

Stranraer Water Sports Association

Training, Education & Regatta Events Centre, The Waterfront, Stranraer



Feasibility and Design Report

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Figure 1 - Skiffie Worlds 2019 Stranraer Courtesy of CT Productions

Summary of Feasibility Study

John Renshaw Architects and Blue Sea Consulting LLP have been commissioned to develop a business case that creates the model for a watersports centre that will engage the local community and tourists in active watersports and activities at Stranraer.

Given that Stranraer has an amazing location on the protected waters of Loch Ryan, a strong tourism appeal (with potential to develop an even more robust tourist industry at the heart of the Stranraer area) and a community that has shown it is keen to engage with water based activities the Stranraer Water Sports Association has identified a unique opportunity to develop a new and market leading watersports activity centre.

THE MARKET

Stranraer has a small but successful marina, but few clubs to support the development of a wide range of watersports activities. Whilst the Loch Ryan sailing club, which has recently relocated to Stranraer waterfront, has a long history of sailing on Loch Ryan its membership is small and the on-water activity is limited. Some groups, locally, support activities around kayaking, kite-surfing, stand-up paddle-boarding, sea-fishing etc but with limited formal organisation. The success of the coastal rowing project in Stranraer highlights the enormous support that exists from all walks of life for getting afloat and enjoying the water.

The enormous success of the Skiffie Worlds 2019 and the follow-up questionnaire and reports show huge support, not just for coastal rowing, but also water based activities in general.

In general terms the market for water sports is seen both as very important for coastal and waterside communities, but also having many hurdles and perceptions that need to be addressed. British Marine, working with the Royal Yachting Association commissioned work to investigate future trends in sailing, boating and watersports. The report is comprehensive, includes future usage and population trends and makes useful proposals. (see - <https://www.rushallmarketing.com/future-of-sailing/>).

Predominantly it suggests that clubs and establishments need to be more open to new inexperienced membership, the sport needs to be made more informal and affordable and packaged in a way that is more instant. Above all it should appeal to a much larger demographic. The sport/ activity needs to remove hurdles and increase appeal.

The first Scottish Marine Tourism Strategy, led by British Marine Scotland and RYA Scotland, “Awaking the Giant” , raised the profile of marine tourism in Scotland and its value to the economy. In 2015 Sailing Tourism alone was seen to be worth Over £100m and the economic value of the sector was £360m by the time the second strategy, “Giant Strides”, was launched in 2020 sailing tourism’s value had risen to £145m with the sector contributing over £450m into the

economy in Scotland. With an ambition to grow the sector in the next five years to over £1/2bn Stranraer through stronger partnerships Stranraer is well placed to play a significant in this fantastic opportunity. <https://britishmarine.co.uk/News/2020/March/New-Strategy-to-Boost-Scotlands-Marine-Tourism-Giant-Strides-2020-025>

THE SWSA PROJECT

Its appears that there is a latent demand for the community to become involved in water-based activities and there is no doubt that waterborne activity can build tourism. However the demand is probably not being realised because:

- There are few formalised clubs to promote activity on the water
- There is limited local opportunity to get involved in watersports and water-based activity
- There are some historic perceptions of hurdles and elitism around sailing in particular; - sailing is difficult, sailing is for the wealthy etc.
- Whilst there is a maritime heritage around Loch Ryan and Stranraer, the community, tourism and marketing for the area is no longer effectively connected with the sea. Tourism has generally developed in the region without relying on the marine element.

The project team believe that there is a tremendous opportunity to develop a unique approach to getting people afloat, building enthusiasm and creating clubs for the long-term.

1. Create an active beach and water space

- Make the slipway safe, protected and easy to use.
- Create an active beach and water space that appeals to all ages and demographics.
- Create graded activity zones on the water.
- Store the equipment in view to create interest and curiosity.
- Have zoned activity areas and floating structures to land on.
- Feed on water activity by video back to a public area within a building.

2. Demystify getting afloat

- Have leaders and not instructors as the first point of contact for “getting wet” in Stranraer.
- Have pay to use equipment and clothing readily available.
- Through “get-afloat” packages (maybe first session being free) let people of all ages and abilities try the different water based options.
- Let users evolve their own preferred route to a “favourite” watersport and support them in the process.
- Use the progression through zones and equipment as a disguised route through more established training structures (e.g. use RYA training disciplines to progress people through steps in accessing zones and more advanced equipment) The terminology in the training would be simplified but the quality of training as high as is currently offered in the market.
- Allow clubs to evolve through the enthusiasm of the new participants and experience of those with a depth of knowledge of the various disciplines.

3. Develop a building to support easy access watersports and the development of clubs

- On the ground floor the building should be very open to public and participants alike. People walking along the coastal path should access a simple café and be able see activity on the water, the equipment used, video feeds and information on the range of activities etc.
- Changing facilities and equipment hire would be available easily on the ground floor. Prices and simple safety rules clearly displayed.
- Leaders would be on hand to chat about activities and getting afloat. People could get afloat immediately - simply hire the wet-suit and buoyancy aid and have a leader introduce them to the activities afloat.
- Existing clubs could base themselves at the building and new clubs develop as demand builds for activities currently unsupported by any local framework.
- Franchises could be delivered/offered for training, equipment hire and equipment sales.

Above all the **Centre** would be easy to access and would work with local and other schools and colleges, RYA, **sportscotland**, sporting associations, community and tourism sectors to build demand and get people enjoying being afloat. Events and local competitions would build around the **Centre**.

STRANRAER WATERFRONT

It is clear that the proposed SWSA *Centre* should be an integral part of the Stranraer Marina and Waterfront and the many facilities that are common to both should be shared: these include washroom facilities, secure boat storage, car parking and motor home stances, boat repair and maintenance facilities. Also improved flood resilience and significant improvements to the public realm with enhanced landscaping around the harbour, improvements and extension of the waterfront promenade and links to coastal walks and creating places for new experiences and activities which can compliment the water based activities. It is clear that with careful planning and design the new development can provide significant benefits to existing businesses in the Marina, Agnew Park and the community of Stranraer. This approach and the potential benefits of creating “One Waterfront” has the potential to be transformational for Stranraer.

RECOMMENDATIONS & NEXT STEPS

The Feasibility Study clearly demonstrates that the development of the SWSA Centre for training, education and regatta events would make a positive contribution to the Stranraer Waterfront and bring significant social and economic benefits to the town and its community.

The recommendation is for design option 3 to be taken forward as it meets the fundamental requirements for an open, welcoming and easily accessible Centre; visually accessible and welcoming and physically easy to access. The scale and massing is also more appropriate to the site and its setting. The detailed design and construction of the proposed *Centre* will meet the Passivhaus standard to ensure that the *Centre* meets the most rigorous energy conservation standards, provides a healthy indoor air quality and incorporates renewable energy technologies. SWSA should agree a programme and budget to take the project forward to the submission of a full planning permission including all of the site investigations. The most important next steps include -

- Seeking an agreement with Dumfries & Galloway Council to develop SWSA's *Centre* in partnership with the proposed redevelopment of Stranraer Marina; with the intention that common facilities are shared and the activities of both operations benefit each other.
- Consult with stakeholders and plan and undertake community consultations.
- Seek agreement with landowner(s) (Dumfries & Galloway Council and the Crown Estate) and all other affected parties (HM Coastguard) for acquisition or lease of the land and foreshore required to realise the proposed development.
- Apply for capital funding.
- Appoint project design team and commission site investigations.

Acknowledgements

JRA would to thank all members of the SWSA project team and consultees who have helped with much valued contributions on all aspects of the feasibility study. Many thanks are also due to:

Dumfries & Galloway Council Department of Economy & Development for the generous financial contribution to SWSA for the Feasibility Study;
The members of the Dumfries & Galloway Council Stranraer Marina team;
Stranraer Museum for providing copies of historic photographs of Stranraer harbour and waterfront; &
CT Productions for images of SkiffieWorlds 2019.

1. Introduction & background

1.1 Introduction

Stranraer Water Sports Association (SWSA) is a community organisation based in Stranraer which was established in January 2016 by the members of local water sports clubs in a bid to promote water sports within the Loch Ryan area. SWSA is a charity with SCIO status and comprises a board of trustees with an employed part time project manager.

Since its inception SWSA has created a focus for all water sport enthusiasts within the area. This has led to the creation of working partnerships with a number of other organisations and led to the establishment of an active St Ayles Coastal Rowing Club. An alliance was also formed with the long-established Loch Ryan sailing club which recently relocated to Stranraer waterfront, specifically to benefit from the secure storage, slipway, boathouse, repair & maintenance and other facilities and associated economies of scale developed by SWSA.

Building on these initial successes, Stranraer Waters Sports Association in partnership with Stranraer Rotary went on to deliver an incredibly successful International St Ayles Skiff Coastal Rowing World Championships and Shore Side Festival, **Skiffie Worlds 2019**. This clearly demonstrated:

- Loch Ryan is a perfect location for water sports - events, training and education;
- Stranraer town and its waterfront has a unique compact layout for such activities and events;
- The local population embraces visitors and welcomes them to Stranraer; &
- There is significant community and local authority support for water-based developments and activities in and around Stranraer waterfront.

The initial success of these projects and events has convinced SWSA of the need within the community for a **Centre** and **Focus** providing training, education and facilities for events and regattas.

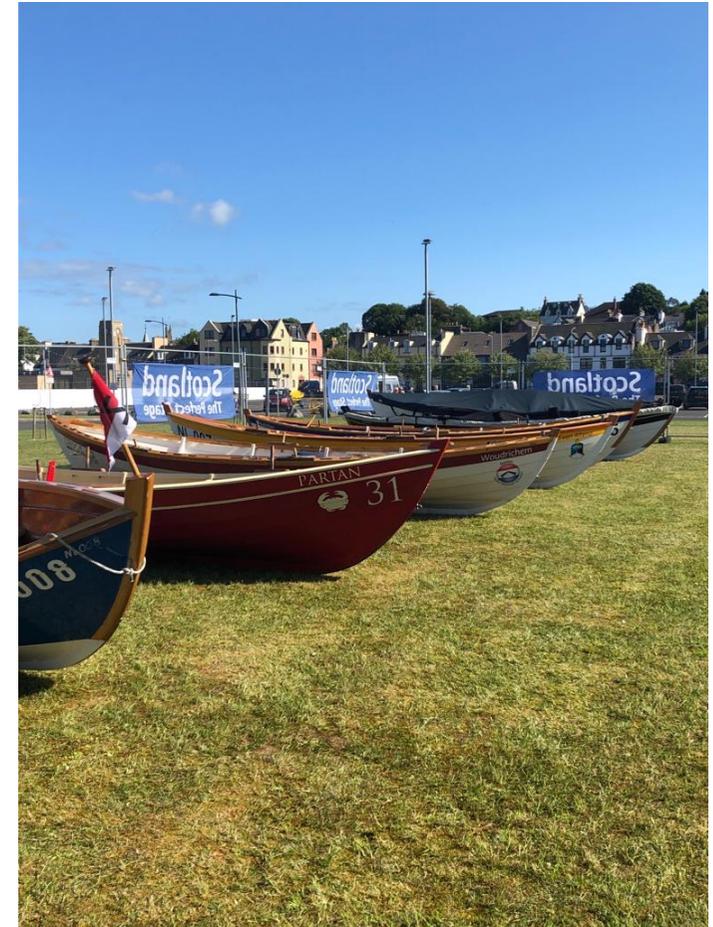


Figure 2 - Skiffie Worlds 2019 Stranraer
Courtesy of CT Productions

This has been a long held dream and aspiration within the local community and together with the proposed development and expansion of Stranraer marina has huge potential to create real opportunities for enjoyable water based activities, education, training and employment opportunities for the benefit the local community of Stranraer, Wigtownshire and Dumfries & Galloway and the larger national and internal water sports community.

