

IC Comments 28.8.20 in red **Further commentary 170920 + 16.10.20 in blue**

**BORDERLANDS – STRANRAER MARINA – OUTLINE BUSINESS CASE (OBC)v 1.
SCOTTISH GOVERNMENT FEEDBACK.**

Background

The outline business case has been shared widely across the appropriate Scottish Government policy contacts and with key external stakeholders. This is with the purpose of seeking their views on whether the OBC has provided sufficient information to satisfy that all aspects of the proposed project have been fully considered, and it aligns with SG's priorities including Inclusive Growth. In addition does it offer value for money, is it innovative and transformational, are the proposed outputs sensible and deliverable and the projected impacts valuable and achievable within the timeframe proposed.

General comments

There is general support across SG for this project and the benefits it can bring to Stranraer and the South of Scotland area. Support for the expansion of the Marina, and in particular the wider benefits it will bring to Stranraer town centre in terms of new economic opportunities, job creation and increased footfall. The aim to connect the harbour/marina with the town centre is welcome.

In particular Historic Environment Scotland (HES) have commented that

not only will the Marina Expansion promote additional investment in the regeneration of Stranraer, but we note that the proposal also seeks to build on the marine heritage of the area. Specifically, we support the two identified outcomes to developing the tourism offer and extending the season and re-establishing a latent heritage offering.

For our historic environment interests, the marina forms part of the Stranraer conservation area boundary to the north. At this stage we do not consider the projects proposals raise issues of national significance for our statutory interests. The works do not involve demolition, and the two nearest category A listed buildings would not be impacted by the proposals. The proposed works, which will create a more functional marina for the town, intend to maximise the use of the waterfront. We welcome the principle of these works.

Within the wider town context of Stranraer, the proposals are positive and have the potential to enhance the conservation area and setting of the recently restored category C listed former harbour office. While there are new parking lots proposed, the centre of new marina will create a new focus at the end of Princes Street, Queen Street, and King Street, and hopefully provide a much needed connection between the harbour with the town.

However, the OBC could be improved if, especially the strategic case, could be condensed to provide a more coherent joined up narrative illustrating the significant impact this project could have in addressing the challenges Stranraer faces, which should be clearly articulated. The document should be checked for unnecessary repetition. More work to be done on OBC for this Text reviewed and condensed.

Detailed comments on each section of the OBC are provided below. In summary, however, there are several key areas of the OBC that require to be strengthened and explored further. It is important these are addresses and reflected in the next iteration of the OBC:

As discussed, a clearer analysis of Stranraer's challenges and how the marina will address these Noted and to be addressed (done); demonstrating how potential environmental challenges and obstacles have been considered and will be addressed detail is for FBC text added 5.3.3, commercial viability and sustainability of the facility Background work done, explanatory text can be reviewed

text added 4.2, 4.6, 3.3.3 and appendix 3.3.3 including impact of COVID / Brexit no data available – sensitivity analysis available, see note below Text added 2.8.1, 2.8.2 & 2.9 and potential for private sector buy in Marina Consultant advice could be clarified for OBC text added 4.6; a more compelling case for the development of the area as a destination and the “pull” of surrounding area more work needed to address. Text added end S.1.1.3

Covid / Brexit impact – various factors:

- No data on impacts yet available but could start to emerge by FBC stage.
- Viability impact – sensitivity analysis has been undertaken for various scenarios with variations to costs and revenues, this could be linked to Covid / Brexit scenario planning
- Timescale – projected site start early 2022 and operational availability 2023, Covid / Brexit issues should have eased by then
- Costs – will be clarified at tender stage, again when Covid / Brexit issues should have eased, meanwhile 30% optimism bias included in OBC
- Lesser impact of Covid on sailing which has inherent social distancing

Above can be factored into OBC revisals (done)

Extra Covid / Brexit text added Exec summary (xi), + sections 2.8.1, 2.8.2 & 2.9

Points to be addressed in the next iteration of the OBC:

