scotland’s National Planning Framework document.

¹ Scottish Government: National Planning Framework 4: February 2023

1.2.8 The relevant policies from the NPF have been summarised below:

Table 1: Summary of National Planning Framework Policies

Summary of NPF Relevant Policies
Coastal development should protect coastal communities and assets. There is an emphasis on proposals that are necessary to protect the blue economy and for developed coastal environments solutions to offer long term protection (Policy 10,pg.51)
Blue and green infrastructure are an essential part of communities and they should be designed in such a way that safeguard travel routes and encourage new and enhanced opportunities for access (Policy 20,pg.70)
City, town, local and commercial centres – is about encouraging proposals that enhance and improve the vitality and viability of places. Proposals that promote increases in footfall across commercial, leisure, community, cultural and sport offerings (Policy 27, pg.81)
Tourism , is an essential part of sustainable development and should benefit people whilst being consistent with net zero ambitions. Sustainable travel through public transport promotion and car parking management should be carefully managed. Tourism provides an opportunity to provide access to the natural environment (Policy 30, pg.88)

1.2.9 As well as these specific policies, the Framework highlights 6 spatial principles, the most relevant being:

- **Conserving and recycling assets:** “We will make productive use of existing buildings, places, infrastructure and services, locking in carbon, minimising waste, and building a circular economy.”
- **Local living:** We will support local liveability and improve community health and wellbeing by ensuring people can easily access services, greenspace, learning, work and leisure locally.
- **Compact urban growth:** “We will limit urban expansion so we can optimise the use of land to provide services and resources, including carbon storage, flood risk management, blue and green infrastructure and biodiversity.”
- **Rebalanced development:** “We will target development to create opportunities for communities and investment in areas of past decline, and manage development sustainably in areas of high demand.”

1.2.10 The three priorities highlighted for the south of the islands of Scotland are as follows:

- *Protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient physical and digital connections.*
- *Increase the population by improving local liveability, creating a low carbon network of towns and supporting sustainable rural development.*
- *Support local economic development whilst making sustainable use of the area’s worldclass environmental assets to innovate and lead greener growth.*

1.2.11 The framework recognises that coastal towns on the south of Scotland e.g. Stranraer rely heavily on tourism and often have a dependence on low wage and public sector employment, and often surrounded by small settlements, farms and rural homes. Population decline, limited public transport and housing affordability are challenges that The South of Scotland face. It can be difficult to attract and retain a local workforce to support some jobs, underlining the importance of building skills and promoting fair work principles to support future investment.

1.2.12 An ageing population in some parts of the area will mean that more needs to be done to reverse past patterns of population decline and sustain local facilities and services that support rural and dispersed communities.

1.2.13 Other significant challenges, identified within NPF4, and which are relevant to Iona include public service provision, transport, energy consumption, and housing, including its affordability.

1.2.2 Scotland’s National Marine Plan (2014)

1.2.1 The National Marine Plan (NMP, 2014) is Scotland’s national policy framework that covers inshore and offshore waters as part of Scotland’s devolved functions. Stranraer and Cairnryan are mentioned as “major commercial ports” (Map 11) as well as “Sites and Ports and Harbours identified as National Developments” (Map 10).

1.2.2 Table 2 sets out a summary of the NMP policies relevant to this chapter.

Table 2: Summary of NMP requirements relevant to this chapter

Chapter	Key Objectives
12	‘Recreation and Tourism’ (pg.93) references the need to position Scotland as a sustainable coastal and marine tourism destination by developing recreation activities, protecting natural resources, and diversifying rural tourism. It seeks to improve access, facilities, and data for better planning, whilst promoting water activities for health, life skills, and economic growth while encouraging responsible enjoyment of the marine environment, following wildlife and outdoor access codes.
13	‘Shipping, Ports, Harbours and Ferries’ (pg.103) references the need for ports and harbours to sustainably grow as a competitive sector, which should be maximised to facilitate cargo movement and passenger movement and support other sectors such as tourism, fishing and recreation.

1.2.3 Scotland’s National Strategy for Economic Transformation (2022)

1.2.1 Scotland’s Economic Strategy Outline the plans to create sustainable economic development across a number of sectors.

Table 3: Summary of Relevant Opportunity within Scotland’s National Strategy for Economic Transformation (2022)

Opportunity	Key Description
Blue Economy (pg.23)	Leveraging the vast potential of Scotland’s ocean, sea, and coastal resources through sustainable management can drive economic growth in the blue economy. This approach supports marine industries, fosters innovation, protects ecosystems, and ensures long-term benefits for coastal communities, tourism, and renewable energy sectors.

1.2.4 The Scotland (Tourism) Outlook 2030 (2020)

1.2.1 The Scotland (Tourism) Outlook 2030, published in 2020, has been developed through a partnership between the Scottish Tourism Alliance, Scottish Government, VisitScotland, Scottish Enterprise, Highlands and Islands Enterprise and Skills Development Scotland.

1.2.2 Table 4 summarises the key priorities within The Scotland (Tourism) Outlook 2030.

Table 4: Summary of Relevant Priorities within The Scotland (Tourism) Outlook 2030 (2020)

Priority	Key Principles
Our passionate people (pg. 23)	Scotland’s tourism sector faces workforce challenges due to demographic shifts and migration regulations, worsening skills shortages. Major changes are needed to attract new talent and entrepreneurs, with training aligned to demand. By embracing Fair Work practices, promoting career development, and championing diversity, the tourism sector can become more competitive, innovative, and reflective of modern Scotland, ensuring long-term success.
Our thriving places (pg. 25)	To ensure sustainable tourism growth, collaboration with diverse stakeholders and evolving governance are key. Communities should play a central role in tourism planning, aligning development with local needs. By targeting resources strategically, Scotland can manage tourism responsibly, fostering inclusive growth across regions and sectors, while benefiting the wider economy.

Regional Policy & Legislation

Local Policy & Legislation

1.2.5 South of Scotland Regional Economic Strategy (2021)²

1.2.2 The South of Scotland Regional Economic Strategy outlines key themes and opportunities to promote the area's economic transformation.

1.2.3 Table 5 outlines the relevant key themes within the strategy.

Table 5: Summary of Relevant Themes in South of Scotland Regional Economic Strategy (2020)

Theme	Key Principles
Green & Sustainable Economy (Theme 5, pg. 34)	To achieve Net Zero emissions and create new economic opportunities, the region will harness natural resources for cleaner energy, green jobs, and improved land use. Priorities include sustainable land management, renewable energy development, decarbonizing sectors, improving energy efficiency in homes, and boosting local supply chains, while protecting biodiversity and promoting a just transition.
Thriving & Distinct Communities (Theme 6, pg. 36)	Revitalising towns and rural communities requires regeneration of key economic centres with a balanced mix of amenities to boost vitality. Increasing affordable housing, enhancing digital and transport connectivity, and empowering communities are essential for long-term growth. Targeted actions, including support for social enterprises, will drive sustainable development and foster economic and social equity in the region.

² South of Scotland Regional Economic Strategy (2021)

1.3 Local Planning Policy

1.3.1 Local Development Plan 2 (2019)³

1.3.1 The Dumfries and Galloway Local Development Plan sets out the strategic policy objectives for three sustainable development of regions across Dumfries and Galloway.

1.3.2 Table 6 summarises the relevant key policies within the plan.

Table 6: Summary of local planning policy relevant to socio-economics

Policy / Objective	Key Policy
Economic Development (pg. 26)	<p>Policy ED5 (development in Town Centres) aims to enhance vitality, character, and retail balance. Proposals must improve visual amenity, while upper floors are encouraged for housing or complementary uses. Public houses and takeaways should not harm nearby residential properties.</p> <p>Policy ED9 (Tourism) and the Councils desire to develop tourist attractions, recreational facilities, and diverse accommodations, encouraging redevelopments or conversions that complement the natural environment while discouraging permanent residency in tourism accommodations.</p>
Natural Environment (pg.50)	Policy NE9 (Developed and Undeveloped Coast) states that Development on undeveloped coasts is generally unsuitable unless it requires a coastal location not feasible on the developed coast. Proposals must protect or enhance the coastal environment, considering climate change impacts, particularly sea level rise, to maintain environmental integrity and quality.
Community Services and Facilities (pg. 60)	Policy CF1 (Community Facilities) states that The Council supports new or enhanced community facilities, ensuring integration with public transport and appropriate scale. Reuse of existing facilities is permitted if surplus, offering community gain, or if equivalent alternatives are provided locally without negatively affecting the area.

³ Dumfries and Galloway Council Local Development Plan 2 (LDP2)

1.3.2 A Place Plan for Stranraer (2023)⁴

1.3.1 The community organisation Creating Stranraer led the development of a community-led plan for Stranraer. The Plan includes 5 Strands and 4 Geographical Quarters.

1.3.2 Table 7 summarises the geographical quarter relevant to the Stranraer Marina Expansion.

Table 7: Summary of Relevant Quarter

Quarter	Description
Q1: One Waterfront (pg. 46)	The plan's aim for One Waterfront is to reimagine Stranraer's waterfront as a wellbeing hub and eco-tourism destination, featuring an expanded marina, water sports centre, promenade, piazza, and events space. Develop an integrated transport hub to support the Coast to Coast Cycle Route, enhancing public spaces and connections to the town.

⁴ A Place Plan for Stranraer (2023)

1.4 Baseline Environment

1.4.1 Following on from the above review of relevant policy documents, this section sets out the socio-economic features that may impact on the proposed scheme.

Site Location

Figure 2: Satellite Image of Stranraer Marina



Defining the Study Area

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

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

1.4.3 The study area has been based on an assessment of the local Travel to Work Areas (TTWA). These TTWA's are a useful starting point for understanding the spatial extents of labour markets. The Office for National Statistics (ONS) 2016 Travel to Work Area (TTWA) boundaries, derived from Census 2011 data show that the subject site falls entirely within the Stranraer TTWA shown on the map insert below.

Figure 3: Stranraer Travel to Work Area



- 1.4.4 The Scottish Intermediate Zones have been used. Looking at the 2022 census data (latest data) for Dumfries and Galloway Local Authority we can see that the majority (64.3%) of people aged over 16 in employment either work mainly from home or at home or travel less than 5km, excluding those with no fixed place of work or working outside the UK.
- 1.4.5 It is therefore, proposed to reduce the study area to be based on the Scottish Intermediate Zones of Rhins North, Rhins South, Stranraer East, Stranraer South and Stranraer West, as used as a geographical indicator within the Census (see map insert below), as they are all within 5km of Stranraer town centre. Although this area includes the Rhins, the Study Area will be synonymous with 'Stranraer'.

Figure 4: Stranraer Study Area (SIZ)



Population

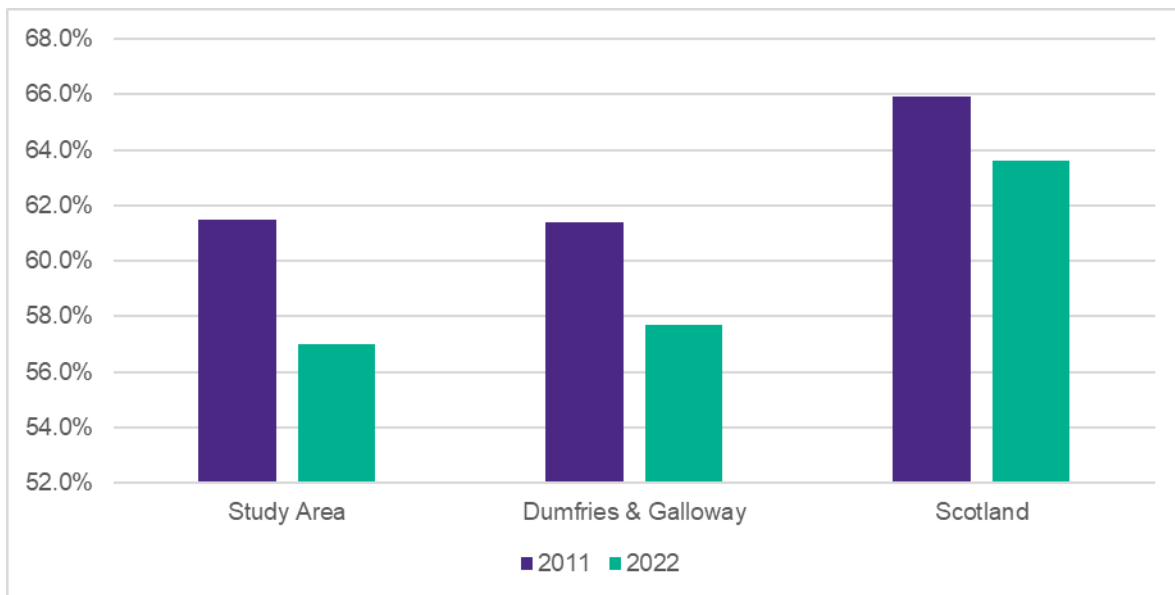
1.4.6 Looking at the population data for the study area, between 2011 and 2022 we can see that the population is estimated to have fallen from 16,019 to 14,711, a decrease equivalent to 8.2% over the intervening period. Population estimates for the Dumfries and Galloway show a projected decrease in population between 2011-2022 of 3.6%, substantially less than the study area. The national population was estimated to increase by 2.7%.

Demographics

1.4.7 As well as understanding the total resident numbers it is also useful to analyse the age profile of the population. Looking at the 2022 Census we can see that the study area had a low proportion (57.0%) of working age population (16-64), when compared to Dumfries and Galloway (57.7%) and Scotland (63.6%). The study area experienced a drop in the number of working age residents between the 2011 and 2022 censuses, from 61.5% to 57.0%. A declining working-age population is also observed both regionally and nationally, falling from 61.4% to 57.7% in Dumfries and Galloway and from 65.9% to 63.6% in Scotland.

1.4.8 Both the study area had a slightly lower median age of 50, compared to 51 in Dumfries and Galloway. This was significantly higher than the national average, 42.

Figure 5: Working Age Population % Change, 2021 – Source: NRS



Employment & Workforce

- 1.4.9 Table 8 shows data from the 2022 Scottish Census which shows that within the Study Area there were 6,389 individuals over 16 years of age in employment (excluding full-time students). The type of employment in the study area is compared to the wider region and nationally below.
- 1.4.10 When compared to the region and nation, the proportion of total employment who were full-time employees was below wider averages. The proportion of total employment who were self-employed in the study area was lower than the regional average, but higher than the national trend. There was also a greater proportion of individuals who were economically inactive in the study area than observed regionally and nationally.
- 1.4.11 Part-time employment was more common in the study area than regionally and nationally.