SWSA identified that the scope of a study needed to demonstrate the feasibility of this ambition which included and comprised the following -

- a) An economic study to identify market demand and likely use(s) for the proposed facility.
- b) To identify a suitable location for the Water Sports Centre Building and undertake an appraisal of the preferred location highlighting any legal, planning, technical and engineering issues or implications.
- c) To prepare concept designs to establish what the building will look like in the preferred location and a full cost breakdown for the project to include construction and maintenance costs.
- d) To look at the current facilities available and consider how they are best managed in the future towards developing a joined-up approach to the various current and future activity strands: the marina, lift out, hardstanding, slipway and other proposed developments.
- e) To identify the infrastructure improvements required to Loch Ryan and the immediate shore side that would enable repeatable quality events to be delivered by a local community team based at the centre.
- f) To prepare a Feasibility Study that collates all the information above into one document to enable discussion with Dumfries and Galloway Council and funders with a view to procuring the necessary capital expenditure to take the project forward.
- g) To outline the preferred method of completion and discuss with the client likely sources of finance.
- h) To identify the next steps necessary to complete the project, including an indicative time line.

Dumfries & Galloway Council (D&GC) provided the financial assistance needed for SWSA to proceed and JRA and team were commissioned to undertake the Feasibility Study in January 2020.

This report has been prepared by John Renshaw Architects (JRA) and Blue Sea Consulting (BSC) and presents the design brief, reviews and analysis the selected development site, assesses initial design options in terms of location, massing and orientation and outlines the preferred design option and its indicative budget development cost.

The Project Team has worked closely with the SWSA project manager and project team and comprises -

- Blue Sea Consulting LLP (marina & water sports consultants, marketing research and business planning)
- Avison Young (review of market research and current tourism and leisure profile)
- IKM (civil and structural engineers)
- Hardies (cost consultants) &
- JRA (lead consultant, architects and principal designers)

SWSA and the JRA project team acknowledge the financial support, assistance and commitment of Dumfries & Galloway Council to the project.

1.2 *Background*

Stranraer

Stranraer lies at the head of Loch Ryan in the Wigtownshire region of Dumfries and Galloway, a maritime county in the southwest of Scotland. It is the second-largest town in Dumfries and Galloway and was formerly the ferry port connecting southwest Scotland with Belfast and Larne in Northern Ireland. The ferry service was transferred to nearby Cairnryan (7 miles northeast of Stranraer) in 2012; no longer a ferry port for the first time in almost 150 years this was a significant loss to the town. The East Pier has subsequently become derelict and is now a blight on the waterfront. The harbour which has historically afforded excellent anchorage has lost much of its excitement and bustle.

The surrounding area, known as the Rhins of Galloway boasts stunning scenery, its landscape are rich in wildlife, archaeology and history. Its tranquility and milder climate add to its sense of place and attractiveness.

Stranraer Water Sports Association

Stranraer Water Sports Association (SWSA) has been looking at the development of a Water Sports Centre which would allow more people to more easily access and enjoy the natural benefits of Loch Ryan, develop a healthy hobby or sport, educate, create a stronger community and strengthen the tourism appeal of Stranraer.

The enormous success and support for the Skiffie Worlds in 2019 has driven an even greater interest in getting afloat in Stranraer and more than 30,000 people attended the event in just one week adding between £3.5m and £4m to the local economy. The St Alyes Skiff Project has involved local people building, rowing and racing skiffs locally and nationally and it has proved to be very popular. Loch Ryan Sailing Club has moved to Stranraer to support the development of sailing and many others have expressed interest in water sports being developed.

Dumfries and Galloway Council understand the importance of developing a sustainable, thriving and healthy community and see marine activities and marine tourism as an important part of building a more prosperous and vibrant Stranraer. They support the principle of a Water Sports Centre, but SWSA need to develop a strong business plan to attract the necessary funding and delivery partners.

Skiffie World

Skiffie Worlds 2019 was held in Stranraer between 7th - 13th July 2019. The event attracted 2,710 participants and their supporters, and it is estimated that between 25,000 and 30,000 visitors attended the event. Crews and visitors travelled from as far away as Holland, Canada, USA, Tasmania, South Africa and the Republic of Ireland and from all around Scotland and the UK.

Many of the participants felt that the location was perfect and could be enhanced by better shoreside and onshore facilities, including berthing facilities and onshore facilities such as toilets, changing rooms and showers.



Figure 3 - Skiffie Worlds 2019 Stranraer Courtesy of CT Productions

The net additional economic impact of SkiffieWorlds 2019 was in the region of between £3.5 - £4.0 million and local business feedback was very positive. As well as the economic success, the feedback from participants and visitors suggests there is a huge opportunity to build on the events success to further develop Stranraer and Loch Ryan as a leading water sport and water based leisure destination.

SkiffieWorlds 2019 can act as a catalyst for the local area to define itself nationally, as well as hosting future water based events.

Stranraer Waterfront

The regeneration of Stranraer waterfront and Loch Ryan is one of Dumfries & Galloway Council's priorities which was formally adopted in December 2014. The primary objectives of the urban design strategy and masterplan include -

- the enhancement of the relationship between the town and its waterfront
- establishing pleasant and interesting routes and connections
- creating attractive landscape settings and open spaces
- maximising the opportunities and demand for access to the harbour and Loch Ryan &
- the development of a sustainable active and exciting waterfront.

An outline and full business case were undertaken for Dumfries & Galloway Council between 2014 and 2017 and concluded that the delivery of a 300 berth marina with new facilities would cost in the region of £21M.

At the same time the Council invested in and completed a number significant projects both within the town and on the waterfront including the construction of a slipway and boatyard, the strengthening of the west pier and installation of a boat lift, the construction of a new harbour and marina office with shoreside facilities for the marina, the regeneration of Agnew Park and the construction of a new boat house for the St Ayles Skiffie project which was part funded by the Big Lottery.

The Borderlands Growth Deal, a partnership between the regions of South Scotland and the North of England, provides a fresh opportunity and impetus to undertake the expansion of the marina with aspirations that it sets the highest standards of sustainability and inclusivity for a marina and waterfront development which will benefit the local community for many years.

It is clear that many of the facilities required for the expanded marina, such as additional toilets, showers and changing facilities will also be required by SWSA for the proposed training, education and regatta centre. Other facilities required by SWSA, such as drying room and training rooms would also greatly enhance the marina operation. However of most significance is the extent to which the two projects complement each other and significantly increase their viability.

2. SWSA Feasibility Study Brief

2.1 *Client's requirements*

SWSA's objective is to create a centre for community activities and water sports based in Loch Ryan in Stranraer. This centre would initially cater for the following water sports:

- St. Ayles Skiff rowing
- Kayak Canoeing
- Stand-up Paddle Boarding
- Dinghy and Disability sailing
- Windsurfing
- Kite Surfing
- Keel Boat sailing
- Power Boat driving (for safety)
- Swimming

The development would be of huge benefit for local people including pupils and students of local schools and colleges and if combined with the proposed Stranraer marina expansion has the potential to create a world class water sports event centre.

The Feasibility Study brief identifies the facilities and accommodation considered necessary to create the this training, education and regatta Centre together with essential improvements to the beach, water environment and other associated facilities.

a) The Centre

The proposed Centre needs to provide suitable toilets, showers, training room(s), office(s) together with adjoining car parking and secure storage for equipment, boats and trailers.

b) Improvements to the beach and water

The removal of the closest partially submerged off beach obstructions which include a disused sewage pipe to the Yellow marker 500m off the beach, and the large rocks situated in the inter-tidal zone.

Permanent spectator support infrastructure needs to be developed utilising the 3 permanent green towers (buoys) on the Loch, e.g. installing remotely accessible weather (wind) stations on the towers and remotely controlled high-quality video cameras on the towers and a permanent means to display to the visiting spectators and public.

Installation of professionally laid permanent 20 lane buoys for rowing, many of these could also double up as visiting keel boat moorings when not in use during a regatta.

And a permanent protective barrier to create at least a partial “safe lagoon” for launching in northerly winds and provide opportunities for primary age water sports protective area outside regatta time.

c) Other facilities

The installation of a simple starter box tower and associated support infrastructure on a separate site to the wets of Agnew Park.

d) Additional complimentary facilities

These could include intergenerational outdoor gym areas, integrated motorhome, campervan and camping facilities as part of a local “park” development very close or on the waterfront and the sympathetic development of the east pier incorporating effectively a parkland feel area with, car Parking that could double for vehicles with large trailers, container storage areas for overseas boat visitors and storage during a championship event. Cycle and walkways to join up Agnew Park and the new park on the east pier.

Refer to Appendix A. for copies of the SWSA feasibility study brief and JRA project design and proposal.

3. Market Consultation and Business Planning

Blue Sea Consulting LLP

3.1 Introduction

Blue Sea Consulting LLP (BSCLLP) has been working in Stranraer on various marine leisure based projects since 2011 and has developed some understanding of the local and regional market through numerous consultations and meetings; the team has also been working on a number of projects in connection with community based watersports hubs, club development, the development of the sport of sailing, the performance development sector and the wider regional training support structure strategy for RYAS.

BSCLLP's senior partner played a major part in the development of both Scottish marine tourism strategies and this brings additional insights to the development of watersports, wider environmental considerations and marine tourism in Scotland. The company's role in the SWSA project has been to develop the concept, to consult on both input and support for the project and then to move to the development of an operational model and ultimately to financial projections.

3.2 The Concept

As is highlighted in the marketing report (see Appendix C), the watersports sector is evolving through a change in the requirements of its core market. In the past sailing and yacht clubs existed solely to support the various disciplines of sailing and boating from dinghy sailing, tuition, cruising through to racing at different levels. In recent years the "closed door or exclusive" nature of the sport together with the fact that single sport clubs are generally struggling to survive has led to a major re-think in both club structures and sport development, principally led in Scotland by **sportscotland**, the industry sector and RYAS and heavily influenced by a number of national and international surveys including the British Marine/ RYA Futures Project.

The new approach to the development of watersports in hubs and the delivery of training on a wider regional basis recognises that accessibility (in the widest sense), affordability and minimal barriers to entry are key to attracting new and returning participants. The younger elements and teenagers in particular now tend to skip from activity to activity and whilst some like a competitive element, many state a wish purely to enjoy new and exciting activities. Whilst they may tend towards a preference for some activities, after experiencing them, they are unlikely to pursue just one activity as their sole hobby. This change from the traditional "die-hard" club member to the social and sporting "butterfly" also means that many participants will tend to "pay to play" and hire their equipment rather than own it. In time if a particular sport or pastime becomes a preference they will tend to buy top-line and fashionable equipment to extend their skills and enjoyment. Any sporting activity should also be highly sociable, fun and have variety within the chosen sector-such as watersports.

Stranraer, through not having numerous formal and traditional watersports clubs with long established histories and habits, has a great opportunity to lead in the development of the new approach to getting afloat, getting wet, having fun, learning and competing in a new model based around a multi-disciplinary hub.

The concept for delivering the Stranraer Watersports Activity Centre has to have a number of facets:

- It must be appealing and FUN
- It should appear to have few barriers to getting involved
- It must be safe
- Learning should be apparently less formal and have a more informal process towards gaining confidence, competence and experience. Ultimately all training will be governed by the established and recognised sporting authorities and will lead to valuable certification, but the process will be delivered in a manner that is more inviting and less threatening to new participants.
- It should be available to all and affordable
- There should be opportunities for involvement in numerous disciplines
- It should attract events both competitive and participatory
- It must be sociable

The key factors in delivering the centre will:

- Have a building/ hub that is inviting and easy to access to those not familiar with the general activities
- Give a clear invitation to all to join in regardless of experience or confidence
- Instantly fire up people's imagination, curiosity and their ambition to get involved
- Provide facilities that enhance the experience and make getting involved easy

The product:

The waters of Loch Ryan at Stranraer are predominantly very protected and the beach extensive and appealing and as such the basic ingredients for having fun on the water, safely, already exist. The SWSA team had considered the requirements for a successful centre and summarised them in a simple table. BSCLPP used this to develop the initial thoughts around the project.