(1) Strategic

- The proposal refers to visitor numbers in 2013/14, is there any more up to date data available that would evidence the impact this project could have on tourism in the area? To be researched for revised OBC (had been requested from Visit Scotland) Updated statistics received from Visit Scotland and added 1.1.3.5
- Reference is made to tourism development/ cruise stopping- it would be helpful to have sight of the potential radius of engagement from landings and other tourism initiatives/ existing destinations which might benefit and potential constraints (e.g. - is Culzean castle a target- is travel time/distance excessive?) No data on this – would need specialist analysis and/or input from Visit Scotland Visit Scotland provided input and text added 1.1.3.5
- The proposal makes reference to CV-19 and the lack on data available at the moment. However, more consideration is required and analysis throughout the proposal on the impact of CV-19 and Brexit e.g.
 1. Has this been considered in the design e.g. ratio of showers to berths? FBC (but The Yacht Harbour Association Guidelines likely to apply)
 2. Variations in overseas visitors/evidence for dedicated superyacht berth? No data but could seek further comment/opinion for OBC. Data might emerge FBC stage? Additional feedback on superyacht activity received and text added 1.1.3.5
 3. Renewed interest in staycations. No data – specialist opinion/analysis needed and / or Visit Scotland input? But speculative? Data might emerge FBC stage? Additional input from Visit Scotland, some comments added with Covid commentary 2.8.1
- The OBC proposes an increase from 70 to 223 berths citing a waiting list (not quantified/evidenced). Can confirm from Ports team for OBC update List was quantified but 1.2.2 now amended with updated information from Ports team Comparable large marinas accessing Clyde/North channel waters include Bangor (560 berths, proximity to Belfast) and kip (600 berths, proximity to Greater Glasgow). As yachting is concentrated in a higher socio-economic demographic which is underrepresented in D&G and locality, development of the business case should address this targeting and to what extent it needs to draw business/ demographics from existing comparator/competitor sites. Not sure how relevant comments

about Kip and Bangor are but further explanatory comment can be added to OBC. More explanation about inclusive access to watersports added 1.2.5.1. No further messaging re higher socio-economic demographic to avoid implying that the marina project is for “posh folk”, which is not the case.

- On potential as a major sail/watersports training asset, greater detail on value at UK/Scottish/regional level would be helpful, including potential annual baseline use by Sail Training Association, Marine Society/Sea cadets/ scouts, DofE etc. (including potential shorebased facilities/ accommodation needs). Needs further analysis and specialist input. SWSA might have done some of this work? Discussed SWSA, more explanation about inclusive access to watersports added 1.2.5.1.
- On waterspace and deconfliction, further development of the business case should address potential issues with commercial traffic from Cairnryan, potential traffic from a redeveloped East Pier, commercial traffic in the north channel and RN operations and training in Clyde estuary (particularly submarines – historic issues/concerns). Should be no issues, comment from Ports team might help. FBC? Ports team confirm no significant risks expected, Loch Ryan less busy than other areas, comment added to risk register item 18.
- The wider vision for Stranraer and Loch Ryan becoming a marine leisure destination is based on the successful development of the Marina and East Pier. The situation with the East Pier is not very clear within the OBC. The future of that project isn't clear in the document and is not within scope / control of DGC. East pier out of scope for this project. Text added to 1.2.4 to confirm
- Throughout the business case there has been several references to the enhancing factor of DGC working with Stranraer Water sports Association to bring competitions to the area and to enhance the profile of Water Sports. Other projects in Stranraer being supported by DGC include a new training and regatta facility being promoted by Stranraer Water Sports Association. However, given the key role of this local stakeholder (rather than the national level RYA, also cited) the OBC does not appear to set out clearly what due diligence has been undertaken to identify how sustainable the association is a long-term partner in the development. It most likely is, but in terms of a pipeline of volunteers committed to work with an asset over a minimum life span of 15 years until a profit is returned, there should be some assurances given. Not clear on 15 year comment. Can add to background on SWSA for OBC. Text added to 1.2.5.1 referring to SG assessment of RCGF application for SWSA
- ‘Creating an environment that will encourage **additional employment opportunities and higher level skills development**, to be complemented by additional training facilities in the town’. Could further detail be provided on how the marina will encourage higher skilled jobs and on the additional training facilities in the town and how they relate to the project. More work would be needed for this. Strategic intent at OBC stage, more details FBC? Text added 1.2.5.1
- The nature of community benefits, particularly with regard to training and skills, pathways into work etc will be critical, particularly with regards to apprenticeships and graduate opportunities to improve the work demographic and is an area which SOSE would strongly wish to engage with partners. Community engagement and buy-in will be critical to the success of the project in this area, and it is assumed that an extensive, well-structured and strongly resourced engagement project (potentially with external/ academic validation) will be developed. Noted but for procurement stage – no implications for OBC stage? Text added 1.2.5.1
- There are good statements throughout the document about the regeneration benefits for the Waterfront/Town Centre/ Town. It might provide greater impact to bring these together somewhere, within the next version, to underline the crucial importance and significance of these ‘wider benefits’ to the case for the Marina. Could be reviewed for OBC update Text added 1.1.4.4.2