Table 8: Stranraer Economic Activity (2022)

Area	Economically Active -	Employee		Self-Employed -	Unemployed -	Economically Inactive -
		Part-time	Full-time			
Study Area	6389	1625	3414	1118	237	5719
	52.8%	13.4%	28.2%	9.2%	2.0%	47.2%
Dumfries & Galloway	66849	15651	36890	12438	1867	54349
	55.2%	12.9%	30.4%	10.3%	1.5%	44.8%
Scotland	2587707	523664	1640777	337533	34769	1780416
	59.2%	12.0%	37.6%	7.7%	0.8%	40.8%

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- 1.1.1 Table 9 presents a detailed breakdown of employment by broad industry group in the study area during 2023.
- 1.1.2 Although there are only 50 people employed in Construction in the study area, the proportion is slightly higher (4.8%) than the Dumfries & Galloway level (4.2%), yet lower than the Scottish proportion (5.1%). A total number of 2,500 construction workers are within Dumfries and Galloway - this is a large pool to draw upon for the Proposed Development's construction works.
- 1.1.3 The Study Area has a significantly high proportion (46.2%) of those in *Accommodation & food services*, which is much larger than the local authority (10%) and national (8.7%) level. This is a testament to the visitor economy of Stranraer.
- 1.1.4 The Study Area also has a significantly high proportion (40%) of employees working in *Health*; this is due to the NHS Galloway Community Hospital, located in Stranraer. This is above the local authority (18.3%) and Scottish level (16%).
- 1.1.5 The Study Area also has a proportion of those in *Manufacturing* (17%), which is over twice as much in Dumfries & Galloway (8.3%) and Scotland (6.9%). There may be an opportunity for manufacturing workers from the Study Area to help with the manufacturing of equipment/materials needed for the Proposed Development construction phase.

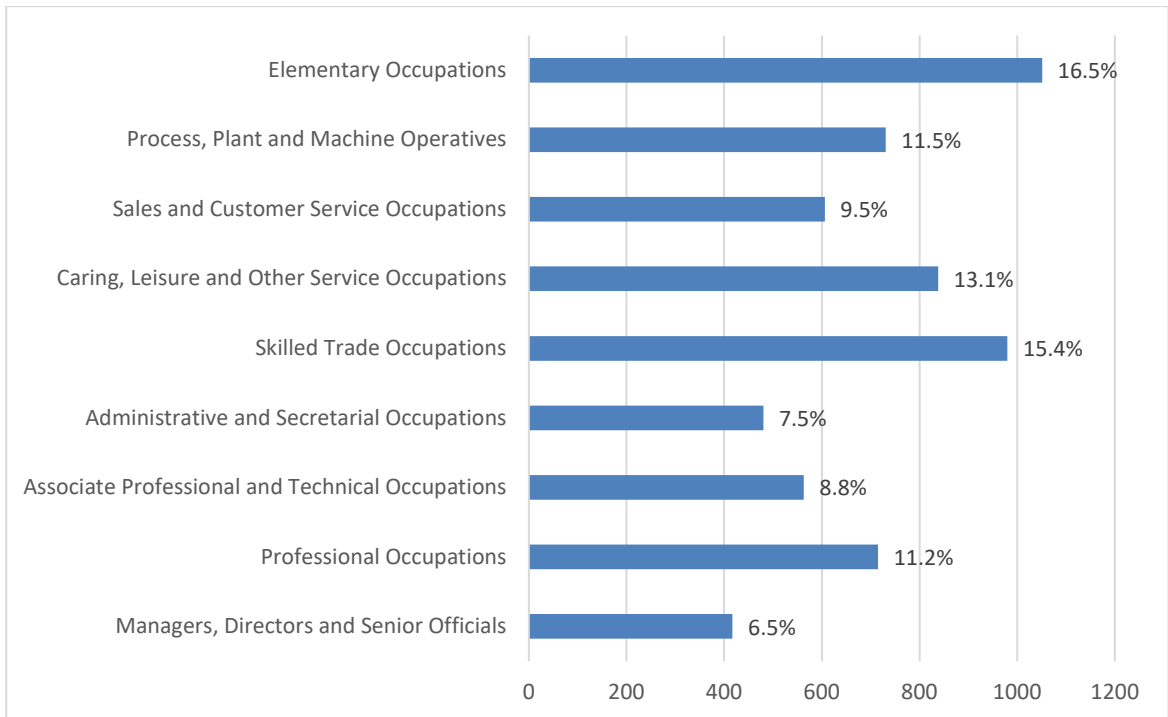
Table 9: Relevant Employees by Industry (ONS 2023)

Employment by Industry	Study Area (No)	Study Area (%)	Dumfries & Galloway (No)	Dumfries & Galloway (%)	Scotland (No)	Scotland (%)
Agriculture, forestry & fishing (A)	50	4.8	5,000	8.3	51,000	2.0
Mining, quarrying & utilities (B,D and E)	45	2.2	1,000	1.7	65,000	2.5
Manufacturing (C)	310	17.0	5,000	8.3	176,000	6.9
Construction (F)	50	4.8	2,500	4.2	130,000	5.1
Motor trades (Part G)	85	5.8	1,000	1.7	41,000	1.6
Wholesale (Part G)	125	6.2	2,250	3.8	73,000	2.8
Retail (Part G)	55	8.8	6,000	10.0	223,000	8.7
Transport & storage (inc postal) (H)	100	5.0	3,000	5.0	116,000	4.5
Accommodation & food services (I)	325	46.2	6,000	10.0	223,000	8.7
Information & communication (J)	0	0.0	500	0.8	81,000	3.2
Financial & insurance (K)	0	0.0	400	0.7	84,000	3.3
Property (L)	125	6.2	900	1.5	36,000	1.4
Professional, scientific & technical (M)	185	10.8	2,500	4.2	184,000	7.2
Business administration & support services (N)	135	8.2	3,000	5.0	177,000	6.9
Public administration & defence (O)	150	7.5	2,500	4.2	164,000	6.4
Education (P)	85	9.5	5,000	8.3	216,000	8.4
Health (Q)	500	40.0	11,000	18.3	409,000	16.0

1.1.6 Business Register and Employment Survey data has been used to analyse sub-sector employment in Fishing and aquaculture in the study area. The data suggests that there is no employment in this sub-sector in any of the five Scottish Intermediate Zones.

1.1.7 ‘Scottish Sea Fisheries Statistics 2023’ indicates that in 2023, 5,367 tonnes of landings were made in Dumfries and Galloway, with a total value of £5,379,000 (up 17% from 2022). Furthermore, it states that Dumfries and Galloway employment in fishing equated to 83 individuals, which is 0.13% of total Scottish employment.

Figure 6: Stranraer Occupational Structure (2022)



1.4.12 Data on earnings from the Scottish Government shows that Dumfries and Galloway, as of 2023, had a resident-based median weekly pay of £598.20. This compares to the national average of £702.40. By place of work the median average pay in Dumfries and Galloway is £580.80. This suggests that those commuting out of the region are earning more, on average, than those who live and work and those who commute to Dumfries and Galloway for work. The national weekly pay by place of work was £702.80.

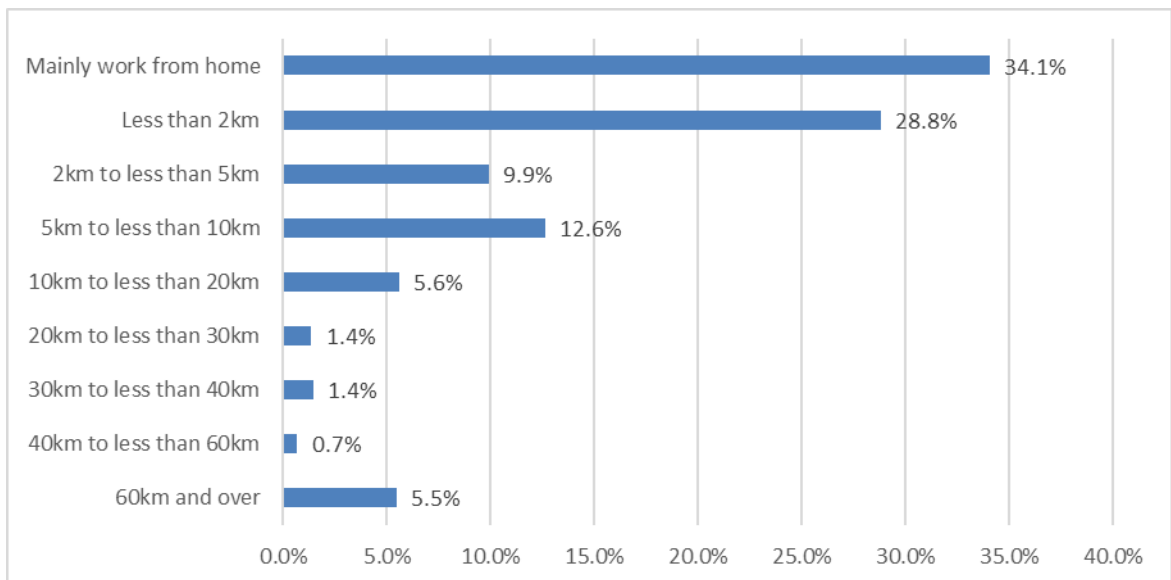
Table 10: Local Authority Gross Weekly Income

Weekly Pay - Median	Dumfries and Galloway	Scotland
Resident	£598.20	£702.40
Workplace	£580.80	£702.80

Travel to Work Patterns

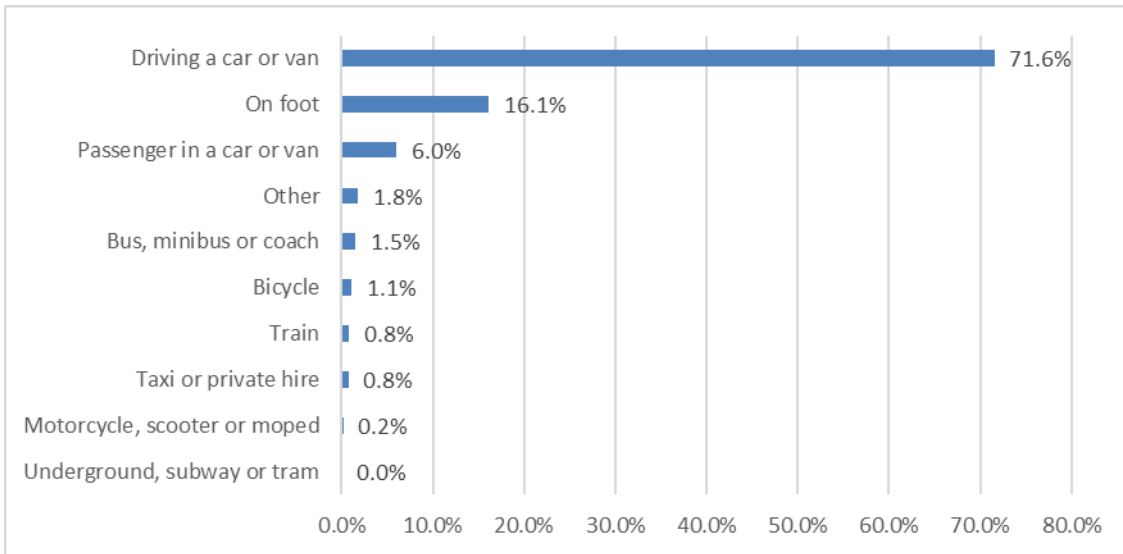
- 1.4.13 Figure 7 shows 2022 Census data provides an insight into the commuting patterns of those residing in the study area, excluding those with no fixed place of work or work outside of the UK.
- 1.4.14 Residents working mainly at or from home accounted for 34.1% of the those in employment in the study area, in line with regional trends (34.2%) but slightly lower than observed nationally (37.0%).
- 1.4.15 Individuals commuting less than 2km represented the largest proportion of those in employment, aside from individuals working from home (28.8%). This is higher than the regional (16.7%), and national average (8.6%). Workers who commute 10km to less than 20km to work accounted for 5.6% of all those in employment. A modest proportion of individuals commuted over 60km to their place of work, equating to 5.5% of the total. This is higher than the regional (3.3%) and national (1.4%) averages.

Figure 7: Stranraer Distance Commuted to Work



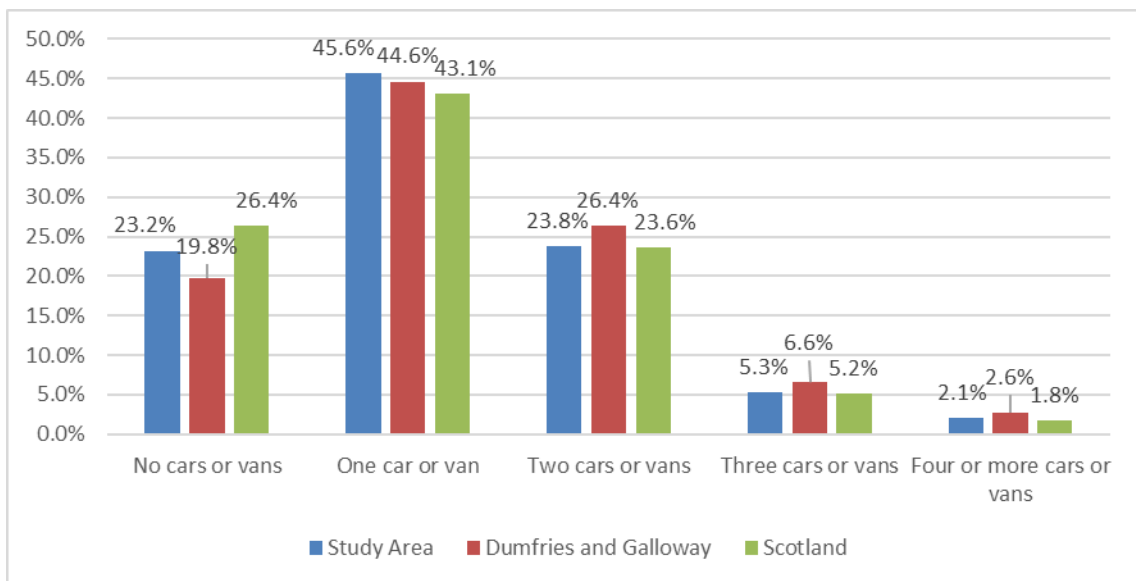
- 1.4.16 In addition to distance travelled to work, the Census also provides data on method of travel as seen in Figure 8.
- 1.4.17 It shows that 71.6% of workers (excluding those who mainly work from home) travel to work by driving a car or a van. This was lower than the regional average of 74.2% but higher than the national average of 67.1%.

Figure 8: Stranraer Method of Travel to Work



1.4.18 Figure 9 shows 2022 Census data also provides information on car or van availability of households in the study area and further afield, as seen in the graph below. Roughly a quarter (23.2%) of households in the study area did not have a car or van, a higher proportion than regionally (19.8%), but a lower proportion than nationally (26.4%).

Figure 9: Household Car Ownership (2022)



Business

1.4.19 According to the ONS UK Business Count (2023) there are currently 525 businesses in the study area as seen in Table 11.

1.4.20 It shows that 88.6% of these are micro businesses (employing between 0 and 9 people); 13.3% are small (10 to 49 employees). Unlike the local authority or the national level, Stranraer does not have medium-sized (50 to 249 employees) or large businesses (over 250 employees). This represents a larger proportion of micro and small businesses than observed in the region and nationally.