To deliver a vibrant and appealing offer the centre will provide the following:

- An active beach - with easy to access equipment, viewing zones and convenient shower/ equipment wash-down points
- An active water space, with rowing lanes, floating bathing and teaching stations
- Safe activity zones - marked zones depicting safe water areas for differing levels of competence and activities
- An easy to use slipway with enhanced protection (from a groyne constructed on the western side) and easy access via a "dry feet" pontoon, easy kayak launching and enhanced disability access/ boarding
- A large range of equipment for hire and for tuition in which to experience numerous forms of water sports.
- A building that is immediately inviting - with a simple walk-in café, informal instruction/ induction areas, video information and on-hand leaders to talk about all the offers and activities.
- Inviting and easy to use changing facilities
- In order to develop the various levels of instruction, involvement and clubs development the upper floor will have training/ meeting rooms, a bar and social space (also available for functions)

Sport	Slip Way	Mooring	Alongside pontoon	Marina Pontoon	Changing facilities	Equipment Storage	Car Parking	Drying Room	Trailer storage
Coastal Rowing	●	●	●		●	●	●	●	●
Stand Up Paddle Boarding					●			●	
Canoe	●				●		●	●	
Sea Kayaking	●		●		●	●	●	●	
Scottish Scuba				●	●	●	●		
Sea Angling	●			●			●		●
Windsurfing					●	●			
Dinghy Sailing	●	●	●		●	●	●	●	●
Wakeboarding	●		●	●	●		●		●
Model Boat Racing			●				●		
Offshore Powerboat Racing				●			●		●
Inshore Powerboat Racing	●			●			●		●
Personal Water Craft (PWC)	●		●	●	●		●		●
Open Water Swimming					●		●		
Triathlon					●		●		

Essential ●
 Not Required ●
 Benefit ●

Figure 4 - Summary of priority of requirements to create and successful centre and active waterfront

Cycle hire and Motorhome Parking will also be considered as part of the wider project to support revenue and enhance the product offer.

The principle of the centre and the training of the centre's staff will be focused on making the initial contact easy and informal and as such someone walking along the prom could become intrigued by the activity on the beach and slipway, feel at ease walking into the building to make an enquiry and if they so wished could hire the correct clothing and have multi-activity watersports experience with support from a friendly and experienced leader there and then (possibly for free).

From the first experience it maybe that a customer may wish to come back and simply just hire equipment to have fun on an on-going basis, or to develop an interest in particular activities and maybe ultimately gain qualifications in order to access more involving and demanding equipment or to participate in competition.

Ultimately if the process is successful individuals would join the SWSA and one or more activity based clubs within in it. Membership would bring enhanced benefits in terms of activities, equipment hire rates and storage of their own boats as required.

The centre will develop clubs organically around activities and thereby build a stronger social focus and ultimately revenue to promote the various sports and disciplines. It will be a registered training centre for each of the recognised activities with leaders (instructors) gaining all the relevant qualifications to deliver courses on a commercial basis. The centre will also need to rely heavily on volunteers to deliver in-club training and events.

3.3 Consultations & on-line questionnaire

Normally our team would use a series of consultations and discussions to measure the support and draw down ideas and inputs. Due to the Covid-19 pandemic, it was not possible to hold a physical public consultation. A comprehensive on-line questionnaire was produced with the aim of encouraging the local and wider community to provide opinion on the proposed development.

The opportunity to respond to the survey was communicated through SWSA's own database, through a number of stakeholders, the SWSA Newsletter and Facebook. Respondents were also encouraged to share the survey with others.

There was a very positive response to the possibility of a new centre and the benefits that it could bring to Stranraer's community. Three hundred people responded to the survey of all ages and backgrounds, from very experienced water sports enthusiasts to hobbyists and complete beginners. There was no requirement to fill in all questions so in some sections the total number of respondents will be less than three hundred. Some sections asked "open questions " to illicit personal preferences, experiences and ideas. The specific inputs in these sections have been used to inform the ultimate concept and the business and operational planning process in tandem with the wider market survey work.

The responses have also been used to optimise the concept design for the new centre, develop fuller details of the business proposal and consider initial training and activity requirements.

The level of returns far exceeds the response our team would normally expect, which may be due to people having more time during "lock-down"; however this level of favourable response should still be considered a strong indicator and barometer of the level of support for the SWSA project. 80% of respondents were in the 41yrs+ age segment, with 54% being female and 45% were employed or self-employed and nearly 50% retired. 85% used Facebook for social media contact - whilst this may not be exclusive it is clear than Facebook presents a useful tool for ongoing publicity and contact.

One oversight in our survey was not to ask for the home location of the respondents which would have highlighted the mix of locally and wider responses; we may seek to address this at in subsequent consultations.

The detailed responses from the questionnaire can be found in Appendix B. The summary below highlights the main outcomes of the survey.

General Response

The responses were overwhelmingly positive with nearly 55% having tried at least one SWSA activity (this could include the Skiffie Worlds) and nearly 25% having used the SWSA more than once. 95% of the respondents said the idea of SWSA appealed to them with the same number believing the proposed water sports centre would be good for Stranraer. 45 people expressed a desire to volunteer to help in the project and activities and a further 25 were either already involved or would like to get involved in elements of the operation including instructing.

Tourism

In terms of wider benefits circa 80% of respondents thought tourism was important for Stranraer and that this centre would attract more tourists to the town. The level of recognition of Stranraer was interesting in that 25% thought that Stranraer is not acknowledged as a tourist destination,

indicating that more work in marketing maybe required. This is reinforced by the fact that 99% of people thought more should be done to develop tourism in Stranraer.

Benefits

95% of respondents thought that the project would be good for the community and in particular families and could be of interest to the young and teenage sectors. Approximately 60% thought Watersports should be on the junior and senior schools curriculum, however far fewer thought it should be an after school activity only (30%). The reasons for people being likely to use the new centre varied with improving health and just having fun being by far the leading choices, but with very encouraging ambitions to include the family's health, meeting people, making new friends and getting the family out of the house having an even spread.

Activities

In terms of current water sports and coastal activity by far the highest response was “spending a day at the beach” with Coastal Rowing, Wildlife Watching (afloat and ashore) being very popular. Yacht Cruising, Sea Kayaking Motorboating, Dinghy Sailing and Open Water Swimming were well supported. Most popular amongst those wishing to undertake training for any given activity were Sea Kayaking. Coastal Rowing, Stand-up Paddle Boarding, Dinghy Sailing, Motorboating and Kitesurf/ Windsurfing have a reasonable level of demand for training.

The Centre and Operation

In operational terms the vast majority thought there should be a single membership for the SWSA including one preferred activity. Additional activities could be on a “pay as used” basis. A secure equipment compound, offshore bathing platforms, marked activity and skill level zones and specific clothing hire were all seen as valuable offerings for the centre. Covered viewing facilities were also seen as desirable.

Wider input

There were over 150 suggestions and the most popular additional suggestions were:

- Winch for boat recovery
- Advanced disabled facilities including pontoon and changing facilities hoist, specific/ well designed parking and changing places facilities
- Safe launching
- Removal of bollards around walkway
- Try a boat and options for getting to know Watersports
- Support and facilities for the development of marine related businesses
- More events like the Skiffies and other regional, national & international events
- All inclusive membership for the less well-off and socially disadvantaged
- Controlled introduction of PWC (Personal Water Craft) use with instruction
- Sand and slipway management to a high standard
- Video viewing and training equipment

The survey has underlined the support for the Water Sports Centre and provided additional information to inform the design of the building and the operational model. The team would like to thank all who responded. Many of the suggestions, not included in this summary confirmed that the teams' initial operational model aligned with the majority of the likely consumers expectations.

3.4 Market Study and Trends

As has been stated in section 3.2, the market has been evolving quite rapidly and as such it was necessary to carry out exhaustive market assessment work to ascertain the activities that are developing and succeeding elsewhere in the UK. The team has also studied trends in the market, market segmentation and demographics to fully understand how the market has changed and is likely to develop in coming years.

The proposed Stranraer Water Sports Activity Centre, combined with proposals for the marina expansion offers a unique opportunity to develop a major national watersports destination for Dumfries and Galloway. When combined with a cohesive tourism and participation strategy, it is destined to be a catalyst to deliver a sustainable and active community which stands to make a positive change to the physical infrastructure of Stranraer and to the local population.

Following a very comprehensive market review, we have proposed the development of SWSA as a pioneering watersports hub rather than develop it along the more traditional single sport club model.

Paragraph 2 in section 3.2 above summarises the findings and highlights why traditional individual club models are not relevant in today's activity market.

There are three documents in the Appendix C. that show the extent and outcomes of the study work:

- The general market factors assessment work has already been used to develop the thinking around the project
- An exhaustive review of pricing for club membership, equipment hire, pay to play and other pricing regimes was carried out to capture the market trends and opportunities
- From the wider review summaries of pricing have been arrived at to inform the final financial projections

As part of our study it was apparent that there is a varied accommodation offer in the region and one that would support the "outdoor activity" nature of the proposal. With the exception of campervans it is felt that no dedicated accommodation should be provided at the centre and that it would be far more beneficial for the local and regional economy if the visitors to the centre used existing offers in self-catering, holiday home, camping and caravan sites.

The financial projections will highlight the level of visitors that the centre is likely to generate and set out the various tariffs and membership options.

RYA Scotland has provided a substantial amount of information on courses and believe that the centre meets with their ambitions for watersports development, sport in the community and regionalised sport development. They are supporters of the SWSA ambitions as are **sportscotland**.

3.5 **Community, Personal Development, Education and Employment**

The SWSA proposal has many benefits in tourism, activity and sport for Stranraer, however wider impacts are often overlooked in this type of project. In an area of recognised economic and social deprivation such as Stranraer it is important that projects such as the SWSA proposal recognise the opportunity they have to **change lives**. Changing lives and developing sport, health and well-being in the community should be core ambitions of the project as they are in much of RYAS's and sportscotland's strategic development.

The centre will offer a number of opportunities for community development, personal development, learning and employment and this was recognised in the survey.

- **Instructing** - a number of instructors will be required and even before the centre is built there is an opportunity to develop instructors from the local youth sector by involving the RYAS and SWSA in identifying suitable individuals and giving them training opportunities. It may be that grant support could be attracted for the skills development element of such work. The jobs that evolve from this process are high quality and rewarding and develop confidence, self-discipline, leadership, social and technical skills in the individuals. Inevitably many of the recruits will go on to further education and the life skills they develop generally prove invaluable in not only gaining university, college or apprenticeship positions but also in equipping them for future employment. As there is a cycle of instructor development, instructor employment and then progression to other work or education, new positions become available typically on a three to four year cycle. For this reason the opportunity for continued new personal development is ongoing over many years.
- **Employment** - As well as instructing, maintenance, administrative and technical jobs will be available. In addition to centre based employment sub-contractor, franchise and support service related employment opportunities will be required as the centre operation matures. The visitors to the centre will increase demand for accommodation and food & beverage and this will ultimately reinforce employment in these sectors locally. Working with the marina, there are tremendous opportunities to offer valuable work experience and re-training packages.
- **Volunteering** - In the survey Forty-five people expressed an interest in volunteering to support activities at the SWSA centre. Volunteering can help to give people a sense of belonging, a sense of worth, get them out of the house, build confidence or build knowledge prior to gaining qualifications for instruction or technical support. As the SWSA is a community project volunteering will be at the core of much of the operation and fundamental to the development of the clubs, events and social activity. As such there will be opportunities for both regular and casual involvement and calls for people with differing skills to work together to develop an active and robust volunteer culture and support all who wish to be involved. Volunteering can benefit all age groups, abilities and sectors of the community.
- **Education** - The centre aims to work closely with schools to offer opportunities for involvement within the schools and colleges curriculum and outside of regular educational agendas. There are a number of leisure and marine based courses in Scotland whose modules could incorporate project based or work experience elements around the centre. British Marine Scotland working SDS and educational establishments is developing modern apprenticeships to meet the demand for new boatyard operatives, boat repair and marine engineering skills. The marine industry has an ageing workforce which in itself offers new employment opportunities for skilled new recruits.