- Pleased to see the link with wellbeing and benefits for the wider community. More thought should be given to public transport links, there is a focus on accommodating cars including electric charging points which is welcome. However, there is little mention of public transport and how this might benefit the wider rural communities. **Could add comments about proximity of train station and bus routes to OBC, but project not about wider public transport?** **Text added 1.2.4**
- There is reference to office space, further consideration could be given to the use of the buildings to support rural businesses and professionals, as mentioned in the main benefits 1.2.5.1 - either with option to use a shared space and make use of the enhanced connectivity. This would help with diversity as the plans seems to be heavily focused on tourism. Whilst this is an important sector, we need to ensure there's diversity in options, particularly during potentially quieter periods such as winter. The business case could be enhanced by considering options for making use of available space/buildings to the wider community and a variety of enterprises. **Comments not aligned to Destination Borderlands Project sits within the Destination Borderlands theme and so focuses on tourism. However, it may well be a catalyst for further development which would be out with the scope of this project. Text added to 1.2.4 para 3.**
- For the place making aspect of the project and to enhance the heritage character of the town, it has been recommended this is done also through a community engagement approach. The local community, especially the residents and businesses on Market Street, are well placed to scope out place making with the aim of achieving a satisfactory outcome for the locals as well as visitors, while positively maintaining the character of the conservation area. HES would be happy to be part of further discussions and advise their policy document Historic Environment Policy for Scotland, noting specifically HEP 5 & 6 could be of assistance. <https://www.historicenvironment.scot/advice-and-support/planning-and-guidance/historic-environment-policy-for-scotland-heps/> **Noted for FBC. Meanwhile relationship between Borderlands Destination and Place could be brought out more in OBC. Revised text in 5.2**
- It is noted that the proposed masterplan area is already allocated in the adopted Dumfries and Galloway Local Development Plan 2 (2019) for a mixed use development (Ref: STR.MU1). We therefore recommend that expertise is sought on these matters – especially in regards to potential impacts on underwater archaeology as well as the Stranraer Conservation Area and associated historic harbour infrastructure. Appropriate advice in these areas can also ensure that the project's benefits on the historic environment are maximised. **FBC Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**
- HES would welcome early engagement with the Project Team as part of the design development and EIA processes. As highlighted above, there may be some impact on underwater archaeology and we are well-positioned to ensure that wider historic environment benefits are maximised as part of the proposals. **FBC Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**

(2) Economic

- The EIA has been produced on the basis of the benefits of the construction expenditure (which is already included in the costs) – we would expect to see a more comprehensive appraisal of the benefits (e.g. visitor spend). It would also be helpful to see more detail of the appraisal that has been undertaken – unclear, for example, whether things like displacement and leakage have been considered? A cost benefits analysis should be undertaken for a project of this scale. **All done and can be evidenced for OBC update with further EKOS input EKOS report added as Appendix 2.1 + text added to 2.1**