Table 11: Business Count by Size (2023)

Employment Size Band	Total		Micro (0 to 9)		Small (10 to 49)		Medium-sized (50 to 249)		Large (250+)	
Study Area	525	100.0%	465	88.6%	70	13.3%	0	0.0%	0	0.0%
Dumfries and Galloway	6,245	100.0%	5,480	87.8%	690	11.0%	65	1.0%	10	0.2%
Scotland	171,350	100.0%	149,665	87.3%	18,170	10.6%	2,820	1.6%	700	0.4%

1.4.21 In terms of the specific industries of registered businesses, the ONS data highlights the importance of the Agriculture, fishing and forestry industry to the study area and wider region. Just over a third (36.0%) of all registered businesses in the study area belonged to this industry as of 2023. Much like with employment, wholesale and retail trade; repair of motor vehicles and motorcycles contributed towards a significant proportion of the total businesses, 15.0%. Construction firms accounted for 9.0% of all businesses in the study area, lower than observed regionally (11.0%) and nationally (12.8%) in Table 12 shows the total number of businesses within each sector as of 2023.

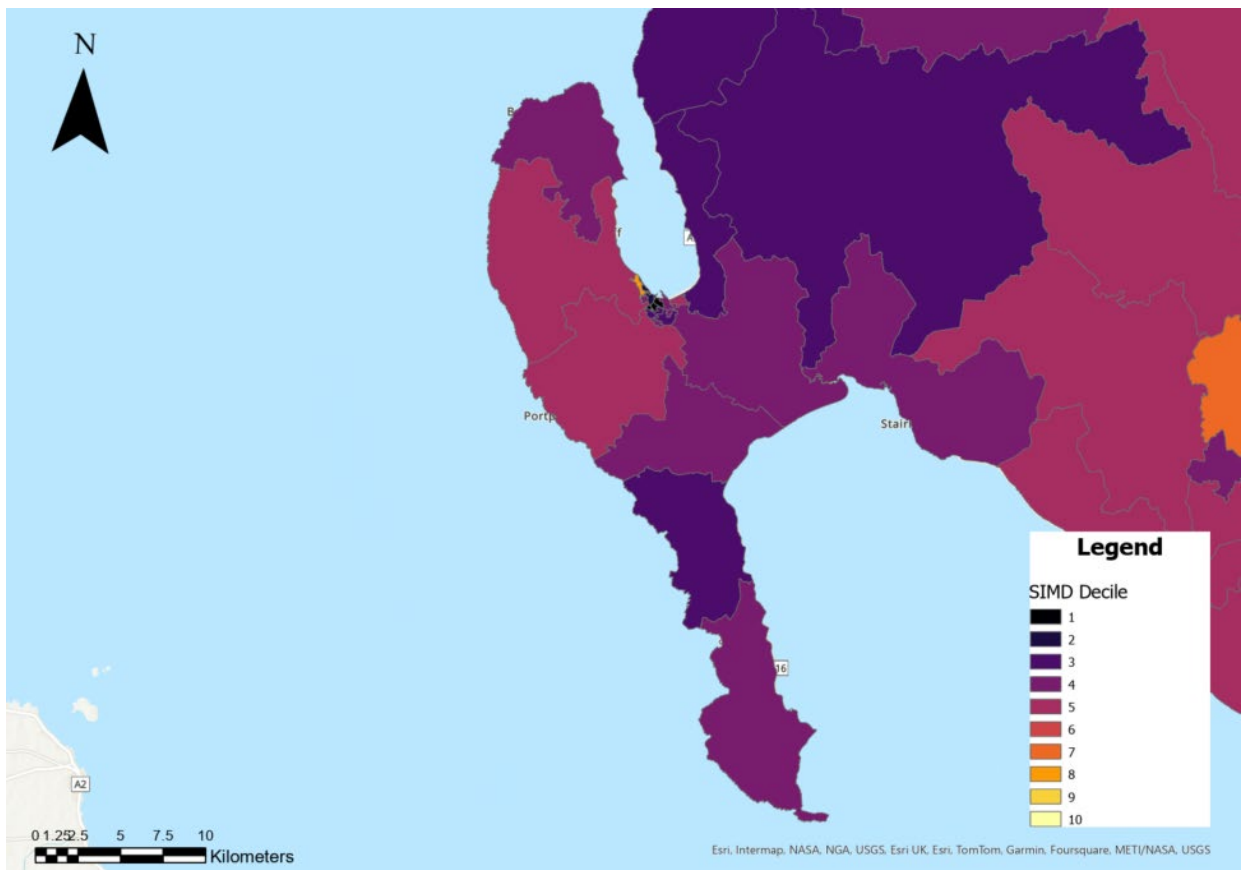
Table 12: Business Count by Industry

Industry	Study Area		Dumfries and Galloway		Scotland	
A : Agriculture, forestry and fishing	180	36.0%	2,015	32.2%	17,120	10.0%
B : Mining and quarrying	0	0.0%	5	0.1%	185	0.1%
C : Manufacturing	20	4.0%	305	4.9%	8,975	5.2%
D : Electricity, gas, steam and air conditioning supply	0	0.0%	25	0.4%	795	0.5%
E : Water supply; sewerage, waste management and remediation activities	0	0.0%	15	0.2%	485	0.3%
F : Construction	45	9.0%	685	11.0%	21,990	12.8%
G : Wholesale and retail trade; repair of motor vehicles and motorcycles	75	15.0%	770	12.3%	24,080	14.1%
H : Transportation and storage	15	3.0%	240	3.8%	6,590	3.8%
I : Accommodation and food service activities	70	14.0%	555	8.9%	14,930	8.7%
J : Information and communication	0	0.0%	105	1.7%	7,710	4.5%
K : Financial and insurance activities	0	0.0%	30	0.5%	2,820	1.6%
L : Real estate activities	5	1.0%	105	1.7%	6,300	3.7%
M : Professional, scientific and technical activities	25	5.0%	440	7.0%	24,785	14.5%
N : Administrative and support service activities	25	5.0%	345	5.5%	12,590	7.3%
O : Public administration and defence; compulsory social security	0	0.0%	5	0.1%	55	0.0%
P : Education	5	1.0%	50	0.8%	2,145	1.3%
Q : Human health and social work activities	15	3.0%	205	3.3%	6,760	3.9%
R : Arts, entertainment and recreation	5	1.0%	120	1.9%	4,515	2.6%
S : Other service activities	15	3.0%	230	3.7%	8,515	5.0%
Column Total	500	100.0%	6,250	100.0%	171,345	100.0%

Deprivation (SIMD)

- 1.4.22 The Scottish Index of Multiple Deprivation (SIMD) is the Scottish Government's official measure of relative deprivation for small areas called Data Zones. SIMD identifies areas with the highest concentrations of several different types of deprivation. The prime purpose of the index is to provide the evidence needed about the most deprived areas of Scotland to inform a variety of decisions, such as funding or targeting of programmes and services for local areas. SIMD ranks all small areas in Scotland from 1 (most deprived) to 1,909 (least deprived). Scotland is divided into 6,505 Data Zones each containing around 350 households and mean population size of 800 people.
- 1.4.23 SIMD is currently made up of seven separate domains (or types) of deprivation. Each domain is compiled from a range of different indicators. The domains included in WIMD 2019 are: a) Income b) Employment c) Health d) Education e) Access to Services f) Housing g) Crime.

Figure 10: The Scottish Index of Multiple Deprivation (2020)

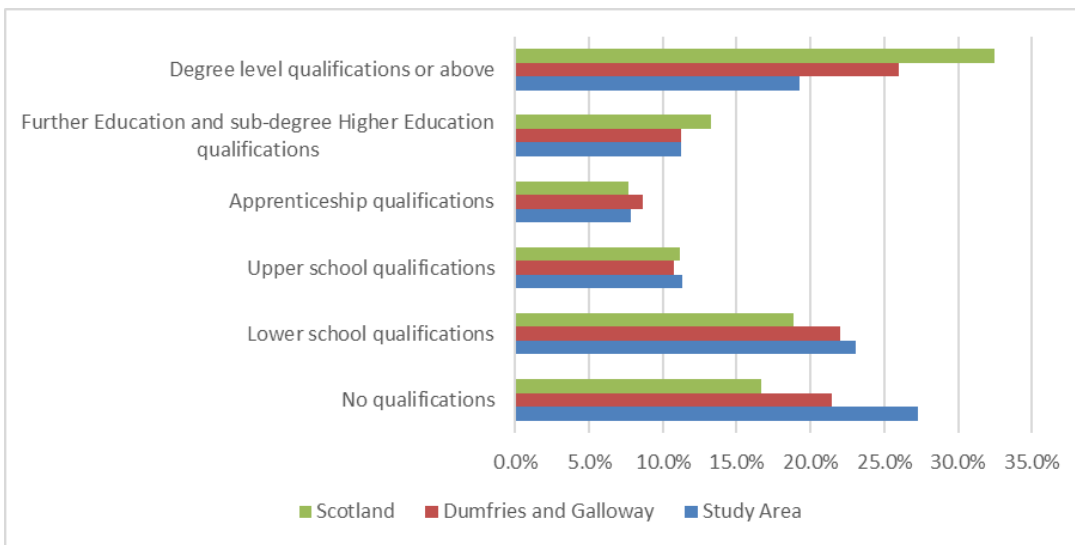


- 1.4.24 The study area is made up of 21 data zones. Three of the data zones (Stranraer West - 05, Stranraer West – 06 and Stranraer East - 01) are amongst the top 10% most deprived in Scotland. Only 1 of the 21 data zones is in the top 50% least deprived in Scotland (Stranraer West – 01).

Education

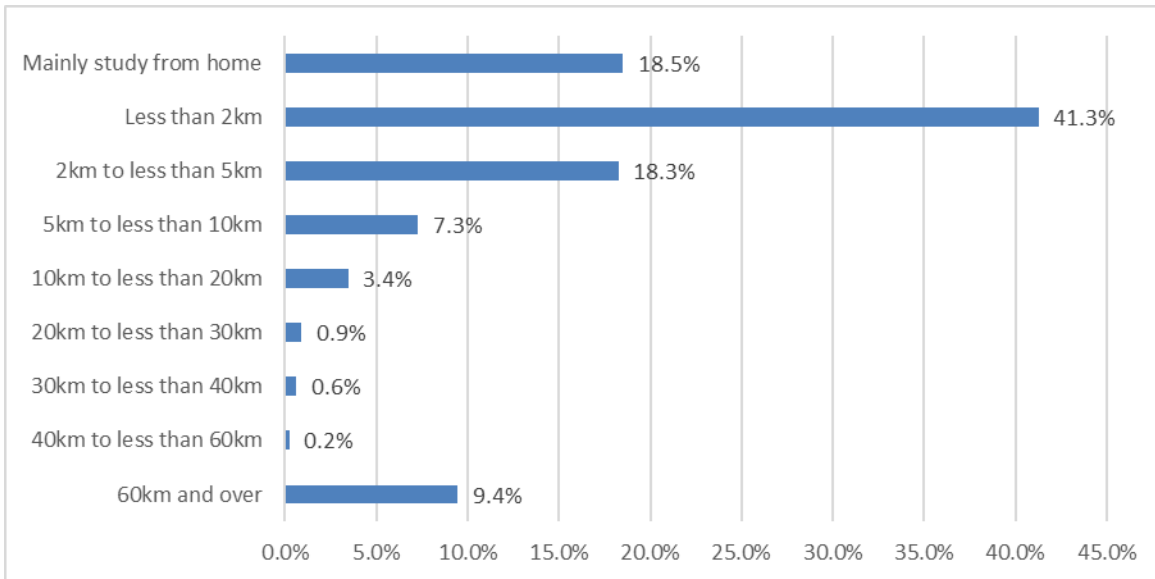
- 1.4.25 The 2022 Scottish Census gathered data on the highest level of qualification attained by all people over the age of 16 shown in Figure 11.
- 1.4.26 It shows 19.2% of individuals in the study area had degree level qualifications or above, below the regional (26.0%) and national (32.5%) averages. There was also a higher proportion of individuals with no qualifications in the study area (27.3%) than in Dumfries and Galloway (21.4%) and Scotland (16.7%).

Figure 11: Study Area Level of Qualification (2022)



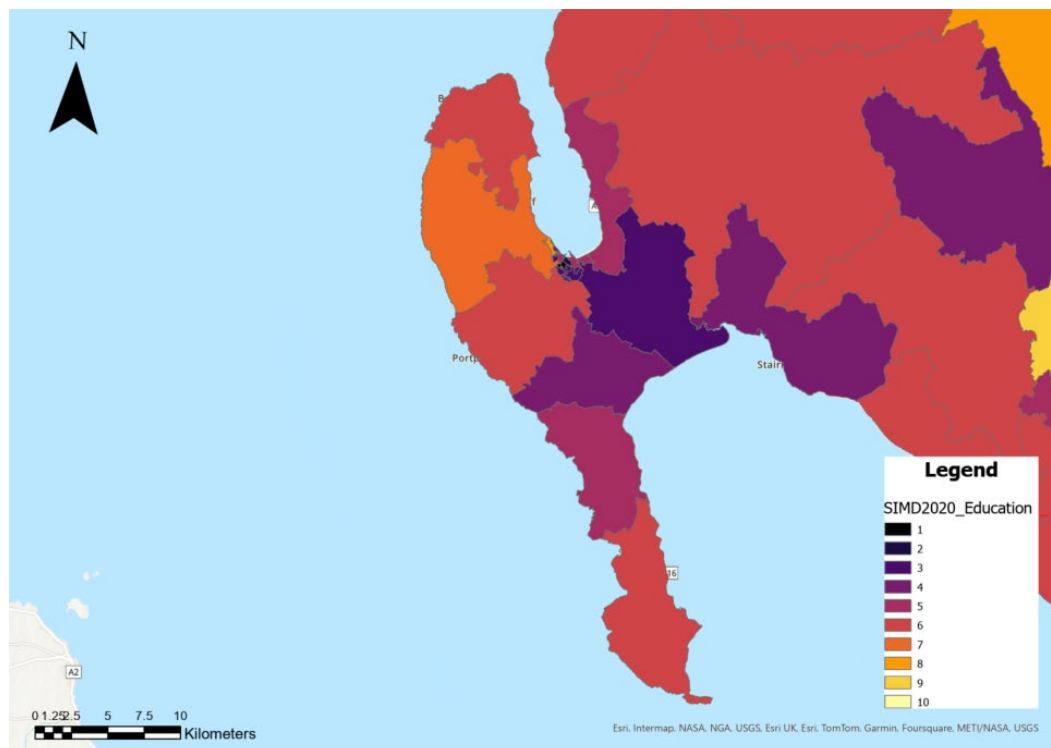
- 1.4.27 The table below shows 2022 census data on distanced travelled to place of study for all individuals over the age of 4. The table shows that a larger proportion of individuals in the study area study mainly from home (18.5%), compared to Dumfries and Galloway (17.1%) and a similar level compared to Scotland (18.4%). However, less individuals study less than 2km from their home in the study area (41.3%) compared to the regional (42.2%) and national (43.1%) average. Also, 9.4% of individuals in the study area have to travel over 60km to their place of study. This is a higher proportion than in Dumfries and Galloway (3.8%) and Scotland (1.1%).