- **Supporting individuals with challenges** - The centre will aim to be extremely proactive in welcoming physically, socially and mentally challenged individuals and offering opportunities to get afloat, gain qualifications and support the centres' operations. The facility both internally and externally is being designed to support involvement in the range of activities of those with physical challenges.
- **External Usage** - The centre will be available for community in terms of events, functions and meeting not necessarily directly related to water-based activities.

3.6 Funding & Business Operational Model

SWSA is a registered Scottish Incorporated Charitable Organisation (SCIO). Its stated purpose is: " The advancement of public participation in sport, the provision of recreational facilities, or the organisation of recreational activities, with the object of improving the conditions of life for the persons for whom the facilities or activities are primarily intended" It is primarily based around watersports.

Having run a very successful Coastal Rowing World Championship (the Skiffie Worlds) the organisation were impressed at the level of support from the local community, the genuine interest in the event and the economic impact one event created for the region and Scotland. A large number of people from the community volunteered their support and worked hard to deliver an immensely successful event.

Whilst the SWSA has expressed an ambition to develop a watersports hub for sometime, the event highlighted and catalysed a high level of interest and support from both the community and the local authority, leading to the development of this feasibility study.

As part of the feasibility study a questionnaire highlighted the very considerable interest and support for the development of multi activity Watersports Centre on the Stranraer Waterfront (see section 3.3)

Dumfries and Galloway Council recognise the potential of the project and are supporting the development of the business case and further funding applications

3.6.1 Funding

The project seeks to deliver a facility that is capable of supporting the activities of a number of watersports clubs, is available for community meetings and events, will support life changing initiatives in Stranraer and will build business and revenue around tourism and training. To meet their ambitions the SWSA require a facility that is both large enough and with sufficient flexible space to support multiple activities, the delivery of an "Active Beach" and a vibrant water space and the administration and servicing of them.

Capital Spend - The preferred design requires over **520m²** of floor space plus an external store, slipway facilities, boat storage space and array of equipment the total capital spend for delivery of the project is in the region of **£2.85m** before VAT (close to **£3.4m** including VAT) - refer to Financial Projection spreadsheets; refer to Section 10.1 and Appendix L.

Revenue Shortfall - The current financial projections do not assume what grant may be available to the SWSA for staffing, initial business set-up, for the provision of community support/ benefits or what may be raised through other sources. The projections are also deliberately under-ambitious in the levels of revenue that may be achieved by a well-run and established centre. What the projections do highlight is the shortfalls that would occur is if no grants or support were available. Initial lower revenues while the business develops, combined with start up costs and the requirement to

train staff before they can be revenue producing create considerable early losses. Year -1 represents a build up period for the organisation, before the building is completed and includes a Funding and Engagement Officer.

The projected shortfalls that require to be addressed are shown in the table below:

EBITDA Profit/Loss		-£66,775.50	-£120,062.66	-£87,903.26	-£68,687.74	-£29,003.43	-£29,003.43	Before Grants and External Support
		Yr -1	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	

The 10% contingency shown in the projections could be an unnecessarily conservative approach given that the revenues are already conservative.

After the start-up year and the first three years of trading the consultants and the those with whom we've spoken (DGC, RYAS and Spartans CFA) are of the opinion that sufficient funding can be raised to show a surplus rather than a deficit (this is before any consideration of additional revenue or revenue streams). It is highly likely that the SWSA could be returning money into the community on an ongoing basis to fund other beneficial community initiatives.

RCGF - Regeneration Capital Grant Fund. DGC is supporting the SWSA in an application for funds towards capital expenditure of in excess of £850,000. The timing of this application is still to be finally determined. If granted this will greatly assist SWSA in their pursuit of matched funding.

Sport Scotland will often support this type of venture under their sports development process (normally capped at £100,000) and they can assist in identifying both capital and revenue support

(see their very useful in-line tool <https://sportscotland.org.uk/funding/>)

RYAS can assist in finding support for club development in terms of equipment and early stage club development officers

Given that the Capital and Revenue requirements have now been estimated Crown Estates Scotland (Coastal community development projects are on their funding radar), Big Lottery, Robertson Trust, Cash for Kids, Children in Need, SIS, BIG Issue Invest, IICF (the Insurance Industry funded charity), Viridor and WREN (both founded through land-fill tax) should all be considered as potential funding sources by SWSA. It is important that SWSA should consider opening up early conversations with these and other funders as well as networking with other established community groups to fully understand the current funding climate; refer to Section 10.2 - Potential sources of funding.

Legacy, Benefactor, Donation, Sponsorship, Branding and an active fund raising team are traditional ways of addressing revenue shortfalls and a funding strategy should be developed by the SWSA.

As the SWSA will be providing substantial support, development and opportunities to the wider community consideration should be given to external grant and revenue support for an element of the centre's staff costs.

The Full Business Case will require a higher level of understanding around how the project will be funded and SWSA should embark on developing relationships with funders and their funding strategy at an early stage.

3.6.2 - Business Operational Model

The business will be operated on a not for profit basis, as a community enterprise, and it should be the ambition of the association to develop surpluses to re-invest in their wider aims and objectives. If successful such an operation can deliver incredible and life changing benefits to the community over and above those contained in the initial business plan.

There are numerous examples of long-serving and highly successful community enterprises that regularly support, financially, wider community ambitions. (for example Morvern Community Development Company (MCDC), Tobermory Harbour Association (THA), Spartans Community Football Academy).

The SWSA, within the existing business plan, has the potential to contribute to the community in the following ways:

- Building confidence building and leadership skills in teens and young adults through volunteering, training as instructors and assisting in running the centres operations (on a paid and unpaid basis). Note that the assistant instructors will be able to earn training credits by working with instructors to deliver watersports activities. The courses and training they attend will add to their CV and employability.
- Creating opportunities to experience new sports and outdoor activities at low, or no, cost will allow the disadvantaged, disabled and unemployed to make new acquaintances, compete on an equal level and pursue a healthier lifestyle through watersports.
- The activity and training courses will add an element to the regions tourism appeal and bring with it extended stays and increased revenue for local accommodation providers, food & beverage outlets and local businesses.
- Working with schools and colleges additional training, qualification and career opportunities can be developed

Whilst not being cash related there is a true “social value” and health benefit that can be reliably associated with the SWSA proposals. The team will aim to study the financial benefits to the Scottish. Regional and local economy during the development of the full business case and funding strategy.

The likely operating structure can be seen in the diagram below.

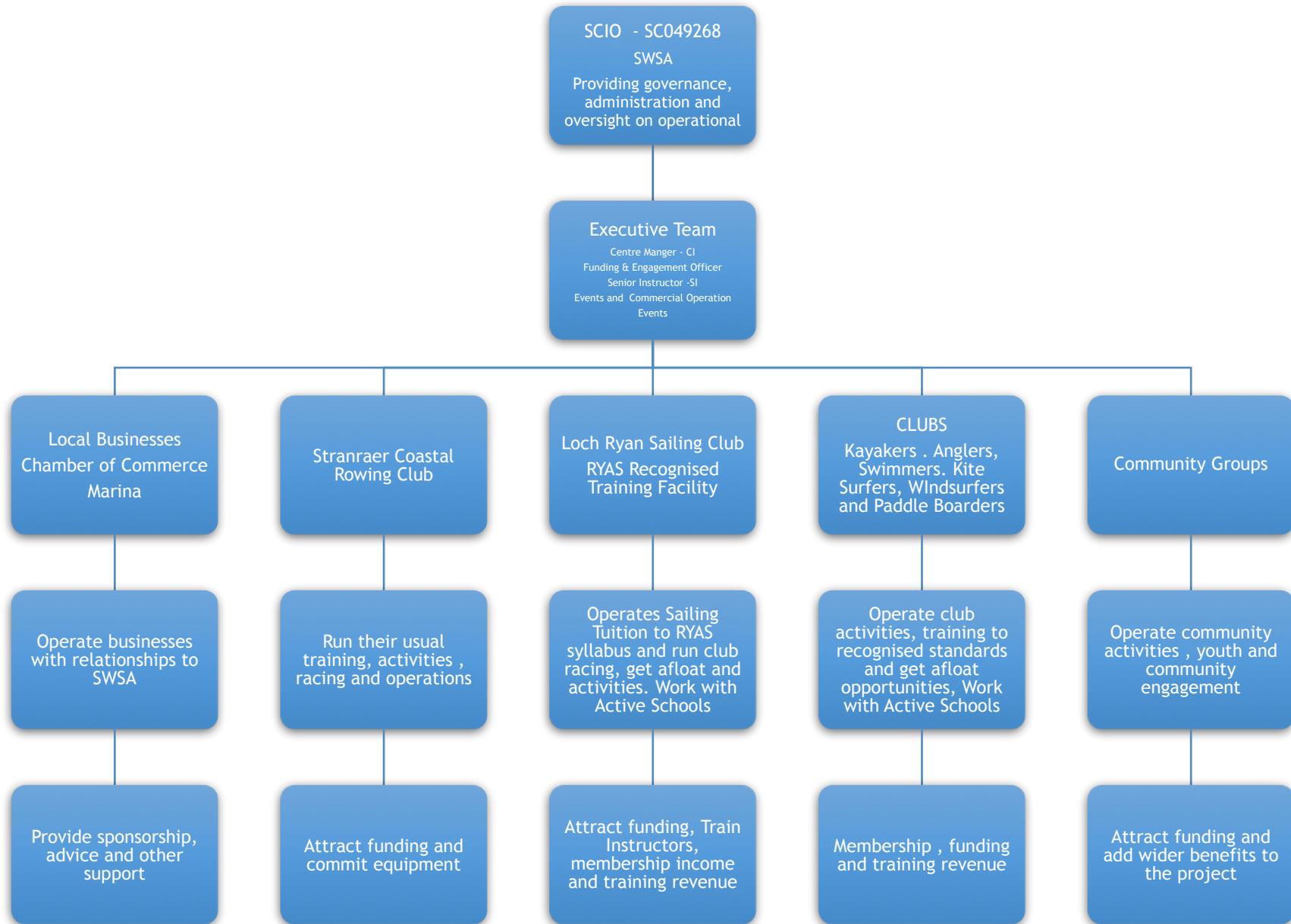


Figure 5 - SWSA proposed partner /organisational diagram

- a. The SCIO board will oversee and work with the executive team to develop strategy, business plans and policy. It will ensure realistic targets and budgets are set and delivered by the operational team. It will ensure that a high level of community engagement and governance are maintained
- b. The executive team will ensure that high levels of operational efficiency and customer service is delivered by a well informed and highly trained team of staff. It will develop and deliver training and activities to industry standards to an increasing amount of local and visiting custom. It will operate to strict budgets, high levels of health and safety and codes of conduct and support wider community development and well-being. The Centre Manager/ Chief Instructor , Funding and Engagement Officer and Senior Instructors will set budgets for approval of the board. The centre's employees/ team will work closely with the clubs that form the SWSA to ensure that the membership grows and members have support in their activities and events. They will develop a volunteer engagement strategy and execute this on an ongoing basis.
- c. The Clubs and Associations will operate their own activities and raise their own subscriptions paying agreed sums to support the wider SWSA operation. They will retain the balance of funds to run their own activities. It is hoped that, on a volunteer basis, the clubs will support other groups events and community activities. As the clubs mature they will provide recognised training to members and grow future instructors for the centre.
- d. The business and wider community will be invited to assist in the delivery and support the aims and objectives of the SWSA.