- In reviewing the Green Book based options appraisal, it would be helpful to understand why the “do minimum” case proposes 253 berths whilst the “preferred option” proposes 223? On the investment cost, the preferred option cost at 5% greater than do minimum provides fewer berths, i.e. reduced income stream **not necessarily so – marina with overcapacity = empty berths**. **Explanatory text added 2.5** Looking at Net Present Social Cost and Value, the range across options appears quite small, i.e. NSPV ranges across do minimum’ to preferred from £32.6 - £35.7million i.e. <10%, NSPC ranges from £17.3 -£19.2million ie <11%, and the NSPV/NSPC ration variance is ca 6%. **Additional explanation can be added to OBC, but acknowledged figures not greatly divergent. Other qualitative factors as well. Explanatory text added 2.5 + 2.6**
- The OBC also references improvements in a number of outcomes relating to health, culture etc, but the metrics by which these improvements will be assessed are not stated and an indication of what baseline data will be used would be welcomed. **Needs further information and work Statement of intent added to 5.6**
- The variation in benefits between the studied options appears marginal, with FTE jobs assessed at 30 in all cases and construction jobs ranged from 170-190 i.e. variation of <12%. Further explanation is needed on the preferred option. **Additional explanation can be added to OBC, but acknowledged figures not greatly divergent. Other qualitative factors as well. New text added 2.5 + 2.6**
- Expand on the wider jobs impact this project will create and set out a clear and integrated strategy which will achieve this – retail, supply chain, accommodation etc. **Already reflected in Economic Impact Assessment. Additional explanation can be added to OBC with EKOS input. New text added 2.5**
- As highlighted above (Strategic Case), there may be some impact on underwater archaeology and we are well-positioned to ensure that wider historic environment benefits are maximised as part of the proposals. We (HES) would welcome early engagement with the Project Team as part of the design development and EIA processes. **FBC Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**
- Page 58, deals with the lease of seabed from Crown Estates Scotland and then accounting for income. Given the shift of revenues from CES to local authorities it is unclear whether receipt of lease income from DGC share of CES revenues will count as a form of self-financing for DGC. However, this is a technical accounting query perhaps to be expanded on under section 4.5 if this is a material issue for consideration. **Finance input needed for update to OBC Text added to 4.4**
- Operation of a Marina is an economic activity and therefore the State aid tests should be applied. It may be possible to adopt a risk based position that development of the Marina does not distort trade i.e. use of the marina will be predominantly by UK residents. See [Dutch Marina](#) Cases. A State aid assessment should be included in the OBC. **Relevance post Brexit?? Additional work needed to address this. State Aid no longer in Treasury Green Book Guidance?? Nevertheless text drafted for section 3.9, subject to SG State Aid unit input and verification. SG have sought guidance on State Aid implications internally for 7Stanes SOBC perhaps they could do so for this one too? Updated text in 3.9 reflects input from [redacted] of SG State Aid Team and has been confirmed by him as fully addressing the State Aid position.**

(3) Commercial

- The marketing plans need to be carefully thought out particularly around how these will be funded going forward and the target audience. This will need to be marketed as an all-year-round destination. **FBC + see text already in 3.3.3 Additional text added to section 3.3.3 with cross reference to market research and marketing reports now added as Appendix 3.3.3.**
- Would like to see commitment to local procurement of suppliers where appropriate. **Procurement / FBC stage. OBC could include general statement. Text added 3.6**

- There appears to be a good range of commercially chargeable options. Would be good to see some more use of facilities for non-marine activities such as for local enterprises which would contribute to the financial viability of the marina. **If about shared business space as above, not relevant to Destination Borderlands, which is about tourism?**
- For ease of access the five year revenue plan in the appendix should be included in the main business case. **OK Revenue plan inserted at 4.2**
- In encouraging best practice in procurement and construction, SOSE would be keen to engage with partners on the preferred procurement route with a view to maximising opportunities to start, grow and sustain local employers, ie is Scotland Excel framework a route which maximises this, or favours major contractors at national level? **For FBC. Also, Treasury Green Book Guidance makes specific reference to the benefits of collaborative procurements in terms of value for money, reductions in procurement costs, etc. (Guide to Developing the Project Business Case – Better Business Cases: for better outcomes published by HM Treasury 2018, page 62 Action 14) – hence specific mention in OBC. Taking procurement advice from council manager as they are likely to be the lead agency for this project. Text added about Procurement service leading procurement processes to ensure compliance - section 3.2 para 2.**