Figure 12: Study Area Distance Travelled to Place of Study



- 1.4.28 There are six schools in Stranraer town itself, five of which are primary schools. They include Sheuchan Primary School, Park Primary School, St. Joseph’s RC Primary School, Belmont Primary School and Rephad Primary School. Stranraer Academy is a secondary school taking in pupils from several other feeder primary schools across the wider study area.
- 1.4.29 As part of the SIMD, there is a domain measuring educational deprivation, which is measured based on factors such as pupil attendance, attainment of school leavers, number of adults with no qualifications, number of 17–21-year-olds entering university and more.
- 1.4.30 The educational deprivation domain is represented in Figure 13. Two of the 21 data zones in the study area are within the top 10% most deprived in Scotland (Stranraer West – 05 and Stranraer West – 06). However, 5 of the 21 data zones are within the top 50% least deprived. Stranraer West – 01 is the highest performing data zone, falling within the eighth decile.

Figure 13: The Scottish Index of Multiple Deprivation – Education (2020)



Housing

1.4.31 Table 13 shows that according to the 2022 Census, detached and semi-detached households account for the majority of homes in the study, 32.9% and 32.2%, respectively. Semi-detached homes are more prevalent in the study area than regionally, and vice versa for detached homes. This share of detached/semi-detached homes is higher in the study area than observed nationally.

Table 13: Stranraer Household Types (2022)

Household Type		Study Area	Dumfries and Galloway	Scotland
All occupied households	No.	7276	70630	2509272
	%	100.0%	100.0%	100.0%
Detached	No.	2392	25832	600690
	%	32.9%	36.6%	23.9%
Semi-detached	No.	2348	21044	584773
	%	32.3%	29.8%	23.3%
Terraced (including end-terrace)	No.	1431	13985	457322
	%	19.7%	19.8%	18.2%
Flat, maisonette or apartment	No.	1097	9604	862395
	%	15.1%	13.6%	34.4%
Caravan or other mobile or temporary structure	No.	8	165	4092
	%	0.1%	0.2%	0.2%

1.4.32 The proportion of flats, maisonettes and apartments in the study area (15.1%) is much lower than the proportion observed nationally (34.4%) but is slightly higher than the share observed within Dumfries and Galloway (13.6%).

1.4.33 Table 14 shows Census 2022 data on household tenure indicates that the majority of households in the study area are owned (61.1%). The share of households in ownership is slightly lower than

observed regionally (65.0%) and nationally (63.2%). The proportion of socially rented homes is in line with the national trend, but higher, by approximately 3.3%, than observed regionally.

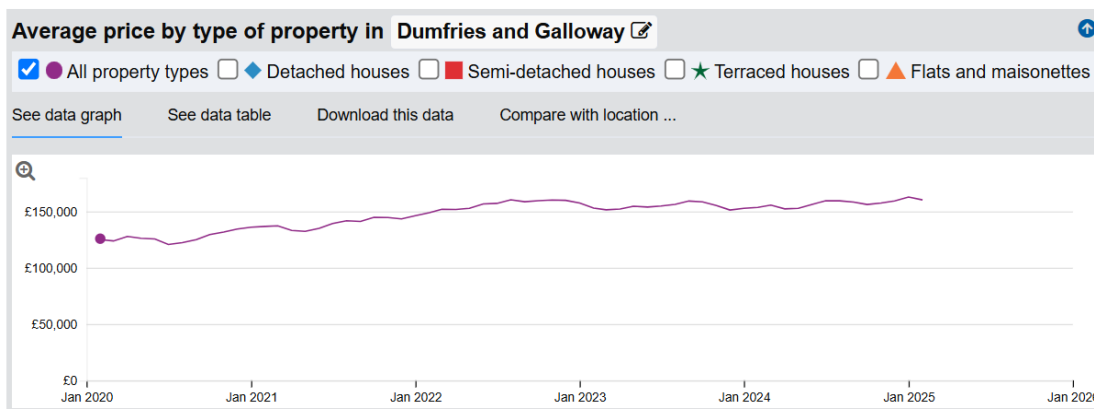
1.4.34 The proportion of households privately rented in the study area equated to 14.3%, slightly higher than observed regionally (13.5%) and nationally (12.9%).

Table 14: Stranraer Household Tenure (2022)

		All occupied households	Owned: Total	Social Rented	Private rented	Lives Rent Free
Study Area	No.	7261	4438	1623	1038	162
	%	100.0%	61.1%	22.4%	14.3%	2.2%
Dumfries and Galloway	No.	70632	45903	13519	9506	1704
	%	100.0%	65.0%	19.1%	13.5%	2.4%
Scotland	No.	2509269	1585758	564527	323043	35941
	%	100.0%	63.2%	22.5%	12.9%	1.4%

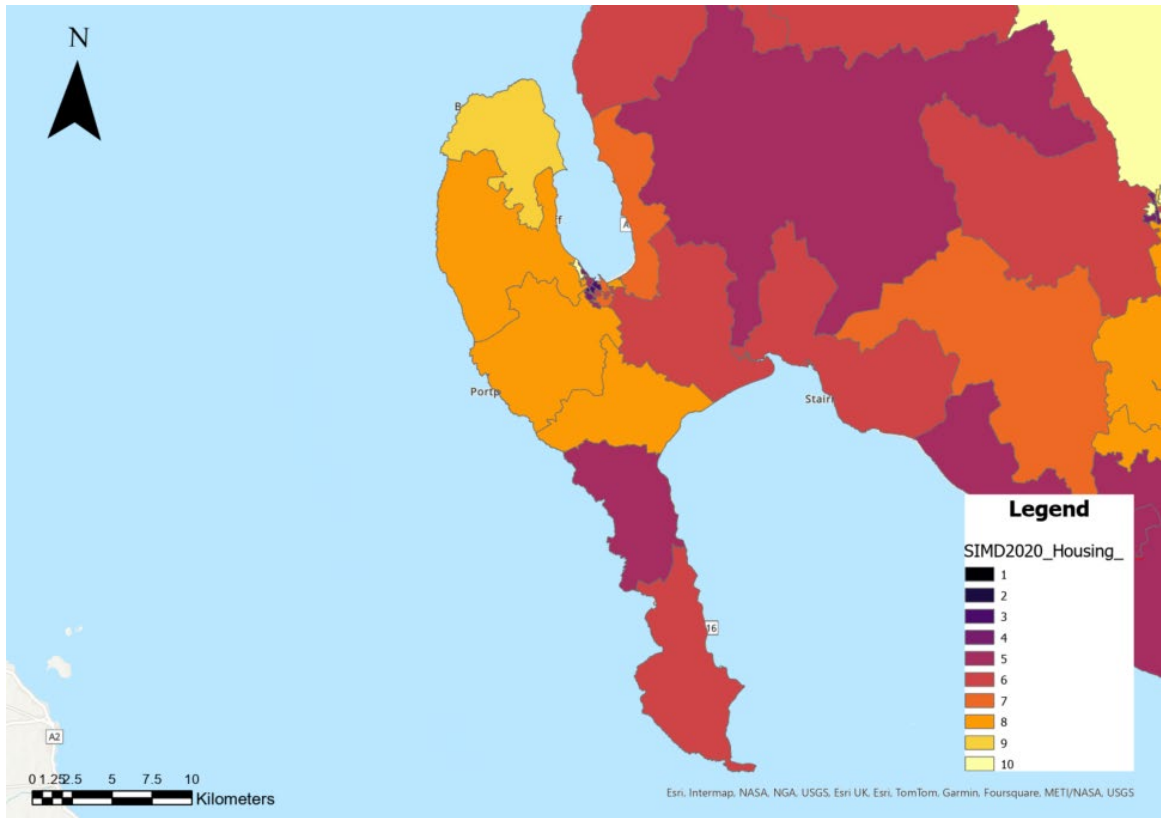
1.4.35 The Land Registry UK Price Index tracks house prices at a local authority and national level. Figure 14 shows how property value has fluctuated in Dumfries and Galloway in the last five years (February 2020 to February 2025). Between 2020 and 20205, the average year-on-year price change has been 5%. Between 2021 and 2022, had the highest year-on-year price change (11.9%) whilst between 2022 and 2023 had the lowest (-0.31%). Since February 2020 to February 2025 (most recent data) house values have increased by £35,340 in or 28.29% in Dumfries and Galloway.

Figure 14: Average House price by Type in Dumfries and Galloway (2020 to 2025)



1.4.36 There is also a housing deprivation domain as part of the SIMD. This is measured based on two indicators: Persons in households that are overcrowded and persons in households without central heating. The housing deprivation results are represented in Figure 15 below.

Figure 15: The Scottish Index of Multiple Deprivation – Housing 2020)



1.4.37

Consistent with overall deprivation, the three most deprived data zones are Stranraer West - 05, Stranraer West – 06 and Stranraer East – 01, all falling within the third decile. Overall housing deprivation is more favourable than overall deprivation and educational deprivation, with the majority (61.9%) of data zones in the 50% least deprived. Stranraer West – 01 is ranked as the 6971st data zone, in terms of housing deprivation, meaning it is the fourth least deprived data zone in Scotland.

Tourism

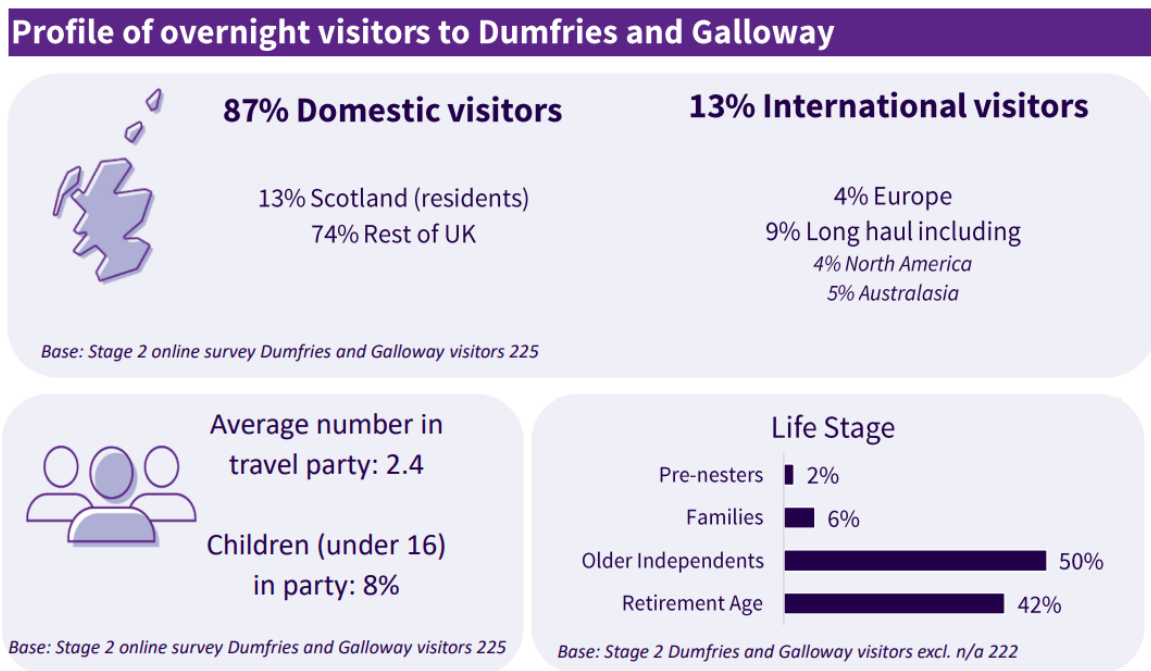
1.4.38

According to Visit Alba Data, in 2023 there were 490,000 overnight international and domestic trips to Dumfries and Galloway, with a total spend of £133 million (£98m spent by domestic tourists and £35m spent by international tourists) and an average spend of £273 by overnight tourists.

1.4.39

Figure 16 is a profile for the overnight visitors to Dumfries and Galloway in 2023 based on the survey responses of 225 visitors. It shows that 87% of overnight visitors were from the UK. Furthermore the largest demographic (50%) of those who visit Dumfries and Galloway are 'Older Independents' closely followed by 'Retirement Age'.

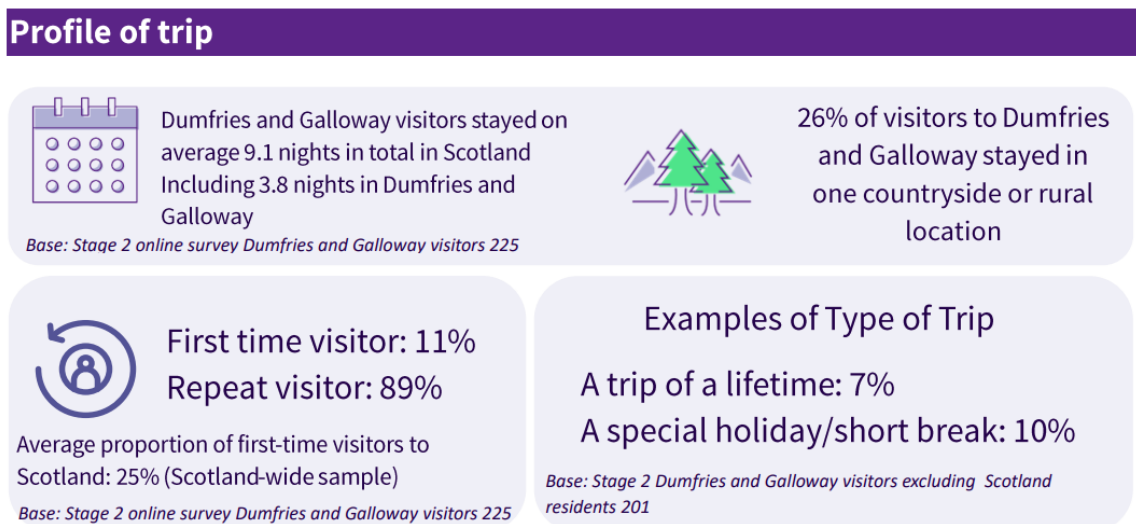
Figure 16: 2023 Overnight Visitors Profile - Dumfries and Galloway (Visit Alba)



1.4.40 Figure 16 shows the profile of trip for visitors to Dumfries and Galloway. It shows that only 11% of visitors are first time, compared to 25% for Scotland.