Overall the organisation will seek to grow by welcoming new people into the activities and making the SWSA highly appealing to locals and visitors alike.

3.7 Financial Projections

The 5yr plus start-up projections include detailed estimates of the following:

- Tariffs
- Instructor Ratios
- Potential Courses to be delivered and estimated revenues (based on extensive research)
- Staffing and Instructor requirements
- Equipment requirements
- Operational costs
- Capital Expenditure
- Likely lease rental from a catering franchise (thereby not competing with local providers)

See Appendix N - Financial Projection Spreadsheets.

The scenario under which the projections have been prepared has considered a slow build up in revenues (while the Centre's team builds operational confidence and market awareness). In an area where the watersports clubs are not fully established there will not, immediately, be a pool of trained watersports staff available and therefore in the first 2/3 years the centre will need to train its own instructors (this is an additional staff cost to the organisation)

As explained in section 3.6 the P&L sheet leaves the funding revenue section blank at this stage. This is to highlight the work outstanding on fundraising and sets targets for achieving agreements in principle for funding with likely future funding partners.

RYA Scotland has been extensively consulted on the equipment selection, course projections, instructor and safety boats ratios and club development. They have provided a substantial amount of staff time in terms of the Regional Development Officer and Training Development Manager and this has ensured a high level of confidence in the figures.

It is expected that by year four the brand, marketing, market awareness and operational efficiency should be at 100%. In order to reflect a realistic business scenario in years 1-3 discounts on revenue of 40%/ 60%/80% have been applied. Given that there very few community based watersports companies in Scotland it was not possible to gain statistics for early stage business growth and our team considered this proportional growth approach was likely to represent a true operational representation. Faster growth could of course reduce shortfall substantially reduce the amount of revenue support required.

It is believed that the operating shortfalls shown in years four and five could in fact be turned into operational surplus with some minor adjustments to the model, subject to operational experience, and if the contingency was not drawn down.

The figures shown are the Earnings Before Interest, Tax and Depreciation (EBITDA).

3.8 *Economic and Tourism Impact*

An extensive economic impact assessment has been conducted by Avison Young's Hospitality and Leisure Team who are recognised experts in the Scottish leisure and tourism sector. They have used the draft feasibility study and the financial projections to calculate economic and employment gains and have further commented on the social benefits (in terms of likely community and economic gains). At this stage they have not placed financial values on the community and health benefits but are working with BSCLLP to deliver more detail at the full business case stage.

The report highlights -

- Average Boost to annual gross value added:

Stranraer - £284,365

Dumfries and Galloway - £269,344

Scotland - £261,604

Annual GVA £815,313

- **Employment Gain 7.1 jobs (locally, regionally and nationally)**
- The proposed project meets eight out of the eleven key ambitions of the National Performance Framework, proving that it brings immense value to the wider in non-financial gains.
- If the proposed marina expansion and SWSA projects are both fully delivered in Stranraer it is believed that they will together create over 40 jobs and deliver an estimated £3.7m in economic benefit. Discussions have been held at project team level over potential gains that could be accrued by operating the two projects more closely.

Refer to Appendix D for Economic Impact Assessment provided by Avison Young.

4. Proposed schedule of accommodation & facilities

4.1 Introduction

The accommodation and facilities required were reviewed in the context of the market research and community questionnaire and the following requirements and project brief was developed and agreed. It also became clear that the accommodation and facilities required by SWSA would either be required if the Stranraer marina was developed or would bring significant benefits to its operation and success; the duplication of facilities should be avoided. The requirements of SWSA is set out below showing both their priority and also the perceived requirement and priority to the marina as follows: -

- Essential (must have)
- Necessary (should have)
- Desirable (could have)
- Subsequent development phase (wont have for now)

	Priority for SWSA	Priority for Marina
Centre for training, education & regattas		
Entrance & reception	Essential	Essential
Changing, lockers, toilets & showers	Essential	Essential
Changing Places Facility	Essential	Desirable
Drying Room	Essential	Essential
Wet classroom	Essential	Not required
Dry classroom / Meeting Room	Essential	Desirable
Storage	Essential	Essential
Social space(s)	Essential	Not required
Kitchen, servery & storage	Essential	Essential
Bar & storage	Essential	Not required
Cleaner's store	Essential	Essential
Plant: including hot & cold water storage & MHVR	Essential	Essential

Bins & re-cycling store	Essential	Essential
<i>Other land based facilities</i>		
Workshop(s) for maintenance & repair	Essential	Essential
Secure boat yard	Essential	Essential
Car parking	Essential	Essential
Parking & facilities for motorhomes	Necessary	Desirable
<i>Shoreside, off-shore facilities & improvements to the water environment</i>		
Protection for the slipway and dry access to the water	Essential	Not required
Removal of partially submerged obstructions	Essential	Not required
Removal of redundant sewer pipe	Essential	Not required
Installation of lane markers / moorings	Essential	Not required
Installation of video camera(s) on existing weather station buoys	Essential	Not required
Offshore bathing stations	Essential	Not required
Storage racks and wash down showers	Essential	Not required
<i>Other features & off-site facilities</i>		
Starter box (temporary structure on a permanent base)	Essential	Not required
Fuel berth	Desirable	Essential
<i>Boats & equipment</i>		
Dinghies, kayaks, SUPs, Safety craft, safety & water sports clothing & equipment	Essential	Not required
JCB / telehandler	Essential	Essential

The SWSA project will greatly enhance the Stranraer marina expansion aspirations by significantly adding to the activities on the water front and off-shore. It will enable it to link to the town by its integration with the local community of Stranraer, Wigtown, and potentially linking them all with the wider local, national and international communities of water sports participants. It will also assist in a modest but potentially long term way with the financially sustainable operation of the marina and associated business and leisure activities.

Refer to Appendix H for further details on SWSA's requirements.

5. Selection of development site

5.1 Introduction

The following four potential development sites had been identified as potential sites for the siting of the training, education and regatta centre:

- As part of the current building in front of “Driftwood Café” and the existing Boat House (**Site 1**)
- A new facility around or near to the current boatyard (**Site 2**).
- As part of, or adjacent to the current Harbour Masters Building (**Site 3**)
- As part of the newly restored Weighbridge and old harbour masters building (**Site 4**)

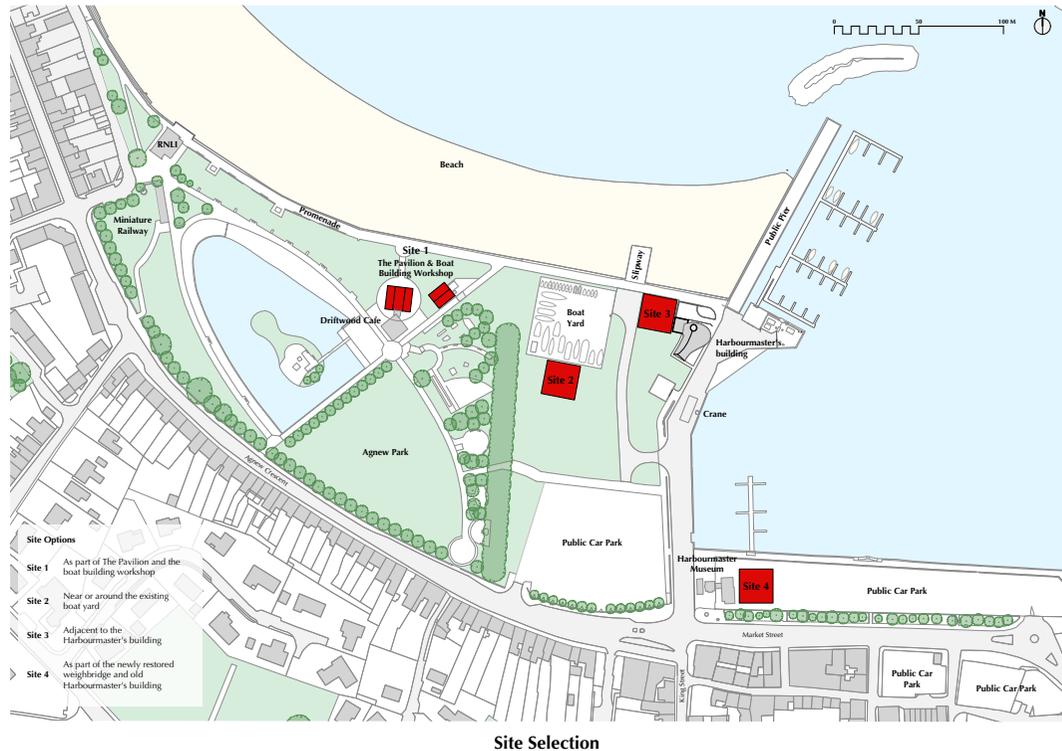


Figure 6 - Location plan of proposed development site

Potential Site 1 - Adjacent to the Pavilion



Figure 7 - Site 1 viewed from Promenade with The Boat House in foreground and The Pavilion (& Driftwood Cafe beyond)



Figure 8 - Site 1 viewed from west

Potential Site 2 - Adjacent to the Boatyard



Figure 9 - Site 2 Boatyard viewed from the south



Figure 10 - Site 2 western edge of Boatyard viewed from the north

Potential Site 3 - Adjacent to the Harbour & Marina office



Figure 11 - Site 3 viewed from Promenade with Harbour office beyond



Figure 12 - Site 3 looking south across the site from the Promenade

Potential Site 4 - Adjacent to the former Harbour office



Figure 13 - Site 4 with former Harbour office & Weighbridge from entrance to marina



Figure 14 - Site 4 looking north to the Harbour

5.2 Selection criteria

The site selection criteria have been developed to establish the suitability, availability and deliverability of each site. They include the essential requirements for the operation of the **Centre**, site constraints, accessibility to services and infrastructure. The criteria are intended to enable comparison of the sites against one another and have been graded in order of importance consistent with the aim of determining the most sustainable and developable option which will meet all of the objectives of SWSA and deliver a sustainable development. In order of importance these include -

- a. Ease of access to the Centre from land and to the water
- b. Availability & ownership of the site
- c. Adequate area of ground suitable for development
- d. Access to utility services (e.g. electricity, sewer, water & telecom)
- e. Compliance with Dumfries & Galloway Council's development control policies
- f. Community opinion

5.3 Assessment & selection of preferred site

a) Ease of access from land and to the water

Accessibility is fundamental to the SWSA concept for the **Centre** in terms of its physical accessibility, visual accessibility and ease of access from the Centre to every part of its operation: the water, changing facilities, teaching and training spaces and the social spaces in and around the building. It is fundamental to the objectives of SWSA, its success and sustainability.

Sites 1 & 4 are too remote from the slipway and water environment to provide a suitable feasible location. In addition to this, access to site 1 is problematic; both remote from the slipway and with limited and constrained vehicular access which will prove difficult to improve. This excludes these sites from selection.

b) Availability & ownership

All sites are owned by Dumfries & Galloway Council and are in principle available for a community asset transfer. The criteria for this are set out by the Scottish Government in Part 5 of the Community Empowerment Act (<https://www.gov.scot/policies/community-empowerment/asset-transfer/>).

In order to meet these requirements SWSA will need to become a “community transfer body” and comply with the following criteria:-

- the organisation's rules must define what community it speaks for and all people who form part of that community must be allowed to be members of SWSA;
- the majority of members of SWSA must be from that community and they must decide what the organisation does;
- Any money the organisation makes must be used to help that community;
- they must be a SCIO or a community Benefit Society

An organisation must have at least 20 members, be open for anyone to join, any money raised will be for the benefit of the local community. The project and land acquisition must be supported by a business plan and is based on community consultation; in this case both the local Wigtown community and the wider national and possibly international water sports community.