(4) Financial

- The financial case appears to be sound with Optimism bias at 30%. Further investigation on the potential impacts on the economy as a result of the COVID-19 pandemic is required and how this might impact the financial case. **No data but see comments above re Covid Text added 4.1**
- More information needs to be included on plans to negotiate the seabed leasing costs from Crown Estate given the mention this is unusually high. **General comment can be amplified for OBC but negotiations for FBC Text added 3.6**
- Spend in year 0 is **[redacted]** (which is particularly high for year 0) and that the notes state *“The figures assume that capital funding is drawn down to match phased capital expenditure”*. (p. 57) Depending on the total spend across all projects, **[redacted]**, in which case there may be a funding shortfall.
 1. How will this affect the projects ability to progress, and what will be the impact on future years? **For Finance comment Growth Deal funding would be needed to allow the project to progress – OBC predicated on that but no more specific comment in OBC text – for parallel line of discussion.**
 2. Is this projects success dependent on grant funding being drawn down in line with expenditure? **Yes?? – for Finance comment Again project implementation is dependent on Growth Deal funding as noted above. Again for parallel line of discussion.**
- Confirmation that the £2m Dumfries & Galloway is still available and has been approved by the Council. **Approval status to be confirmed for revised OBC Text added to 4.7, referring to £2m being within the case approved at E&R Committee 15.9.20**
- Please use exact figures in all financial tables (table 12) **Cost estimates are as exact as we have**
- How will operating costs be covered until break-even point is reached? **Finance input needed for OBC update Text added to 4.5**
- We would expect this type of proposal to have an ambition to lever private sector investment, could this be further explored and a realistic target for private sector investment included. **No obvious investor return, advice from specialist marina consultant that marina will be self-sustaining provided not burdened with loan or interest repayments. More text added 4.6**

(5) Management

- Careful consideration should to be given to mitigating any impacts of COVID-19 going forward both during construction (particularly if there are delays) and when operating. **Acknowledged, will be addressed in the circumstances prevailing at the time. FBC and later. Text added 5.1**
- It is noted that D&G Care to own and run the project, and it would be helpful to understand the rebalancing and recalibration of project management resource within the authority following on COVID and what resilience is inherent in the event of resurgence. SOSE would be willing to assist with reinforcement of the proposed teams and/or to assist with identifying and procuring additional resource and external support (from within the region where possible and appropriate). **Suggest no change to OBC**
- Could you provide details on membership of the Project Board. **Designations of Project Board Members already listed in section 5.3.2 – suggest no change to OBC**
- Section 5.2 refers to this project, along with other Destination Borders projects, coming under the oversight of the Place Programme Board, can you confirm this and further clarify the role each will have. **Updated information to be provided by Borderlands team Updated Borderlands input in 5.2**
- Table 14 requires updating. **Is this about the OBC date? If so can be updated readily OBC date changed.**
- Change control procedures will need to align with those agreed for the Deal as a whole. **Already acknowledged in section 5.5 of OBC – no change needed**