1.4.41 It also shows on average visitors to Dumfries and Galloway stay for 3.8 nights.

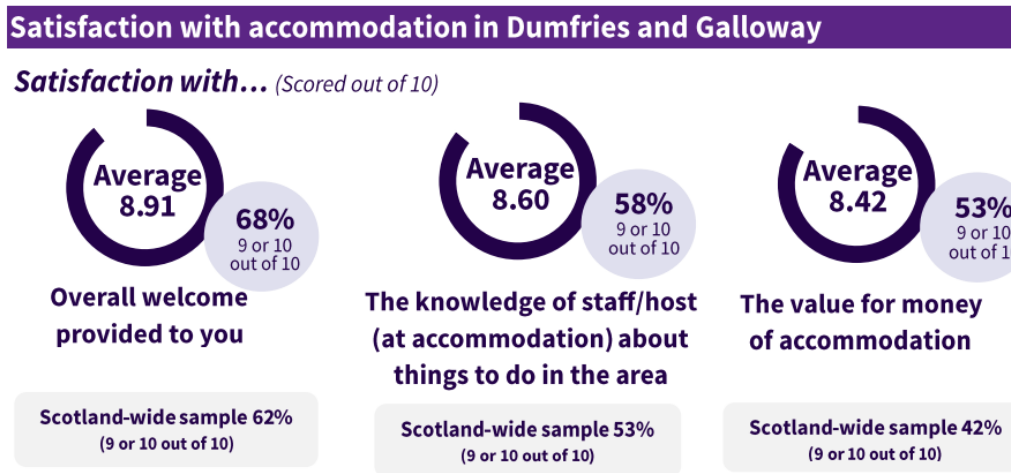
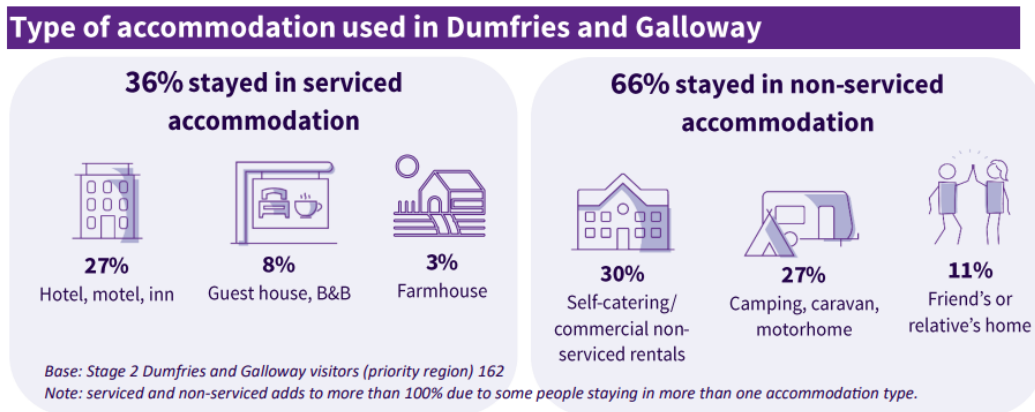
Figure 17: 2023 Profile of Trip – Dumfries and Galloway (Visit Alba)



1.4.42 Figure 18 below provides statistics with regards to the accommodation visitors stayed in during their trip to Dumfries and Galloway. Non-serviced accommodation (self catering, camping/motorhomes or friends & family) appears to have been the more popular form of accommodation, with 66% of visitors choosing to utilise this accommodation type.

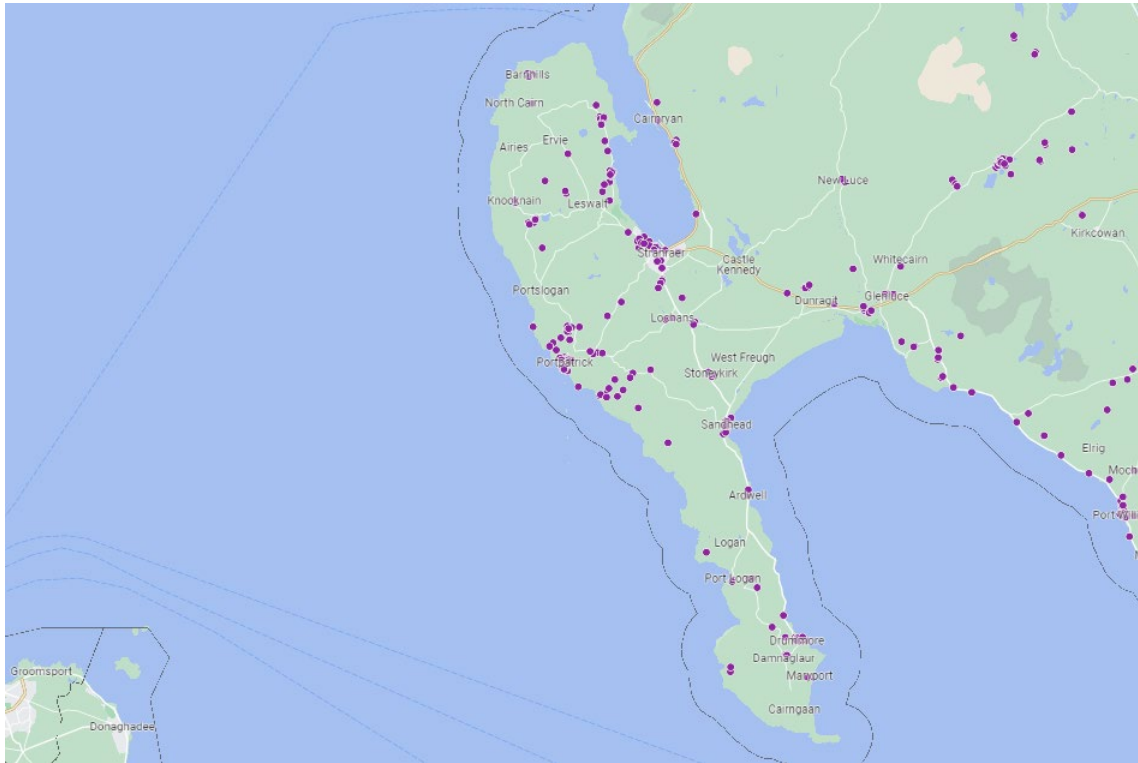
1.4.43 Dumfries and Galloway accommodation satisfaction scores were quite high throughout, with the highest being afforded to the ‘overall welcome’ visitors received from accommodation hosts.

Figure 18: 2023 Visitor Accommodation Type - Dumfries and Galloway (Visit Alba)



- 1.4.44 AirDNA, a short-term rental data and analytics providers, identify and short term rentals across the UK. Data for short-term rentals in the study area is mapped in Figure 19.
- 1.4.45 It demonstrates that the majority of short-term rental accommodation is situated in/around the towns of Stranraer, Kirkpatrick and Drummole. There is also a number of rentals along the coast, to the northwest of Stranraer, as well as a few sporadically located within the study area.

Figure 19: Study Area Short Term Rentals (2025)



- 1.4.46 Figure 20 shows popular attractions visited and activities undertaken by visitors to Dumfries and Galloway include shopping (47%), visiting a country park or garden (44%) and visiting a castle or fort (35%). This is similar to the attractions visited / activities undertaken by visitors in Scotland on the whole.
- 1.4.47 The Castle of St. John, in Stranraer, and Dunskey Castle fall within the study area. Other tourist attractions in the study area include Logan Botanic Garden, Stranraer Museum and Mull of Galloway Lighthouse Visitor Centre.

Figure 20: 2023 Top 5 Visitor Attractions or Activities - Dumfries and Galloway (Visit Alba)

Attractions and activities undertaken in Dumfries and Galloway



Top 5 attractions or activities undertaken/visited in Dumfries and Galloway

Rank	Attractions and activities undertaken in Dumfries and Galloway	Dumfries and Galloway sample
1	Shopping	47%
2	A country park or garden	44%
3	A castle or fort	35%
4	A historic house, palace, stately home	33%
5	A museum or art gallery	29%
<i>Base: Took part in activities/attractions in Dumfries and Galloway</i>		158

Rank	Attractions and activities undertaken in Scotland	Scotland-wide sample
1	A castle or fort	59%
2	Viewed architecture and buildings	52%
3	A museum or art gallery	50%
4	A historic house, palace, stately home	49%
5	Shopping	47%
<i>Base: Took part in activities/attractions in Scotland</i>		3,011

Local Shops & Services

1.4.48 There are a number of shops and services within Stranraer that could potentially be impacted by the development. Those most notably impacted will be those positioned along the waterfront, overlooking the redevelopment project. Table 15 below provides a list of identified shops and services.

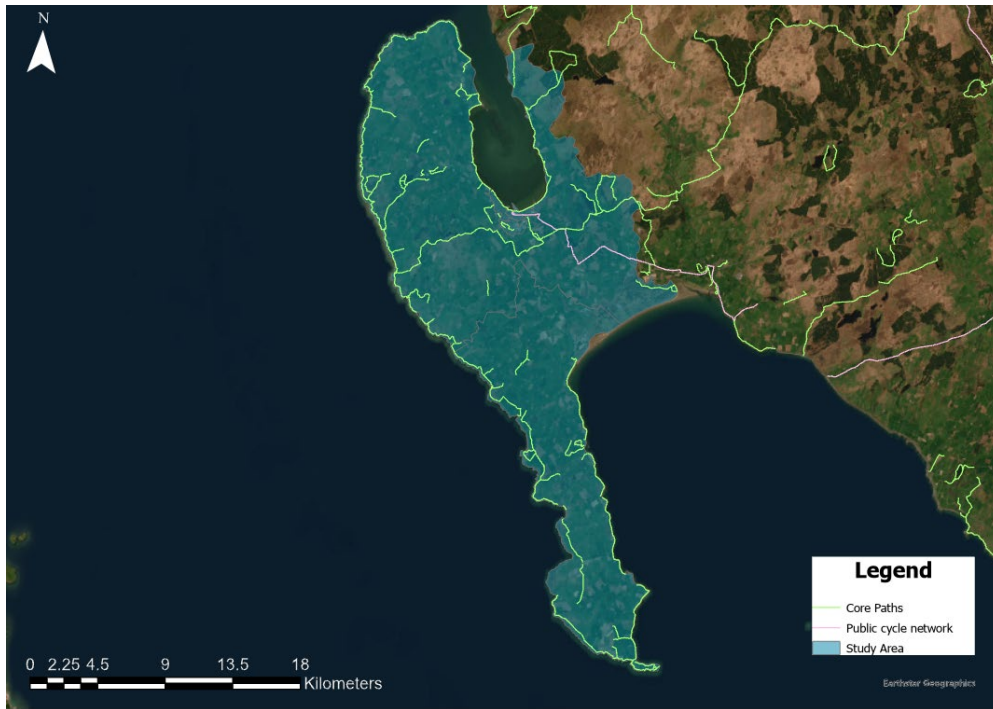
Table 15: Stranraer Waterfront Local Shops & Services

Location	Name	Use	Distance - approx.
Stranraer Waterfront	Craighelder Hotel	Hotel	<1km
	North West Castle Hotel	Hotel	<1km
	Stranraer Police Station	Police Station	<1km
	Solo Petroleum	Petrol Station	<1km
	Tesco	Supermarket	<1km
	Ulsterbus	Bus Depot	<1km
	Custom House	Public House	<1km
	Stranraer Skills Station	Care Provider	<1km
	St. Johns Episcopal Church	Church	<1km
	Burns House	Office Complex	<1km
	Sunkai	Restaurant	<1km
	Harbour Guest House	Guest House	<1km
	Quay Head View Aparthotel	Hotel	<1km
	Commercial Inn	Public House	<1km
	Harbour Lights Guest House	Guest House	<1km
	Lakeview Guest House	Guest House	<1km
	Dunhaven Guest House	Guest House	<1km
	Neptune Rest	Guest House	<1km
	Lochview Guest House	Guest House	<1km
	Dunns Stores	General Store	<1km
	Simpson W & Son	Bakery	<1km
	The Swan Inn	Public House	<1km
	Gardens of Friendship	Public Garden	<1km
	Port Rodie Car Park	Car Park	<1km
	Driftwood Restaurant	Restaurant	<1km
	Stranraer Water Sports Association	Sports Club	<1km
	Esteem Home Care Stranraer	Care Provider	<1km
	Stranraer Citizens Advice Bureau	Citizens Advice Bureau	<1km

Recreation

1.4.49 Figure 21 below identifies the core paths and public cycle network within the study area. It can be seen that there is a core path that runs adjacent to the shoreline and past Stranraer Marina. There is also a cycle route that enters Stranraer from the east.

Figure 21: Study Area Recreational Core Paths Map



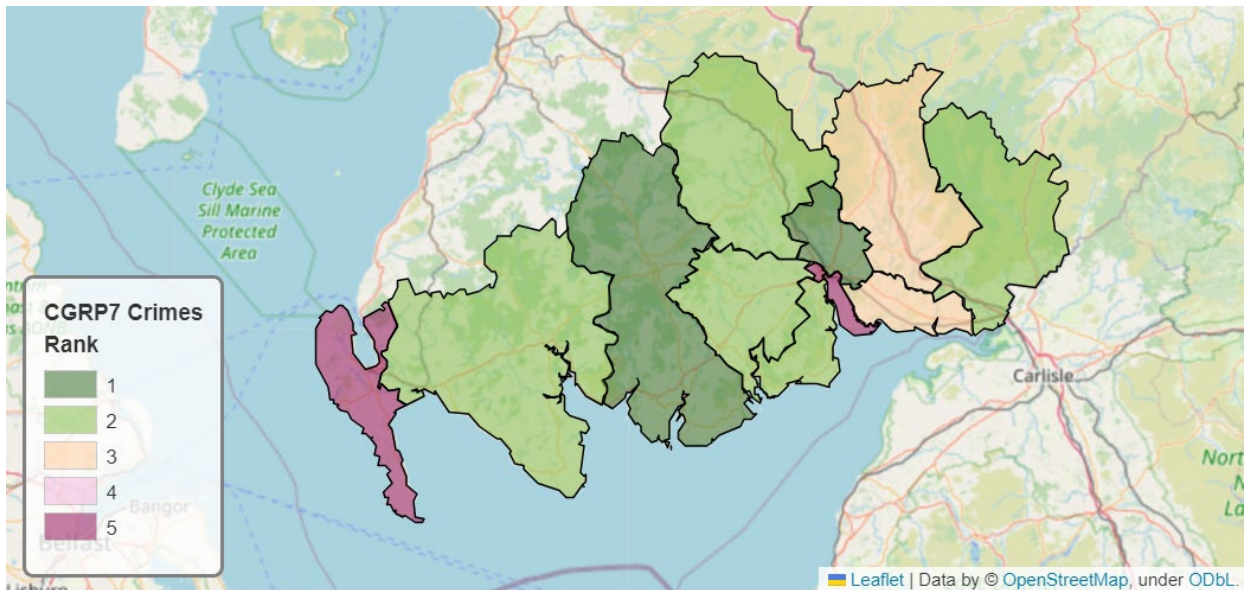
1.4.50 Other recreational facilities in Stranraer include Stranraer Water Sports Association’s Hub which is going through a £7m refurbishment and instrumental in Stranraer’s water based recreational activities and sports tourism. Activities include paddle sports, canoeing, sailing, powerboating and rowing. They also host a Kids Club during certain times of the year. Loch Ryan Sailing Club is located adjacent to the marina.