It is understood that Site 2 is allocated for another use by Dumfries & Galloway Council and is unlikely to be available for other uses and acquisition. Another community group has already applied for a community asset transfer of the newly restored former Harbour office and its extension and is therefore considered to be unavailable for further consideration by SWSA and excludes Site 4 from selection.

Sites 2 & 4 are therefore excluded from further consideration.

c) Adequate area of ground for development

Each of the sites are located on made ground reclaimed from the shoreline of Loch Ryan at various times during the 19th and 20th centuries. Sites adjacent to each of the potential development sites have been developed in the recent past suggesting that the ground condition are likely to be competent to support buildings. This preliminary assessment also suggests that the ground associated with each site is free of contaminants.

However, existing underground mains sewers and water mains cross or adjoin each of the sites. The most significant of these include a main sewer which is routed across the SW corner of Site 3 and then west along the south side of the Promenade; this will limit development within a 10m wide strip of land centred on the sewer. These underground services, together with their associated easement areas will restrict the development of Site 1, prevent any development on Site 2 and the land to the north of the Pavilion. The area available for development on Sites 3 & 4 is also reduced by the sewer; however subject to confirmation of the precise location of the underground sewer, Site 3 should provide sufficient area for the proposed ***Centre***.

All of the sites are located within a flood risk area and the ground floor levels of the adjoining buildings and surrounding ground level are all below the predicted level of coastal flooding expected by 2100.

The only potential site which will meet this criteria is Site 3.

d) Access to mains utility services

The Sail West harbour and marina office and shore side facilities are connected to all existing mains services including:-

- mains water and drainage;
- mains electricity;
- mains gas; &
- telecom.

Subject to infrastructure capacity they are available immediately adjacent to development Site 3.

e) Compliance with development control policies

All of the sites are located within the Stranraer conservation area where development is permitted so long as it adds to and complements the fine qualities of the Stranraer conservation area. New buildings must acknowledge its nature, scale and character of the area. Compliance with all other relevant LDP 2 policies and guidance will be required but are not considered to prevent development of the sites for the proposed **Centre** so long as it resolves flood risks and meets the sustainable development policies of D&GC and the Scottish Government.

It has not been possible to obtain an initial response from D&GC planning department due to the Covid-19 pandemic restrictions but it is understood that there is no impediment to the development of any of the sites under consideration.

f) Community opinion

The opinion and support of the local community is central to the aims, objectives and development of SWSA's Centre for training, education and regattas.

The Feasibility study methodology was based on a community consultation day in Stranraer to present the preliminary findings of the feasibility study and concept design options for the **Centre**.

The Covid-19 pandemic restrictions has impacted on this most important of selection criteria. The day long community consultation day arranged for 23rd April was cancelled and was replaced with the on-line Questionnaire which did not include any questions relating to the possible location or design of the **Centre** as they were not available at that stage of the Study. However the project and design brief has been based on the findings of the Community Questionnaire and the assessment of the other critical criteria has clearly demonstrated that only one sites is practical and viable.

However due to the legal, practical and the constraints discussed above, sites 1 & 2 have been excluded due to the existence of the underground sewer. Site 4 is excluded due to a current community asset transfer request. In any event, the only site which fits the most important criteria is the north western corner of site 3. The additional benefit of this site is the potential for the proposed facilities to be sited adjacent to the Marina to the benefit of SWSA, the proposed Marina expansion project and the wider community of Stranraer.

The recommended location for the proposed Centre is clearly the area of land immediately to the west of the existing Sail West harbour and marina office.

Full consultation will form part of the next stage of design development and all comments and suggestions will be fully considered during the detailed design stage. All valid suggestions and preferences will then be incorporated into the scheme prior to application for full planning permission.

6. Appraisal of the selected development site

The selected site is located immediately to the west of the Sail West harbour and marina office and shore side facilities with adjoining Coastguard's garage & store. (Latitude 54.907431 Longitude -5.030640).

This comprises a single storey building has been slightly elevated above the level of the promenade and west pier with its ground floor level at 4.0m AOD. Its entrance faces northeast and the building overlooks the harbour and marina. The coastguard accommodation faces northwards towards the Loch. Internally, the accommodation comprises an entrance lobby, harbour office, meeting room and kitchenette and small laundry room. The male and female toilets and showers each contain two shower cubicles and two wc's and whb's and two urinals are provided for males and an accessible family toilet and shower room is also provided. A cleaner's store and plant room. External access is provided to a small toilet and shower room at the south end of the building which is available for commercial vessel users.

Site of the harbour and marina office and adjoining land was most recently a marine lake with a coastal promenade running west from head of west pier which was then reclaimed and infilled c.1970s to provide parking and set down space adjacent to the West pier.

The proposed site comprises a grassed area, immediately to the west of the Harbour office, which falls away to the adjoining ground levels and is bounded by the access roadway to its west and the promenade to the north. *Figure 15 - above shows the site, adjacent to the Harbour office with the Boatyard and Agnew Park to the west - Courtesy of Google Maps.*



6.1 Site description

6.2 Environmental Considerations

a) Climate

Stranraer is situated close to the relatively warm waters of the North Channel and Irish Sea, and has the windy oceanic climate characteristic of western Scotland, with the advantage of the rather warmer and drier conditions peculiar to the lowlands of south-west Scotland.

i) Temperature and sunshine

The average daytime temperature usually varies between 5° C in winter to 16° C in summer. Summers are generally warm, with daytime temperatures in July typically reaching about 18.7° C and about 11.1° C at night. Winters are usually also mild, with January daily temperatures about 7.5° C and nights cooling to 1.9° C. On average there are about 40 days per annum when air frost occurs, mostly between December and March.

Stranraer has fairly high totals of sunshine with about 1,550 hours in a typical year.

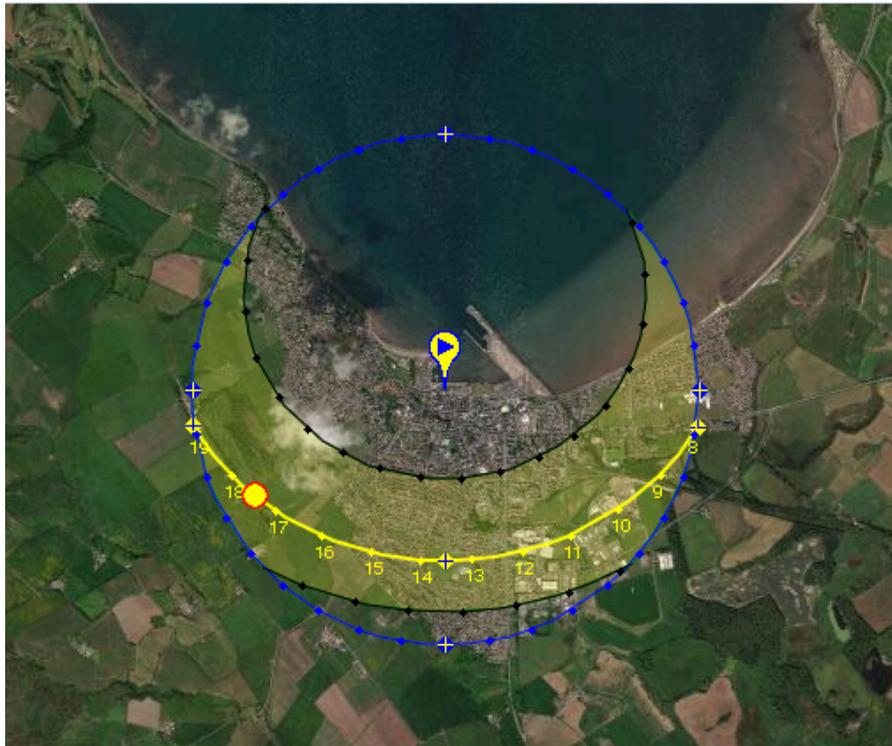


Figure 16 - Site plan showing sun paths

ii) Wind speeds and prevailing wind directions

The wind speed average expected throughout the year is around 10 - 13 knots with maximum recorded wind speeds during any month around 34 knots. The dominant wind directions in recent years have been from the south-west, west and north-west and the waterfront is particularly exposed to strong wind and gales from the north.

iii) Precipitation

The average amount of rainfall has been around 1,050 mm per year with the precipitation distributed fairly evenly throughout the year. On average rainfall occurs on about 160 days per year. Snowfall is rare and may on average occur on approximately 7 or 8 days in any year.

iv) The Sites' Microclimate

The micro climate of the site requires more detailed consideration and the detailed design of the proposed **Centre** must respond to both Stranraer's climate and the microclimate of the site. One challenge for the design development will be to resolve the current need to exploit passive solar gain with the orientation of the site and need to shelter the buildings' entrances and fabric from the direction of the dominant inclement weather and also from the northerly winds to which the site and Loch Ryan are most exposed.

b) Sea levels & tidal range

Sea levels and tidal range

The tidal range and sea levels at Stranraer harbour and waterfront are as follows with Ordnance Datum -1.4m above Chart Datum.

	Chart Datum (CD))	Ordnance Datum (OD)
Highest Astronomical Tide (HAT)	+ 2.3 m	+ 3.7 m
Mean High Water Springs (MHWS)	+ 1.8 m	+ 3.2 m
Mean Sea Level	+ 0.5 m	+ 1.9 m
Ordnance datum (OD)	0.0 m	+ 1.4 m
Mean Low Water Springs (MLWS)	- 1.0 m	+ 0.4 m
Chart Datum	- 1.4 m	0.0 m
Lowest Astronomical Tide (LAT)	- 1.5 m	- 0.1 m

The proposed development site is sheltered from direct effects of ocean swells and is also protected from wind and waves from the SW to the NW. Wind driven waves will be generated and cause localised wave effects, particularly with northerly gales; refer to section 6.4 below and Appendix G Flood Risk Assessment.

c) Climate change

We believe that the implications of climate change are not fully understood and cannot be accurately predicted. It is certain that weather patterns are becoming less predictable, more extreme and that sea levels will rise.

6.3 Topography and Geology

a) Topography

The site is low lying adjacent to the promenade which runs in a gentle curve between the edge of Agnew Park and the top of the beach. The land extending south and west has all been reclaimed from the beach and will become increasingly vulnerable to increasing sea levels.

b) Geology

The rock formations underlying the site comprise Loch Ryan Formation sandstone; a sedimentary Bedrock formed approximately 252 - 299 million years ago in the Permian period. This was dominated by rivers and the sedimentary rocks are fluvial in origin and detrital in nature. They range from coarse - to fine grained and form beds and lenses of deposit reflecting the channels, flood planes, and levees of the original river or estuary. The overlying superficial deposits comprise Marine Beach Deposits: clay, silt, sand and gravel. Superficial Deposits formed up to 3 Million years ago previously dominated by shorelines. These sedimentary deposits are shallow-marine in origin. They are detrital, generally coarse grained forming beaches and bars in coastal settings.

The proposed site is located on an area of the beach which was developed into a Marine Lake in the 1960's and then reclaimed to form a set down and parking area adjacent to the West Pier. Site investigations undertaken within this on adjacent sites indicate that the ground comprises made ground, between 1m - 1.6m deep with underlying layers of sand, sand and gravel and gravelly clay. It is reasonable to assume that the ground conditions on the proposed development site will be similar.

6.4 Ground Water and Flood Risk

The site is situated within an area identified by SEPA as being Potentially Vulnerable (area PVA: 02/08)

The site area was originally situated on the foreshore of Loch Ryan, before being enclosed to form a Marine Lake c. 1960s and then infilled to provide parking and set down land adjacent to the West Pier jetty. It was subsequently reclaimed and Agnew Park extended and the new harbour and marina office and facilities building, storage for the commercial fishing fleet, the boat yard and car parking.