(6) Inclusive Growth

- Overall the approach to Equalities and Inclusive Growth is well presented and thought through. The inclusion of and linkage to the Councils Equality Outcomes is refreshing as is the inclusion of Equalities and Inclusive Growth issues in the Benefit Realisation Plan. Further comments detailed below are intended to build on the positive start and encourage and assist their further integration.
- p. 33 Job Creation – the OBC notes that 30 FTE jobs will be created and notes that Stranraer West is one of Scotland’s most deprived data zones. The OBC also notes a commitment to Fair Work principles.
 1. To make the aspiration clearly, some discussion of the skills plan that the Council is seeking to put in place to benefit people from the most deprived neighbourhoods would be welcomed. **More work needed – FBC? Text added 1.2.5.1 confirming to be addressed at FBC stage Also noted that the PMO are working on inclusive growth outcomes for the Deal as a whole and as that develops this will be cross referenced Text added to 1.2.5.1**
 2. A clear commitment to payment of the living wage would be welcome. **General statement can be added to OBC Text added 1.2.5.1 DGC is a living wage employer so this principle would be adopted**
 3. Add creation of jobs in lower SIMD data zones, % of new employees paid the living wage to the BRP criteria. (p.70). **Can be added to OBC Added to Appendix 5.6**
- p.33 Disability. the commitment to ensure the accessibility of the marina is welcome.
 1. Does the Council have plans to specifically market the Marina to disabled sailors as a discrete target audience? **FBC Covered in text added to SWSA comments 1.2.5.1**
 2. Does the Council intend to procurement specialist support on accessibility? (p. 65 design team). **More about FBC - could fall within category of advisors “Other – tbc as required” but can be added to OBC Added to table 15**
 3. Add “accessibility” to the list of issues for the BRP (p.70). **OK Added to Appendix 5.6**
 4. Clarify where responsibility for ensuring the overall accessibility of the development is located (p. 64). **See 2 in this list. Accountability Project Board?? Text added 5.3.2**

Could add more explicit reference in OBC to potential role of SWSA in promoting inclusive / wider access to participation in watersports. Text added 1.2.5.1

- p.49 Procurement – the potential for community benefits to further develop services for people from the most deprived communities and/ or disabled people and other “atypical sailors” is not discussed.
 1. Set out the Councils approach to community benefits and Inclusive Growth. **More work needed – FBC? Text added 1.1.3.1, 1.2.5.1, 3.6**
 2. Set out how the Council will use contractual clauses to encourage greater diversity in employment during the construction phase. **More work needed – FBC? Text added 1.1.3.1+3.6**
 3. Consider including this as an indicator in the BRP. **Can be added to OBC Accessibility added to Appendix 5.6**

(8) Environment – To be addressed in detail an appendix and summarised in the body of the next version of the OBC

- This a good proposal that will benefit Stranraer. We(SEPA) would like clarification and can help add detail to the more technical liaison as we move into the implementation discussions. In particular we seek further discussions around options and plans around:
 1. The culverted river/drain outlet through the town which discharges into Marina – opportunities and constraints here. **Previously raised in discussions but off site, upstream and outwith project scope? Either way, FBC. Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**
 2. Loch Ryan has had works to improve water quality, as required by RBMP etc but we are happy to discuss what future measures could be implemented either as safe guards or to focus improvement more. **FBC Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**
 3. We appreciate decisions around Marine or Ground alternative energy sources remain to be taken and want to flag up that some form of CAR regulation may apply here (GBR’s or licencing dependent on type and volume etc). **Noted but FBC Not applicable to OBC but text added to 5.3.3 to explain that this will be addressed at FBC**
 4. Increased traffic will mean greater risk of oil leakages, contamination and waste water treatment. Any pollution into coastal water falls into remit of Marine Scotland –but we’d like to flag SEPA would like to be involved and kept knowledgeable about how these risks are being managed and solutions implemented. **FBC Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**
 5. We’d recommend that options for the culverted watercourse plus the impact of climate change scenarios should be considered for all of the 3 options. **FBC but for preferred option only**
 6. There are some contaminated land both on land (Gas works etc) and in the Marina and old infrastructure linked to Scottish Water Pumping Station (no longer in use but still in place) which again need scoped and added into considerations. **Noted but FBC Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**
 7. Wider involvement is to be encouraged now– we know you have plans to talk to Marine Scotland and Scottish Water – we are happy to support you in these

discussions with the aim of opening up silos. **Noted but FBC Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**