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

Crime & Safety

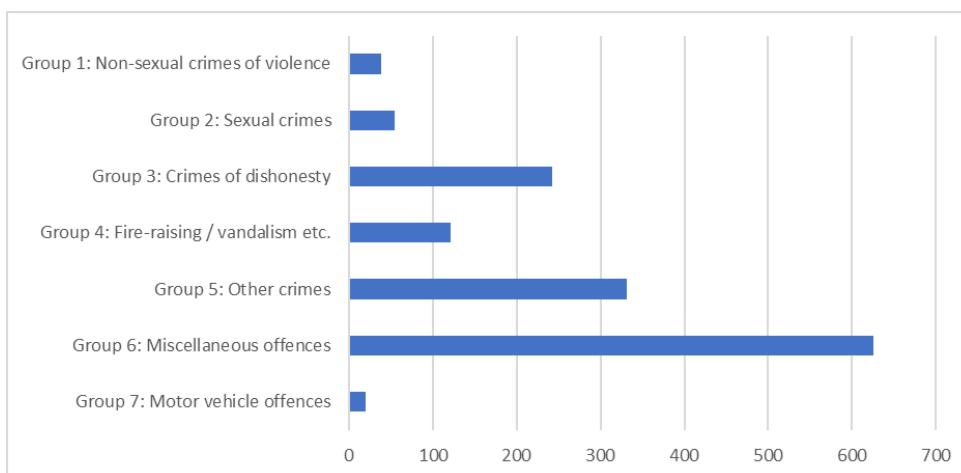
1.4.52 Scotland Police have produced data for Scottish crime by Electoral Ward, including crime rate per 1000 population. Recorded crime rates per 1000 population were calculated then ranked into 5 bands; dark green, Band 1 lowest rate per 1000; light green, band 2; light orange, band 3; light purple, band 4; deep purple, band 5 – the highest crime rate per 1000). Figure 22 below shows that Stranraer and the Rhins falls into band 5, indicating that, per 1000 people, the crime rate ranks within the highest band / band 5.

Figure 22: Study Area Crime Rank (2021)



1.4.53 Figure 23 below shows the type of crime committed in Stranraer and the Rhins in 2022. The vast majority of crime (43.7%) falls under ‘Group 7: Miscellaneous offences’ followed by ‘Group 5: Other Crimes’ (23.2%). ‘Group 4: Fire-raising / vandalism etc’ accounts for 8.4% of the total.

Figure 23: Stranraer and the Rhins Crime Types (2022)



Summary

Population

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

Demographics

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

Employment

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

Business

- 1.4.65 As of 2023, the study area has 525 businesses, with 88.6% being micro businesses (0-9 employees) and 13.3% small businesses (10-49 employees), representing a higher proportion of micro and small businesses compared to regional and national averages.

- 1.4.66 The Agriculture, fishing, and forestry industry is significant in the study area, accounting for 36.0% of all registered businesses, while the wholesale and retail trade, and construction sectors contribute 15.0% and 9.0%, respectively.

Earnings

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

Committing & Car Availability

- 1.4.69 In 2022, 34.1% of residents in the study area worked mainly at or from home, slightly higher than the national average of 31.6%.
- 1.4.70 The largest proportion of commuters travelled less than 2km to work (28.8%), significantly higher than the regional (16.7%) and national (8.6%) averages.
- 1.4.71 71.6% of workers (excluding those working from home) commuted by car or van, lower than the regional average of 74.2% but higher than the national average of 67.1%.
- 1.4.72 In 2022, 23.2% of households in the study area did not have a car or van, which is higher than the regional average of 19.8% but lower than the national average of 26.4%.

Deprivation

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

Education

- 1.4.74 In 2022, 19.2% of individuals in the study area had degree-level qualifications or above, which is lower than the regional (26.0%) and national (32.5%) averages, while 27.3% had no qualifications, higher than the regional (21.4%) and national (16.7%) averages.
- 1.4.75 A larger proportion of individuals in the study area studied mainly from home (18.5%) compared to the regional (17.1%) and national (18.4%) averages, with 9.4% traveling over 60km to their place of study, higher than the regional (3.8%) and national (1.1%) averages.
- 1.4.76 Stranraer town has six schools, including five primary schools and one secondary school, Stranraer Academy, which serves pupils from several feeder primary schools in the wider study area.
- 1.4.77 Two of the 21 data zones in the study area are within the top 10% most educationally deprived in Scotland, while five data zones are within the top 50% least deprived, with Stranraer West – 01 being the highest performing data zone.

Housing

- 1.4.78 In 2022, detached and semi-detached homes made up the majority of housing in the study area (32.9% and 32.2%, respectively), with a higher share than observed nationally.
- 1.4.79 The proportion of flats, maisonettes, and apartments in the study area (15.1%) is much lower than the national average (34.4%) but slightly higher than the regional average (13.6%).
- 1.4.80 A significant number of households in the study area were unoccupied and used as second residences or holiday homes (12.2%), with 44.6% of homes being detached, higher than regional (35.8%) and national (21.9%) averages.
- 1.4.81 In 2014, The Stranraer Marina HMA has the third most affordable housing ratio out of seven, both in the median (4.98) and lower quartile (6.5).
- 1.4.82 The Stranraer Marina HMA had the third most affordable housing ratio out of seven, with a median ratio of 4.98, which is lower than Scotland's median housing affordability cost ratio of 5.2 in 2022.

Crime

- 1.4.83 Stranraer has one of the highest crime rates in Dumfries and Galloway.

Tourism

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

Shops and Services

- 1.4.87 Stranraer has a variety of shops and services in close proximity to the Waterfront. There is a large Tesco super market, with other smaller retail stores on the High Street such as Subway or Fig and Olive. There is a limited number of restaurants, however there are f&b options on the High Street. There are a number of accommodation services some of which have food and drink options for the public such as 'The Arkhouse Inn'.

Recreation

- 1.4.88 Stranraer has a variety of recreation offers in close proximity to the Waterfront, notably the Stranraer Watersports Association and a number of PRow and Cycle Paths.

2 STAKEHOLDER ENGAGEMENT

2.1.1 The baseline research has been deepened by a process of stakeholder engagement which goes beyond desktop research to understand the lived experience of residents, employee, community groups and business owners within Stranraer.

2.1.2 A survey was created and led an event themed on socio-economics impacts. The below will discuss their findings.

2.2 Socio-Economic Survey Results

2.2.1 A digital/online survey was created by RPS, and published by Dumfries and Galloway via Microsoft Teams on 25th March 2025. This was designed to capture the views of the community, including those who were unable to attend the consultation event. At the close of the survey there were 49 responses.

Location of Respondents

2.2.2 Of those respondents, 29 (59%) lived in Stranraer and 19 (39%) worked in Stranraer.

Housing Tenure

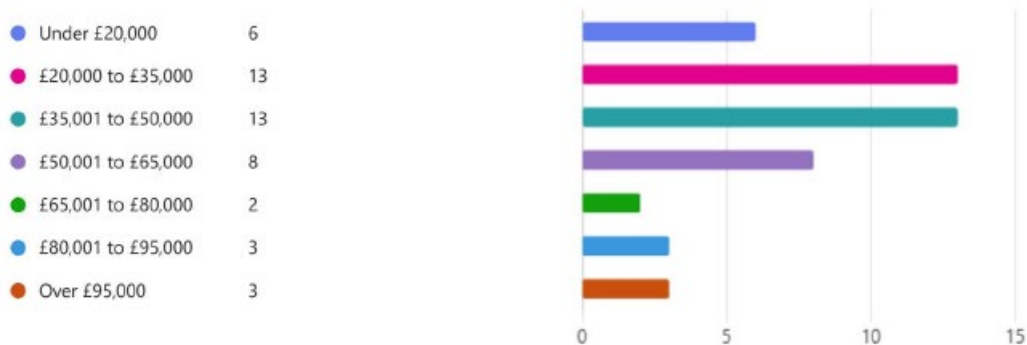
2.2.3 The majority 40 (82%) of respondents own their homes compared to only 9 (18%) who rent their home.

Respondent Demographic Profile

2.2.4 The majority of respondents were aged 46 to 60 (33%), closely followed by those 61 to 75 (31%). There was only 4 respondents aged 17 to 30 (8%).

2.2.5 When assessing Household incomes, Figure 24 shows that 13 (27%) of households earn between £20,000 to £35,000 which is the same proportion for households between £35,001 to £50,000.

Figure 24: Household Incomes



2.2.6 Of those who rent (9), the majority (60%) earn less than £35,000, which shows that those who rent have a lower household income and therefore an lower discretionary income.

2.2.7 The majority (32.6%) of respondents' highest level of education is a 'Highers (college/sixth form)'.

Stranraer Marina Expansion Impact on Local Business & Economy

2.2.8 The below is a summary of key themes from respondents' answers, when asked what affect the Stranraer Marina Expansion project would have on local businesses and the economy:

1. *Economic Impact:*

- **Positive:** Many responses highlight the potential for increased tourism, which could boost local businesses, create jobs, and improve the economy.
- **Negative:** Some concerns about adverse effects on existing businesses, particularly if overnight parking by motorhomes is allowed.

2. *Community Benefits:*

- **Improvement:** Expectation of significant improvements in job opportunities, footfall, and attracting new businesses.
- **Local Use:** Emphasis on the need for the project to offer benefits to the local community, not just visitors.

3. *Tourism and Business Opportunities:*

- **Increased Footfall:** Bringing more people to the area, which would benefit local shops, cafes, and accommodations.
- **New Businesses:** Hope for new businesses and associated jobs, leading to boosts for existing local businesses.

4. *Concerns and Challenges:*

- **Disruption:** Some disruption during construction, but long-term benefits expected.
- **Community Perception:** Concerns that the marina might be perceived as catering only to wealthy people, and not offering enough to the local community.

5. *Overall Sentiment:*

- **Optimistic:** Many responses are hopeful that the project will bring positive changes, improve business opportunities, and make the area more attractive.
- **Sceptical:** A few responses express scepticism about the project's impact, citing issues like economic investment and development needs.

Employment and Business Profiles

2.2.9 The majority of respondents work full time (51%), with 14% of respondents working part time. Of those who do not work, the main reason (13 respondents) is due to retirement.

2.2.10 When asked if respondents would be interested in construction related opportunities associated with the proposal only 4 respondents (8%) said yes – implying there may be difficulties with hiring a local construction workforce as part of the Stranraer Marina Expansion project.

2.2.11 The most common type of occupations are those who are self-employed, with businesses ranging from Shop owners, Logistics, Property Developer, Caravan Park owner etc.

2.2.12 There are also a significant number of those in the education and hospitality industry.

2.2.13 When asked what would be of greater benefit to the local community with the options of ‘Employment and Skills development’ or a ‘Non-resident workforce’ the majority (59%) of respondents said Employment and skills development, and 36.7% of respondents stated that both are equally beneficial.

Figure 25: What would be of greater benefit to the local community?



2.2.14 When asked what would be of greater benefit to the local community with the options of ‘Employment and Skills development’ or a ‘Non-resident workforce’ the majority (59%) of respondents said Employment and skills development, and 36.7% of respondents stated that both are equally beneficial.

2.2.15 When asked how do you think the Stranraer Marina Expansion will impact job opportunities, respondents shared the below themes:

1. *Short-term Construction Jobs:*

- **Positive:** Many responses expect an increase in construction jobs during the expansion phase.
- **Negative:** Concerns that these jobs might go to external agencies rather than local tradesmen.

2. *Long-term Job Opportunities:*

- **Tourism and Service Industry:** Potential for new jobs in tourism, hospitality, and marine services, such as cafes, restaurants, and marina operations.
- **Scepticism:** Some believe the long-term job creation will be minimal, with only a handful of new positions.

3. *Economic and Community Impact:*

- **Positive:** Hope that the expansion will attract more visitors, boosting local businesses and creating a variety of job opportunities.
- **Scepticism:** Doubts about the overall impact on job opportunities, with some viewing it as more about investing in the area's attractiveness rather than directly creating jobs.

4. *Local Employment and Training:*

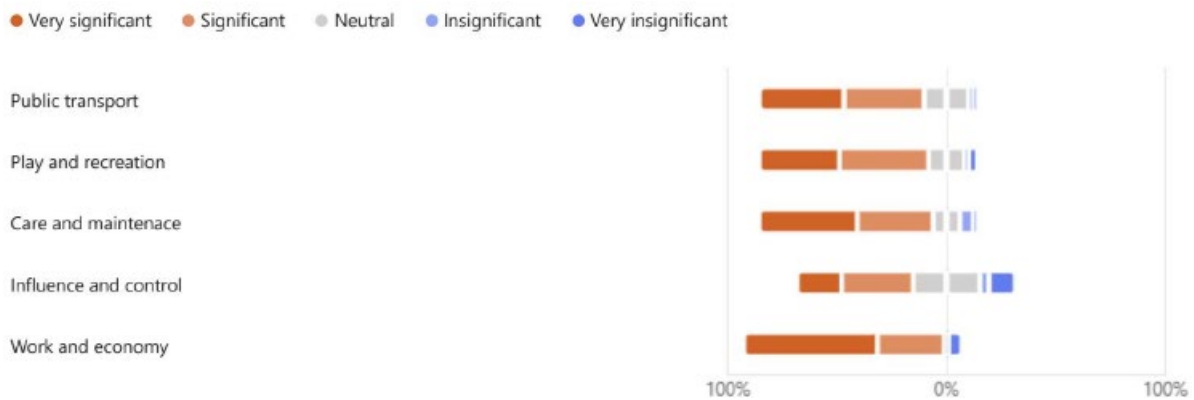
- **Positive:** Optimism that the project could create jobs for local people and offer apprenticeships.
- **Negative:** Concerns that without local hiring and training, the impact on job opportunities will be limited.

5. *Overall Sentiment:*

- **Optimistic:** Many responses are hopeful that the expansion will improve job opportunities and benefit the local economy.
- **Sceptical:** Some responses express doubts about the project's ability to create significant job opportunities, especially if local trades and businesses are not prioritized.

2.2.16 When asked to rank the significance of the top 5 themes residents were least happy about, the majority of respondents ranked 'Work and economy' as 'Very Significant', which shows concerns about economic livelihood are important issues for Stranraer residents

Figure 26: Significance Rank for Top 5 least happy themes according to 'All Rise on the Tide – A Place Plan for Stranraer' (2023)



2.2.17 When asked to justify their responses, the respondent's answers were focussed on:

1. **Economic Growth and Employment:** Many comments emphasize the importance of economic growth and creating jobs to improve the overall prosperity of Stranraer. The economy is seen as a driving force that impacts all other areas, including infrastructure and quality of life.
2. **Public Transport and Infrastructure:** There is a strong focus on the need for better public transport and infrastructure. Improved transport links are considered essential for accessing education, employment, and healthcare, as well as for attracting visitors and investment to the area.
3. **Community and Youth Activities:** The need for more activities and facilities for young people is highlighted. Providing recreational options and engaging the community are seen as crucial for improving the quality of life and retaining young residents in Stranraer.

2.2.2 Visitor Economy Respondents

2.2.1 Out of the 49 respondents, 8 work or operate a Visitor Economy Business e.g. accommodation providers, food and beverage services, tour/activity services, transportation services.

Temporary Construction Workers' Accommodation

2.2.2 Of those, two were accommodation providers and only one would be willing to accommodate construction workers but *“only during the off season”*, the other was not willing due to concerns other *“wear and tear”*.

2.2.3 Temporary accommodation for construction workers will need to be explored as part of the Stranraer Marina Expansion Proposal.

Accommodation Occupancy

2.2.4 The survey asked accommodation providers to describe occupancy rates. One provider said during the summer months it is a maximum of 50% - except during larger local events such as the Oyster Festival. The other provider had higher occupancy rates during summer of around 95% to 100%, and 80% to 85% during the rest of the year.