The site of the harbour and marina office are slightly elevated above the adjoining ground and the finished floor level of the building is c. 4.0m AOD.

Ground water levels were noted at around 2m below ground level at the adjoining development in Agnew Park and it is likely that the levels will be similar on the proposed SWSA development site. It is also noted that the lower areas of Agnew Park are vulnerable to flooding at times of heavy rainfall. Refer to Appendix G - Flood Risk Assessment for further information about flood risk and recommended levels and mitigation for the development.

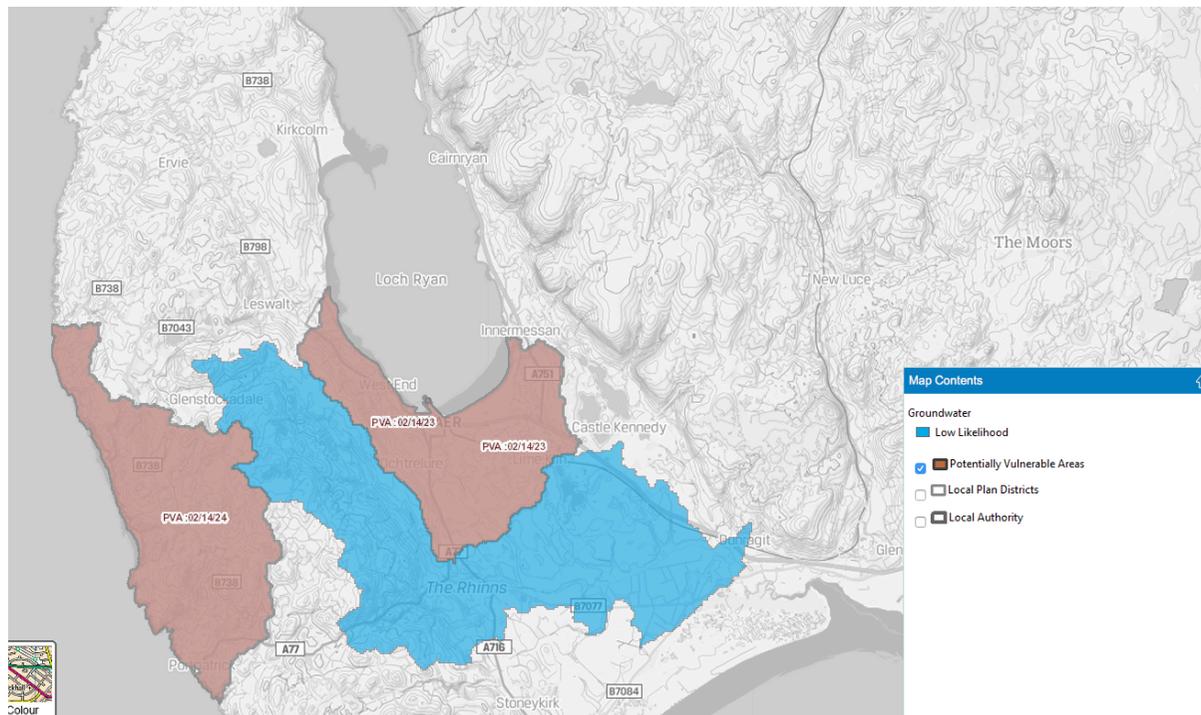


Figure 16 - extract from SEPA flood risk map showing extent of Potentially Vulnerable area

6.5 Habitats and Species

The immediate site comprises rough grassland over the reclaimed land and is likely to have low potential for ecology and biodiversity. The biodiversity of Agnew Park to the west will be richer with its shelter belt of trees running north to south along its eastern edge. There is a possibility of bats using these trees but it appears unlikely that they roost in the Sail West harbour and marina office.

The SWSA development should enhance the potential for local ecology and biodiversity of the site.

6.6 Archaeology and history

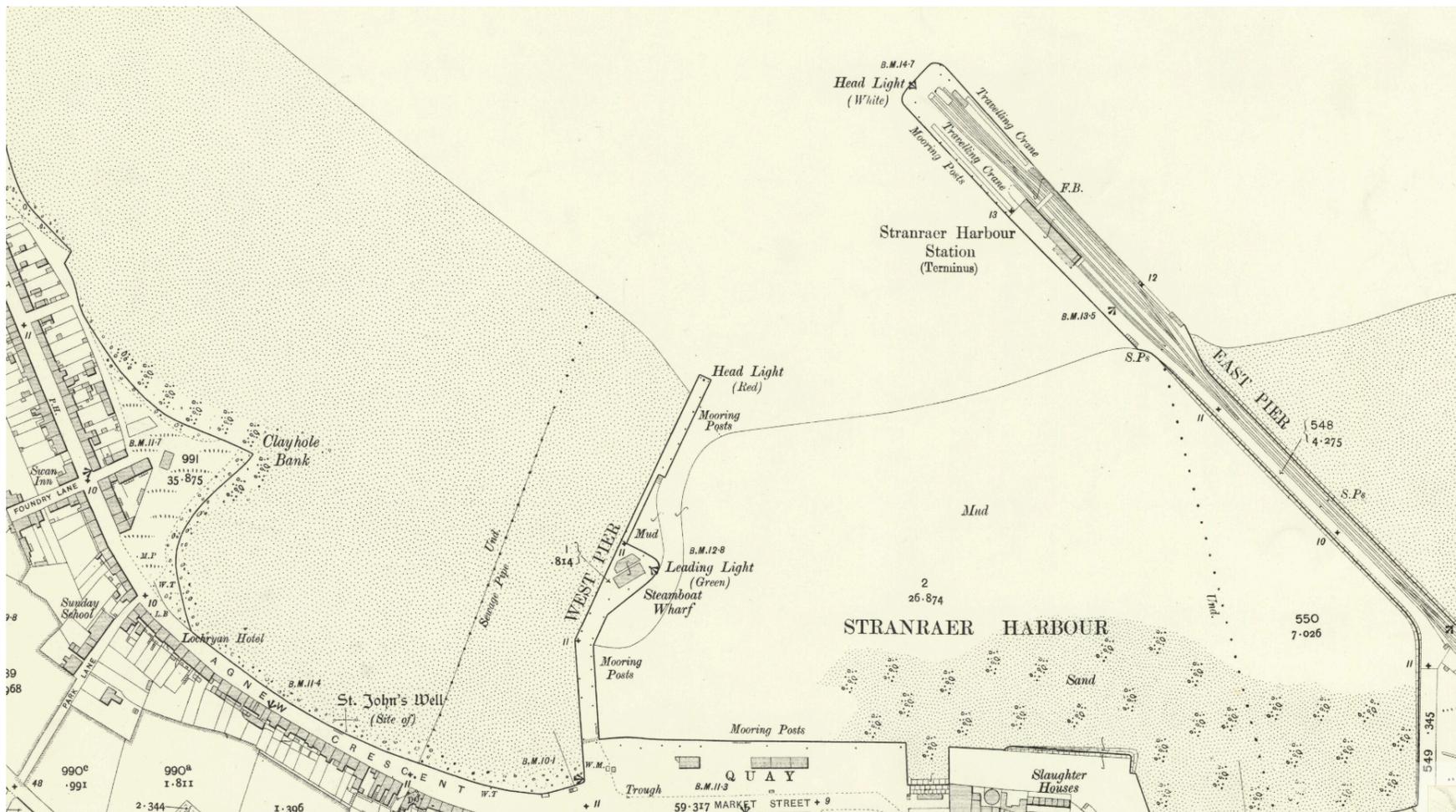
Stranraer comprises the core of the medieval town with later phases of 18th & 19th century development of the town and the harbour area. Stranraer was a Royal burgh of considerable antiquity and the chief town of the district called Rinns. Situated at the head of Loch Ryan it provided a safe anchorage and roadstead, and developed trade with the Baltic, Ireland and to England, chiefly exporting grain. The beach must have been subject to major natural changes over the centuries, as Symson, writing in 1684, records the excavation of a 'pretty large' ship from a kailyard well above the high-tide mark as known in his day; he notes that its 'boards were not joyned together after the fashion of our present ships' and that copper nails had been used in it, but although these features point to clinker construction, they do not serve to identify its country of origin. In 1791 there was no artificial harbour in Stranraer and larger vessels had to anchor offshore.

The first pier, was built at a cost of £4,500 in 1820, extended 200 yds in a NNE direction and was maintained by the burgh authorities. It provided 11ft depth, but only at high water. The railway reached Stranraer in 1861 and the East pier was then erected and completed in 1863. It was subsequently extended when Stranraer became the permanent packet station on the short sea route to Ireland.

In the 1950s further land was reclaimed to the west of the harbour, initially a marine lake, presumably being used as a boating pond which was then infilled to form a parking and set down area for traffic using the West Pier and the port was modernised during the 1970s. Since 2010, Dumfries & Galloway Council has invested in a number of significant developments in and adjacent to the Harbour and waterfront including:-

- a new Harbourmaster's office (with the support of INTERREG funding) in 2011;
- the refurbishment of the West Pier in 2013;
- the construction of a slipway and secure boat storage compound in c. 2015;
- the installation of a new boat hoist for the harbour in 2015;
- the development of a new build community café - the Driftwood Café adjoining the Pavilion in Agnew Park (with the support of Coastal Communities Fund) in 2017; &
- the refurbishment of the former Harbourmaster's office in 2018 (supported by Historic Environment Scotland CARS and 3rd round RCGF funding).

Figure 17 - 1893 OS 25" Town Plan of Stranraer



The Boat House was also built in Agnew Park in 2017 for the Stranraer St. Ayles Skiff Project, a partnership between the SWSA and Stranraer Rotary. This provides a base for the Stranraer Coastal Rowing Club and a boat Build and Maintenance Club.

The following historic maps illustrate the development of Stranraer harbour and waterfront during the 20th century.