8. We think Marine Scotland, who have the lead on Marine Invasive Non Native Species, will want to see biosecurity considerations added in detail and at the earliest opportunity. Loch Ryan has confirmed records of *Styella* and *Sargassum* and is close to the *D.vex* sites in the Clyde. It is also a direct route between NI Strangford Lough that has *Crepidula* (Slipper limpet) which is not yet present in Scotland and there are potential risks from the east too e.g. Japanese Kelp. Prevention is the only measure to protect the Marina from these species as control measures do not exist. **FBC Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**
9. We support the consideration of biodiversity but urge the specific inclusion of Biosecurity planning. **Noted but FBC Not applicable to OBC but text added to 5.3.3 to explain that this will be addressed at FBC**
10. Biosecurity planning for contractors and users etc can be written and agreed with MS and SEPA – we have some examples we can show you. **Noted but FBC Not applicable to OBC but text added to 5.3.3 to explain that this will be addressed at FBC**
11. We would strongly advise the inclusion of state of the art biosecurity facilities with the capacity to control and eliminate aliens; be it to prevent spread (isolation capacity, designated dry dock & cleaning facilities for yachts), or pontoons that can be wholly lifted out of the water for cleaning should they be contaminated. These measures should be costed in now so as to save emergency actions at a later date. Any costs could be seriously outweighed if there was the worse case scenario and an alien take hold. **Noted but FBC Not applicable to OBC but text added to 5.3.3 to explain that these will be addressed at FBC**

Appendices

- Page 7 of the Marina Plan – Building 3 is not marked on the map (only in the key) **SWSA building not shown because outwith project scope but can revise & clarify Alternative drawing now in Appendix 1.2.4.A and explanatory text added to 1.2.4**

Additional Visit Scotland comments 1.9.20:

- Some additional modelling required with detail on the visitor economy projections for Stranraer as opposed to examples of economic impacts from other destinations. **Economic impact assessment now added as Appendix 2.1 reflected projected 20,000 increase in visitor numbers**
- A short list of all of the policies which will be supported by this project. The level of detail included in this section (Strategic) of course is necessary but I think a very short list right at the top would help the review team understand at a glance just how many policy impacts this investment will make. **Summary list added 1.1.4**

From: [Redacted] <[Redacted]@gov.scot>

Sent: 14 April 2021 15:38

To: [Redacted] <[Redacted]@gov.scot>

Cc: '[Redacted]' <[Redacted]@sose.scot>

Subject: PQ background note

Hi [Redacted]

Could you go into the PQ system and pull out the background note for S5W-24120 please?

It relates to Stranraer Marina and we are just looking to get the full background on the £6m SG commitment outwith Borderlands.

Just for general info and to have in our minds as the Borderlands plans develop.

Kind regards,

[Redacted]

[Redacted] Highlands, Islands and South of Scotland

Regional Economic Development Division

Scottish Government

[Redacted]

[Redacted]

GLASGOW

[Redacted]

T [Redacted]

M [Redacted]

From: [Redacted]@gov.scot <[Redacted]@gov.scot>

Sent: 14 April 2021 15:42

To: [Redacted]@gov

Cc: [Redacted] <[Redacted]@sose.scot>

Subject: RE: PQ background note

Hi Both

Here it is. I have simply copied and pasted it all below.

[Redacted]

BACKGROUND NOTE FOR S5W-24120

Background

1. Colin Smyth is Member of Scottish Parliament for South Scotland, Labour's Shadow Cabinet Secretary for Infrastructure, Connectivity and Transport.
2. There have been no recent questions from Colin Smyth in relation to Stranraer investment.
3. The question is in likely response to study on the economy of the South of Scotland published today (2 July 2019) 'Business-led Inclusive Job Growth in the South of Scotland' produced by The Good Economy in partnership with the Ethical Finance Hub and the recent signing of the Heads of Terms agreement for the Borderlands Growth Deal

Stranraer Waterfront

4. DFM made a commitment during the 2016 Scottish Parliament election campaign to an action plan for the South West including a £6m funding commitment to the Stranraer Waterfront.
5. The Waterfront Regeneration Programme is made up of three key projects:
 - Marina expansion