Food and Beverage Provider Support

2.2.5 The survey asked Food and Beverage providers to describe how the Stranraer Marina Expansion can support them. There were two responses. One provider said *“By advertising visitors attractions which surround Stranraer. Examples: Port Logan Gardens, Mull of Galloway etc”*. The other said *“Greater footfall, increased spend by visitors, expansion of the current tourist season window, opportunities to diversify business to meet new needs”*.

Tour, Activity and Transportation Service Support

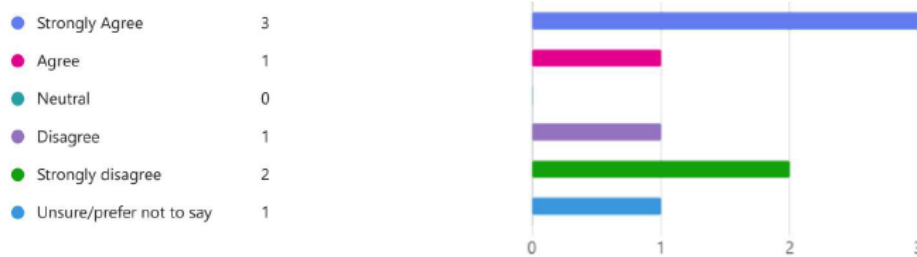
2.2.6 The survey asked tour/activity/transportation services to describe how the Stranraer Marina Expansion can support them. There were two responses. One service provider said *“It won't help in anyway and will be a blight on our natural beauty.”* The other service provider said the *“Marina development will help secure Stranraer's position as a first class visitor economy destination, delivering considerable new investment , support recent investments and will encourage funding for even more.”*

2.2.7 Figure 27 shows the extent to which the visitor economy respondents agree or disagree that the proposed “harbour, workspace, leisure, pedestrian accessibility improvements will help improve the visitor economy”. Out of the 8 respondents, 4 (50%) said they ‘strongly agree’ or ‘agree’, closely followed by 3 (37.5%) who ‘strongly disagree’ or ‘disagree’.

2.2.8 The justification shared by those who ‘strongly disagree’ pertained towards tourism decline illustrated due to the absence of the tourist information centre and accessibility issues.

Figure 27: Visitor Economy Improvement

Do you agree or disagree with the following statement: The proposed harbour, workspace, leisure, pedestrian accessibility improvements will help to improve the visitor economy of Stranraer Marina.



2.2.3 Marine Economy Respondents

Marine Uses

- 2.2.1 Out of the 49 respondents, 21 (43%) respondents use the Marine Environment e.g. fishermen, sailing, shipping companies, marine recreational activities.
- 2.2.2 There was a total of 27 uses selected (people could select multiple uses). The most common use of the marine environment was 'recreation activities' (41%), followed by 'fishing' (26%).

Figure 28: Marine Uses

How do you use the marine environment? (select all that apply).



Marine Proposal Suggestion

2.2.3 The 21 Marine users, they were asked how they would like to see the Stranraer Marina Expansion help them. The most common themes that came up in their responses were:

1. **Improved Launching Facilities:** Respondents emphasizing the need for better slipways, launch ramps, and breakwaters to enhance accessibility and safety.
2. **Comprehensive Boat Services:** Respondents highlighted the importance of having boat services, engineers, mechanics, and chandlers available.
3. **Enhanced Marina Facilities:** Respondents emphasised the need for expanded services such as casual berths, boat wash, showers, and overall development to match or exceed other marinas in Scotland.
4. **Food and Drink Options:** Respondents emphasised the need for good quality food and drink options for those spending time on the water.
5. **Environmental and Shoreline Improvements:** Respondents have suggested improvements to the shoreline and overall environmental conditions.

Marine Workshop Feedback

2.2.4 Marine users were asked for their feedback on what the newly proposed marine workshops should include. The most common themes are outlined below:

1. **Comprehensive Services:** Respondents mentioned multiple times, including boat repairs, servicing, spare parts, clothing, safety equipment, and spaces for DIY repairs.
2. **Accessibility and Inclusivity:** Respondents emphasized the need for facilities suitable for the general public, not just yacht owners.
3. **Chandlery and Marine Maintenance:** Highlighted the importance of having access to chandlers and marine engineers for maintenance and repairs.

2.2.4 Overall Proposal Feedback

2.2.1 When asked ‘How supportive of the overall proposal are you?’ 25 respondents (51%) said they were ‘very supportive’, whilst 14 were ‘supportive’ 29%. Therefore a total of 80% of respondents were either ‘very supportive’ or ‘supportive’. There were 10% of people who were ‘not supportive’.

Figure 29: Support Measurement of Overall Proposal



2.2.2 When asked to justify their answer, of those who were ‘very supportive’ or ‘supportive’ the most common themes were:

1. **Economic Benefits:** Investment in Stranraer is seen as a positive move that will create jobs, boost the local economy, and attract boat users and tourists.
2. **Community Revitalization:** Enhancing the waterfront and marina will bring life, excitement, and color back to Stranraer, helping to uplift the town and improve facilities.
3. **Utilizing Local Assets:** Loch Ryan is viewed as a valuable asset that, if utilized correctly, could transform Stranraer into a bustling tourist destination similar to seaside towns in England.
4. **Regeneration and Growth:** The marina is considered a catalyst for the town's regeneration, providing opportunities for residents and increasing footfall, which will benefit local businesses over time.

2.2.3 When asked to justify their answer, of those who were ‘not supportive’ or ‘somewhat supportive’ the most common themes were:

1. **Location Concerns:** You believe the boatyard, boat lift, and proposed units should be relocated to the former lorry parks at Ross Pier for better suitability.
2. **Purpose of Stranraer Harbour:** There is a sentiment that the harbour was built for transport rather than recreational use by tourists.
3. **Council Decisions:** Frustration with council decisions that may not align with the desires of Stranraer residents.
4. **Economic Viability:** Concerns about the economic feasibility and design of the current plan, suggesting that the money could be better spent.
5. **Lack of Expertise:** Difficulty in fully supporting the proposal due to a lack of qualifications or experience to understand the full benefits or potential issues.

2.2.5 Overall Concerns

When asked if there were any concerns that respondents had not communicated throughout the survey, the main themes of the concerns mentioned were:

1. **Careful Planning and Aesthetics:** Emphasizing the need for thoughtful development that enhances the town's beauty and considers future needs.
2. **Community Involvement and Inclusivity:** Stressing the importance of listening to local boat users, creating facilities that benefit everyone, and ensuring the project meets community needs.
3. **Infrastructure and Safety Concerns:** Highlighting issues with the current infrastructure, such as the lack of breakwater and poor slipway provision, and ensuring the marina is well-protected against harsh weather.
4. **Economic and Job Creation:** Concerns about job creation for maintenance, the economic viability of the project, and the need for affordable berths for local small craft owners.

2.3 Stakeholder Engagement Event

- 2.3.1 A one-day socio-economic stakeholder consultation event was held on Thursday, 24th April 2025, at the Stranraer Millennium Centre. The event aimed to engage stakeholders and understand key socio-economic constraints related to the proposed development. It was held alongside the Statutory Marine Licensing Planning and Marine Public Consultation event, allowing attendees to easily participate in both events.
- 2.3.2 The socio-economic engagement event was designed to gather input from various stakeholders through three separate sessions: early afternoon, mid-afternoon, and evening. Each session included a project introduction and workshops tailored to different sectors, such as residents and community groups, visitor economy, marine economy, and retail economy. This format ensured flexibility for attendees and maximized stakeholder engagement.
- 2.3.3 To increase participation, a variety of organizations were invited and flyers were distributed to key location in Stranraer prior to the event. This proactive approach aimed to ensure broad stakeholder involvement and gather diverse perspectives on the socio-economic impacts of the project.
- 2.3.4 A variety of event activities were held such as:
- **Group Discussions:** Facilitated group discussions allowed participants to articulate their views, discuss socio-economic issues, and prioritize outcomes.
 - **Workshops:** Focused group exercises gathered stakeholder perceptions on the significance of potential impacts and opportunities.
 - **Worksheets:** Ranking exercises and SWOT mood boards helped identify opportunities, issues, and benefits of the proposed development.
 - **Maps & Baseline Printouts:** Laminated design maps and survey responses were used as conversation starters, with attendees encouraged to provide feedback.
 - **Sentiment Emotion Voting:** Attendees voted on their sentiments regarding the proposed development.
 - **Survey:** Weblinks and QR codes were available for attendees to access and complete the survey.

Figure 30: Event Flyer posted in Stranraer Community Building

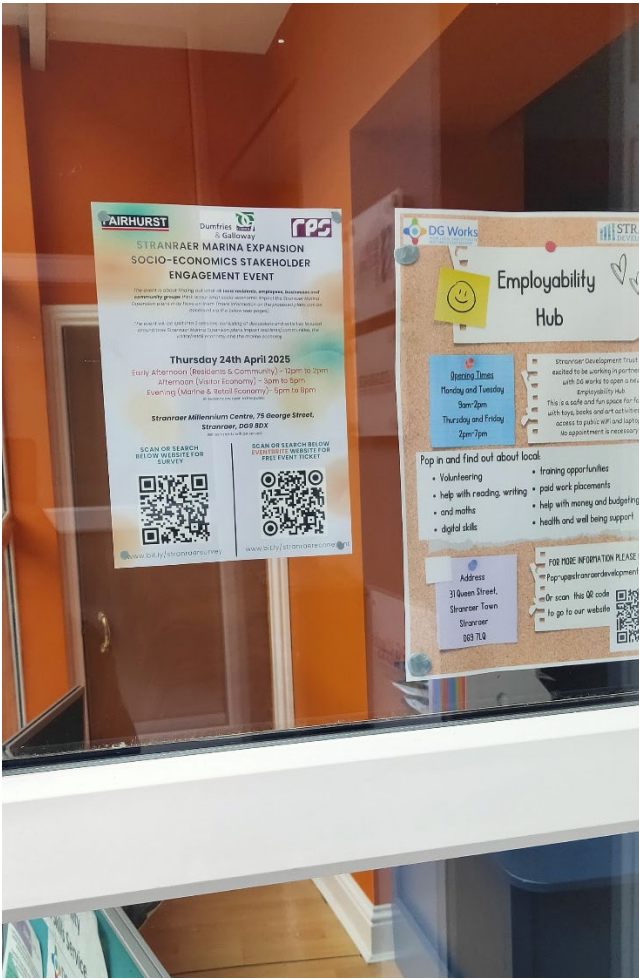


Figure 31: Stakeholder Engagement Event Photo



2.3.1.2 Event Discussion Feedback

2.3.2 Construction Phase

2.3.1 The below is feedback taken from discussions from the socio-economic engagement event.

Benefits:

- **Job Creation:** Opportunities for local contractors and apprenticeships, enhancing local employment.
- **Skills Development:** Employment and skills plans to build local capacity, including funding for education with schools and universities.

Opportunities:

- **Local Business Involvement:** Scope for local suppliers and businesses to participate in the project, with potential for capacity building to help smaller businesses engage in procurement opportunities.
- **Community Engagement:** Inclusive consultation processes to ensure community involvement and support for the project.

Threats:

- **Accommodation Shortages:** Risk of construction workers taking up rental accommodations, affecting availability for residents, especially during peak season events.
- **Impact on Vulnerable Groups:** Lack of temporary accommodation impacting vulnerable groups, such as women fleeing domestic violence.

2.3.3 Operation Phase

Benefits:

- **Economic Growth:** Increased berths and marina facilities attracting visitors and boosting local businesses, including peripheral economic opportunities such as boat builders, marine engineering, and tourism.
- **Community Revitalization:** Enhanced waterfront and marina facilities improving the town's appeal and providing reasons for people to visit Stranraer.

Opportunities:

- **Business Development:** Potential for new businesses, including food and beverage spaces, boat maintenance, and tourism-related services. Hosting smaller cruise ships and developing related business packages.
- **Long-term Berths:** Opportunities for long-term residence of berths, leading to more local business for boat maintenance and increased local community involvement.
- **Watersports Association:** Expansion of activities and stronger partnerships, contributing to marine skill development and employment opportunities.

Threats:

- **Infrastructure and Safety:** Concerns about the lack of breakwater and poor slipway provision, and ensuring the marina is well-protected against harsh weather.
- **Economic Viability:** Worries about higher berthing charges and the need for affordable berths for local small craft owners.
- **Social Challenges:** Potential resistance to change and existing social issues, such as drug use.
- **Residents Workshop**

Key Points:

- **Inclusive Consultation:** Need for more accessible consultation processes to ensure community involvement.

- **Community Events:** Importance of community events for placemaking and revitalizing Stranraer.
- **Watersports Association:** Championing the Watersports Association's activities and expanding their impact through refurbishments and international events.
- **Employment Opportunities:** Retaining young locals through job creation and engaging with local hotels.
- **Connectivity:** Linking the town center to the marina complex to enhance accessibility and integration.

Benefits:

- **Economic Improvements:** Increased berths and marina facilities providing opportunities for Stranraer, including more local infrastructure for boat maintenance.
- **Community Involvement:** Opportunities for local contractors and businesses to participate in the development.

Opportunities:

- **Commercial Spaces:** Provision of food and beverage spaces, such as restaurants, to create a thriving harbour community.
- **Local Seafood:** Opportunities to purchase locally caught seafood and provide work areas for fishermen, encouraging fishing in the area.
- **Infrastructure Development:** Potential for vertical storage, boat drying steps, and clearing other slipways to enhance facilities.

Threats:

- **Economic Viability:** Concerns about higher berthing charges and the need for affordable berths for local small craft owners.
- **Balance Between Users:** Need to balance marine fishing storage with other marine users to avoid conflicts and ensure a pleasant environment.

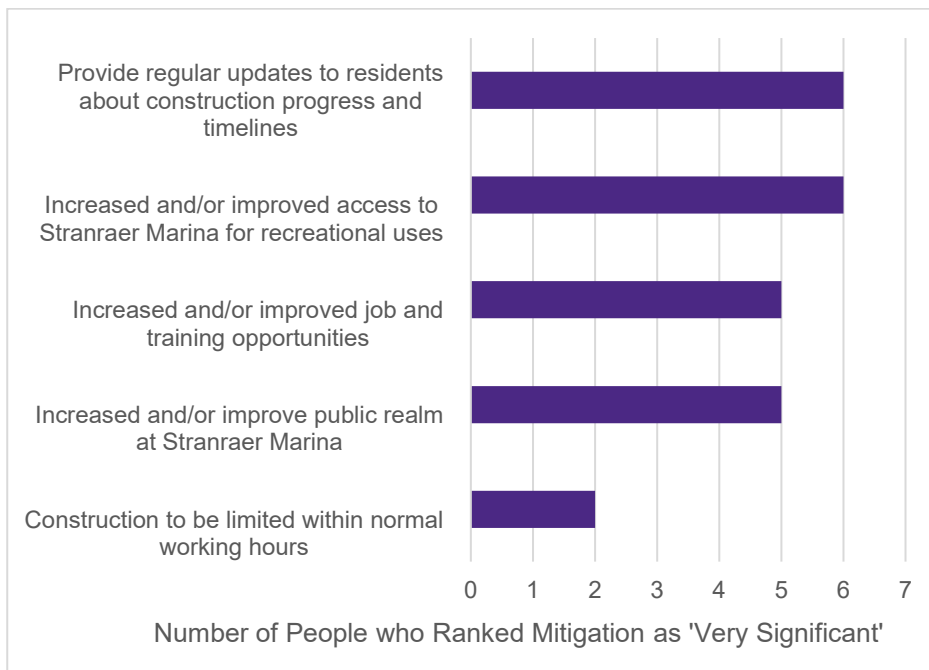
2.3.3.1 Event Worksheet Feedback

2.3.1 To increase participation, RPS reached out to a variety of organizations and distributed flyers in Stranraer prior to the event. This proactive approach aimed to ensure broad stakeholder involvement and gather diverse perspectives on the socio-economic impacts of the project.

2.3.3.1.2 Residents Worksheets

2.3.1 Residents were given four mitigation/impacts on worksheets and asked to describe their Significance.

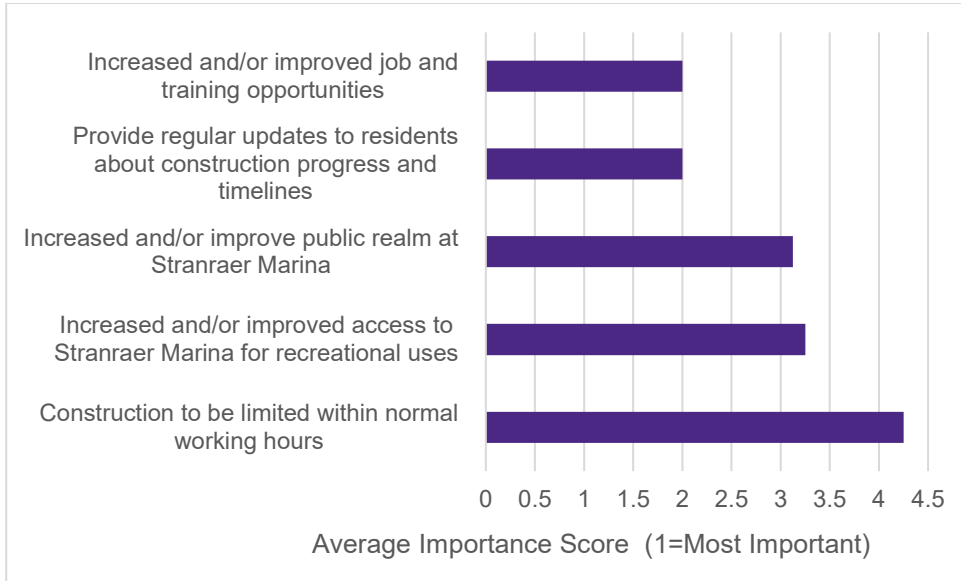
Figure 32: Frequency of Resident 'Very Significant' Mitigation Measures



2.3.2 As can be seen in Figure 32 the mitigation measures *'Increased and/or improved access to Stranraer Marina for recreational uses'* and *'Provide regular updates to residents about construction progress and timelines'* were the ones most frequently rated as 'Very Significant' by residents.

2.3.3 Residents were then asked to rank the importance these same mitigation measures relative to each other, with a score of '1' being the most important and a '5' being the least important.

Figure 33: Average Resident Importance Scores of Mitigation Measures

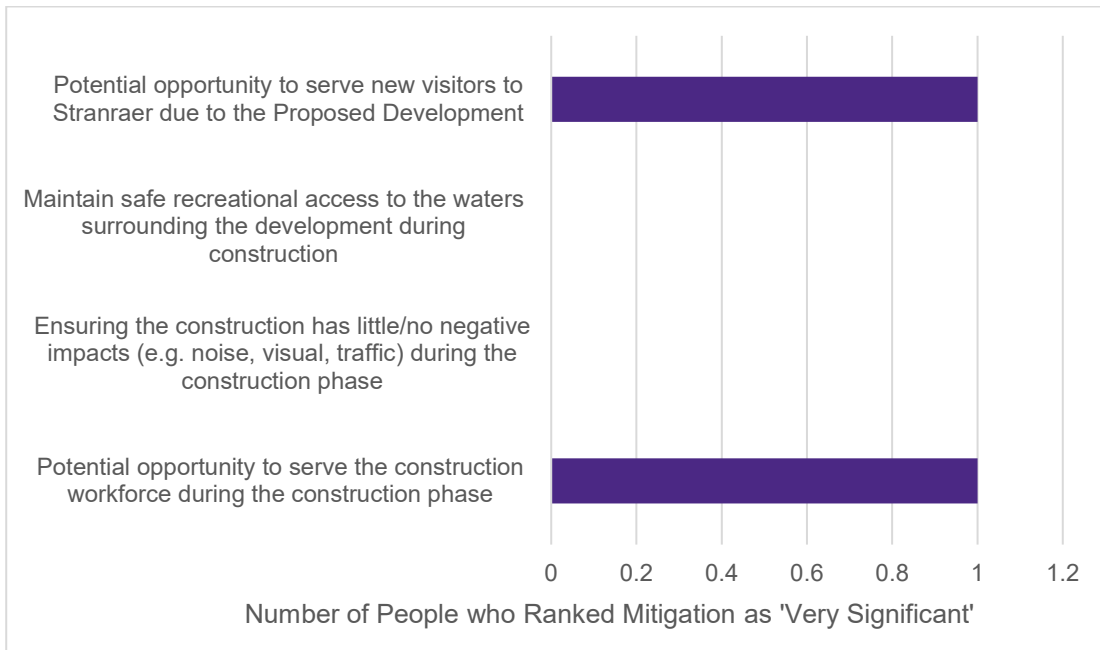


2.3.4 As can be seen in Figure 33 the mitigation measures ranked the most important were ‘Provide regular updates to residents about construction progress and timelines’ and ‘Increased and/or improved job and training opportunities’.

2.3.3.1.3 Visitor Economy Operators Worksheets

2.3.1 Visitor Economy operators were given four mitigation/impacts on worksheets and asked to describe their Significance.

Figure 34: Frequency of Visitor Economy Operators ‘Very Significant’ Mitigation Measures

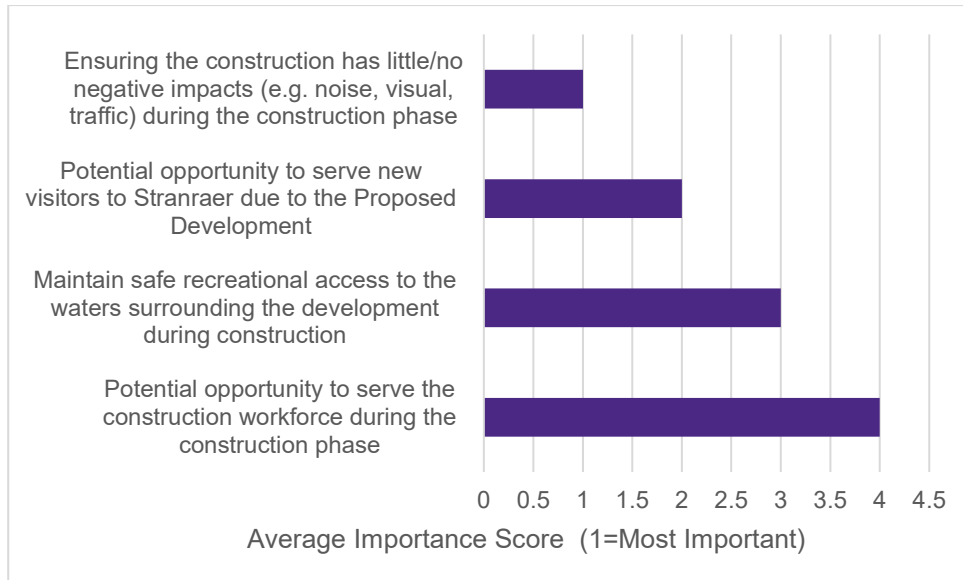


2.3.2 As can be seen in Figure 34 the mitigation measures ‘Potential opportunity to serve the construction workforce during the construction phase’ and ‘Potential opportunity to serve new visitors to Stranraer due to the Proposed Development’ were the ones most frequently rated as ‘Very

Significant' by Visitor Economy operators. It should be noted that there were only two tourism economy operators who completed the worksheet.

2.3.3 Visitor Economy operators were then asked to rank the importance these same mitigation measures relative to each other, with a score of '1' being the most important and a '5' being the least important.

Figure 35: Average Visitor Economy Operators Importance Scores of Mitigation Measures

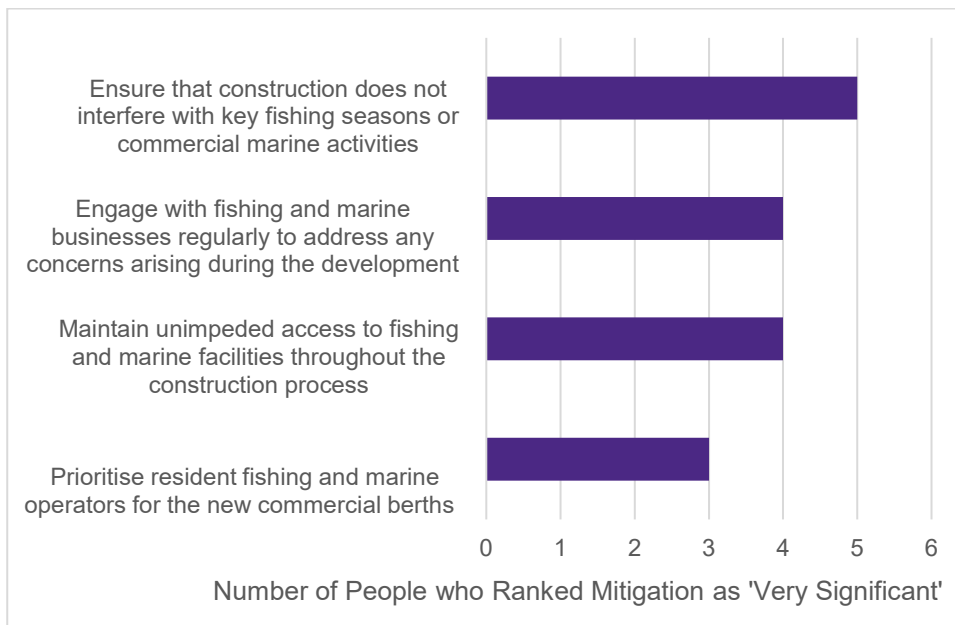


2.3.4 As can be seen in Figure 35 the mitigation measures ranked the most important was 'Ensuring the construction has little/no negative impacts (e.g. noise, visual, traffic) during the construction phase'.

2.3.3.1.4 Marine Economy Operators Worksheets

2.3.1 Marine Economy operators were given four mitigation/impacts on worksheets and asked to describe their Significance.

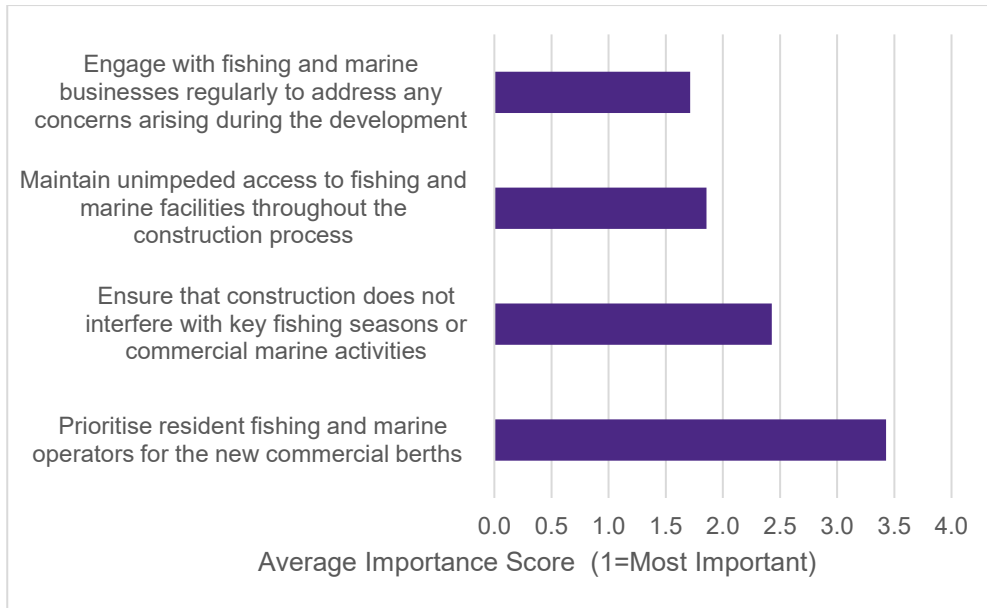
Figure 36: Frequency of Marine Economy Operators 'Very Significant' Mitigation Measures



2.3.2 As can be seen in Figure 36 the mitigation measure *‘Ensure that construction does not interfere with key fishing seasons or commercial marine activities’* was the one most frequently rated as ‘Very Significant’ by residents.

2.3.3 Marine Economy operators were then asked to rank the importance these same mitigation measures relative to each other, with a score of ‘1’ being the most important and a ‘5’ being the least important.

Figure 37: Average Marine Economy Operators Importance Scores of Mitigation Measures



2.3.4 As can be seen in Figure 37 the mitigation measures ranked the most important was *‘Engage with fishing and marine businesses regularly to address any concerns arising during the development’*

2.4 Key Socio-Economic Constraints

2.4.1 Based on the data derived from the socio-economic survey and the socio-economic stakeholder engagement event (discussions and worksheets), the below key socio-economic constraints have been considered across both the construction and operation phase.

2.4.1.1.2 Construction Phase Constraints:

1. **Infrastructure and Safety Concerns:** Issues with the current infrastructure, such as the lack of breakwater and poor slipway provision, need to be addressed to ensure the marina is well-protected against harsh weather.
2. **Accommodation Shortages:** The risk of construction workers taking up rental accommodations, affecting availability for residents, especially during peak season events.
3. **Impact on Vulnerable Groups:** Lack of temporary accommodation impacting vulnerable groups, such as women fleeing domestic violence.
4. **Community Involvement:** Ensuring inclusive consultation processes to maintain community support and involvement throughout the construction phase.
5. **Economic Viability:** Concerns about the economic viability of the project and the need for affordable berths for local small craft owners.

2.4.1.1.3 Operation Phase Constraints:

1. **Economic Viability:** Worries about higher berthing charges and the need for affordable berths for local small craft owners.
 2. **Infrastructure and Safety:** Ongoing concerns about the lack of breakwater and poor slipway provision, ensuring the marina remains well-protected against harsh weather.
 3. **Social Challenges:** Potential resistance to change and existing social issues, such as drug use, that could impact the success of the project.
 4. **Balance Between Users:** The need to balance marine fishing storage with other marine users to avoid conflicts and ensure a pleasant environment.
 5. **Community Involvement:** Maintaining community engagement and support through inclusive consultation processes and community events.
- 2.4.1 These constraints highlight the importance of careful planning, community involvement, and addressing infrastructure and safety concerns to ensure the project's success during both phases. They will be selectively considered during the full socio-economic ES chapter production.