- East Pier redevelopment (mixed use)
 - Contaminated land remediation (former gasworks)
6. The Waterfront development is part of wider regeneration plans for Stranraer including the town centre heritage led regeneration programme funded by Dumfries and Galloway Council (DGC), the Regeneration Capital Grant Fund and Historic Environment Scotland. The projected timescale for the development is between three and seven years.
 7. DGC required to undertake due diligence/surveys on the site conditions for the East Pier and the marina expansion. Mr Mackay agreed to contribute £60k, along with contributions from Stena Line UK, the Harbour Authority, and DGC, site investigations are now complete.
 8. DGC have accepted that any Scottish Government contribution for this survey and the subsequent marina investigation would come out of the overall £6m pot.
 9. DGC have completed and published a Strategic Outline Programme - Reshaping Stranraer and the West Region, which includes plans for the redevelopment of Stranraer waterfront and have also undertaken an Economic Impact Assessment of plans for the marina which will inform any proposal for funding.
 10. Although SG officials have requested sight of the plans for the waterfront, no formal submission or proposal for the use of the £6m has been received from DGC.

Borderlands Growth Deal

11. Heads of terms for the Borderlands Growth deal were signed off on the 1 July 2019. It is anticipated it may take around 12 months to reach agreement on the full deal, which remains dependent on assessment and agreement on business cases brought forward for projects that are to be included.
12. The Scottish Government has committed up to £31 million to support tourism projects in the South of Scotland identified as priorities by local partners. Tourism projects being explored include Stranraer Marina, River Tweed Walking and Cycling Route and enhancing the 7 Stanes.
13. To get support for projects at the full deal stage, local authorities need to present full business cases, proving the activities are viable, sustainable, value for money and will deliver the impacts we want to achieve. The partners indicate they want to develop Stranraer Marina to maximise the waterfront area as a means of attracting more visitors to the town, supporting broader town centre regeneration, and revitalising the area following the loss of the ferry port.
14. The level of funding attached to each project will be determined by the business cases, as we work towards full deal. A notional £16m has been allocated to support the development of Stranraer Marina through the Borderlands Deal. This has not been made public, only the £31m allocated by SG for tourism projects overall is included in the Heads of Terms agreement.
15. Alongside our investment in the Borderlands Deal, we are taking a number of other steps to support and develop the south of Scotland economy. These include the £23 million we are investing in the South of Scotland Economic Partnership, and establishment of a new enterprise agency to support local businesses and maximise the region's full economic potential.

Contact Name: [Redacted]

Ext: [Redacted]

From: [Redacted] <[Redacted]@gov.scot>

Sent: 14 April 2021 16:03

To: [Redacted] <[Redacted]@sose.scot>; [Redacted] <[Redacted]@gov.scot>

Cc: [Redacted] <[Redacted]@gov.scot>

Subject: RE: PQ background note - Stranraer Marina

Thanks [Redacted],

Useful reminder for us **to connect with** [Redacted] **and** [Redacted] **on their £6m commitment** as we consider plans for the Marina's development through Borderlands – to ensure a joined up and consistent approach to partners.

Of particular note for me is that the Marina element is included as a possible area for support within the elements of the action plan – though this of course pre-dates the Borderlands Deal and regen plans may be to focus their £6m on the East Pier in light of that.

Either way important we stay joined up in our approach and discussions with partners to ensure coherence and maximise impacts achieved.

Kind regards,

[Redacted]

[Redacted] Highlands, Islands and South of Scotland

Regional Economic Development Division

Scottish Government

[Redacted]

[Redacted]

GLASGOW

[Redacted]

T [Redacted]

M [Redacted]

From: [Redacted] <[Redacted]@sose.scot>

Sent: 14 April 2021 15:50

To: [Redacted] <[Redacted]@gov.scot>; [Redacted] <[Redacted]@gov.scot>

Subject: RE: PQ background note

Really helpful – cheers. [Redacted]