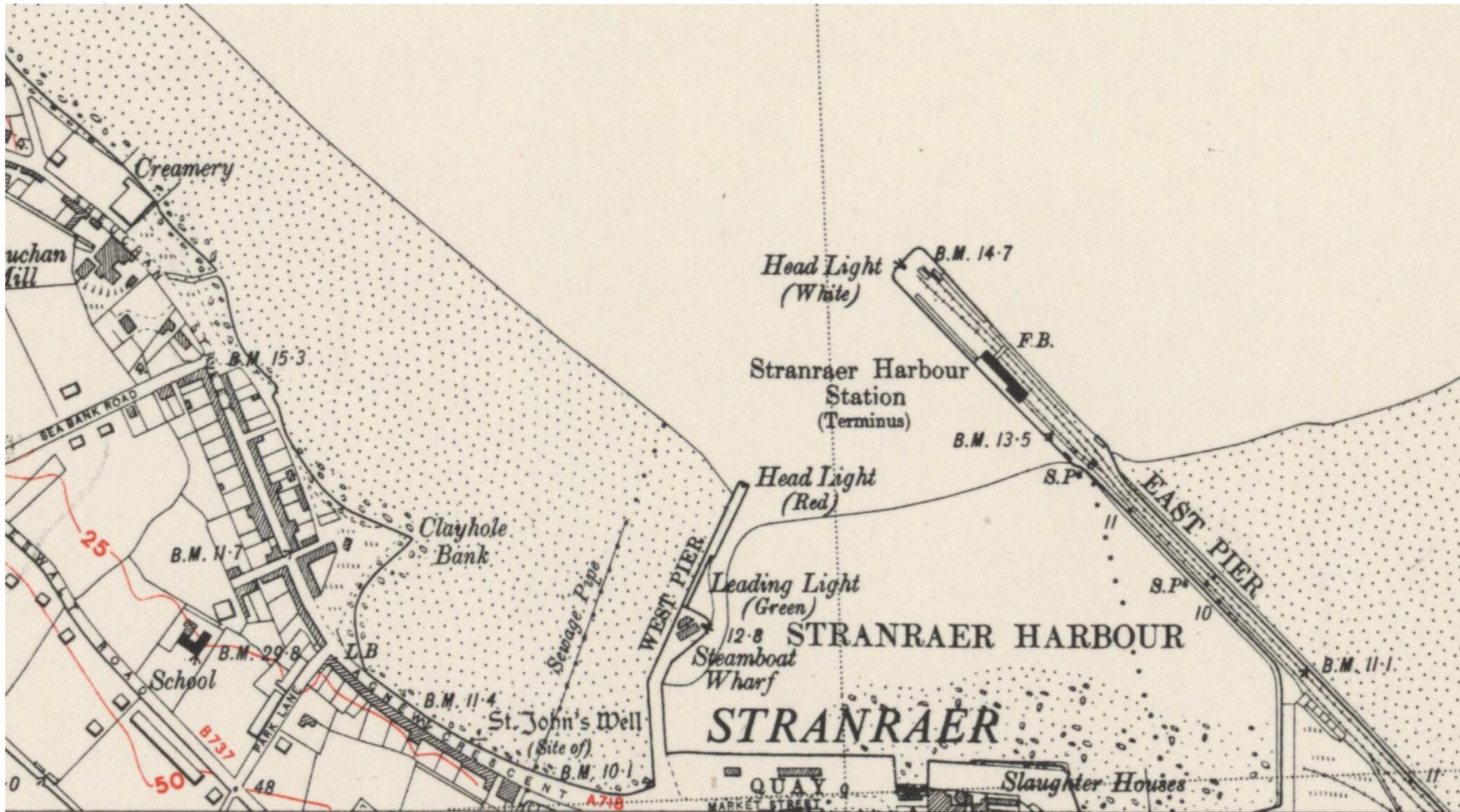


Figure 19 - OS extract from Town Plan of Stranraer probably publication date c.1950 (Wigtownshire Sheet XI.SE)



Figure 20 - OS extract of Town Plan of Stranraer 1969

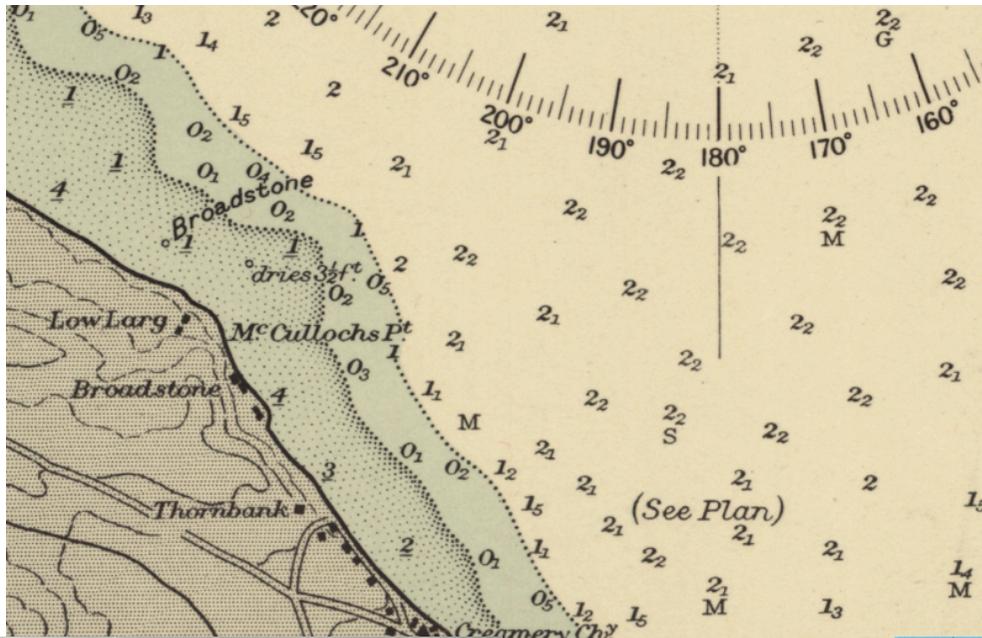


Figure 21 - Stranraer



Harbour from survey by Capt.

W.F. Maxwell, R.N. 1898

Stranraer has provided a safe anchorage from earliest times and the sheltered Loch Ryan provides excellent opportunities for the Stranraer community to benefit from the waterside and water based activities.



Figure 22 - Aerial view of Stranraer harbour, waterfront and Loch Ryan. Courtesy of Stranraer Museum



Figures 23 & 24 - Sailing in Stranraer harbour c. mid 20th century. Courtesy of Stranraer Museum

Figures 25 & 26 - The beach and marine lake Agnew Park c. 1970s. Courtesy of Stranraer Museum

6.7 Significant views from and of the Site

The site and adjoining Sail West harbour and marina building are prominent, commanding views over the harbour, Loch Ryan and westwards to Agnew Park.

Important views towards and from the site include: -

- Views looking north, towards the harbour from King Street, at the junction of King Street, Market Street & Agnew Crescent and approaching the site from the south.
- Views looking east from the Promenade and Agnew Park.
- Views looking southwards on approach from Loch Ryan.

6.8 Site Services

The location and capacity of the public utility services are a key consideration in this development and the siting of the proposed building.

a) Electricity

A mains electricity cable is routed below the west pier harbour access road to the Sail West harbour & marina office and shore side facilities which is within approximately 50 metres of the proposed development site.

b) Mains water

A (4" (100mm) diameter AC) fresh water distribution mains pipe is routed below the west pier access road to the Sail West harbour marina building and is terminated in an end cap adjacent to the Sail West building. A fire hydrant is located at the new road junction from the west pier harbour access to the boat yard and slipway.

c) Drainage

A Scottish Water sewer crosses the site.

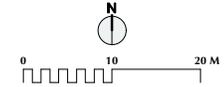
d) Telecoms & Broadband Internet

A telecoms cable is routed below the footpath / pavement adjacent to the road to the Sail West harbour marina building.

e) Gas

A gas main is routed below the pavement adjacent to the road to the Sail West harbour & marina building.

Refer to Appendix F - GPR Survey & site utility services record plans.



Notes

Extension to boat yard and proposed workshops form part of Marina expansion project .

Exact location of existing sewer and easement TBC by Scottish Water

Key

- Existing Buildings
- Pedestrian Walkway/Promenade/Pier
- Boat Yard
- Proposed Boat Yard Extension
- Proposed Boat Yard Extension
- Sewer Easement
- Vehicular Access to Boat Yard/Slipway
- Commercial Pier Access
- Fishing Boat Storage
- Beach
- Sea

No.	Date	Revision Note
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Client SWSA	Project Ref. 19/41	
Project Stranraer Water Sports Centre	Drawing No. (SK)022	Revision -
Drawing Site Restrictions Plan	Scale 1:500 @ A3	
Issue Status Sketch	Date 14.08.2020	

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6.9 Land Ownership

As noted in Section 5, above the proposed site and surrounding land is owned by Dumfries and Galloway Council. Initial discussions with the Council has indicated that a community asset transfer application for the site may be supported by the Council. This will need to include any additional land that may be required for enabling development and for off-site facilities such boat and equipment storage, serviced stances for motorhomes, parking generally and the starter box.

The Sail West harbour office is owned by Dumfries & Galloway Council and the adjoining garage space is leased to HM Coastguards.

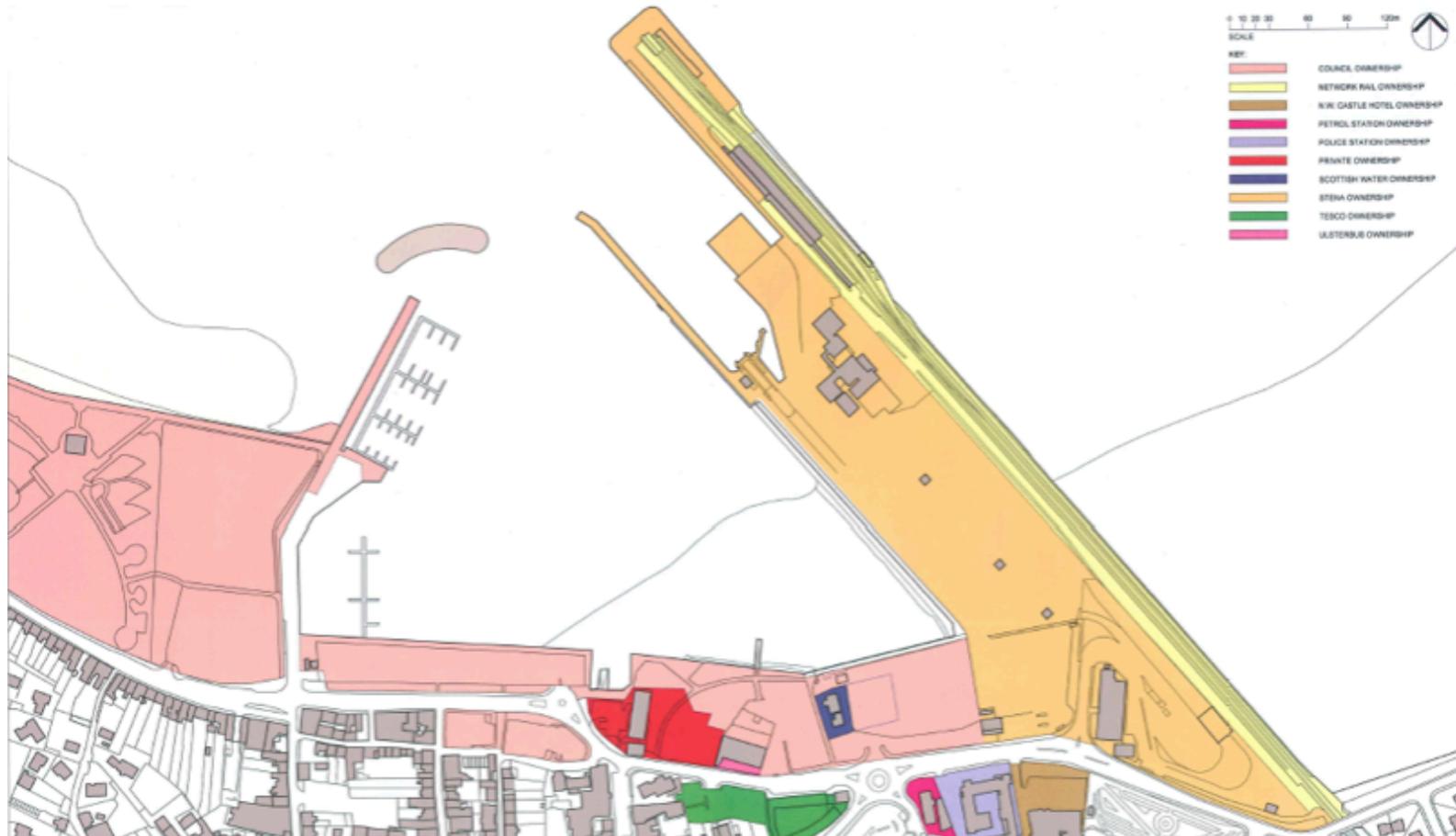


Figure 27 - Site plan showing site area and ownership boundary

The Crown Estate Scotland.

The foreshore adjacent Agnew Park is Crown land under the management of Crown Estate Scotland. Any works thereon will therefore require the consent of Crown Estate Scotland as landowner.

Consents were granted by the Crown Estate to the Burgh of Stranraer for the two outfall pipes; - for the longest pipe in 1955 and for the shorter of the two pipes in 1935. It is believed that the rights to these outfall pipes has transferred to Scottish Water as the statutory successor. A number of other occupancy agreements and associated rights have subsequently been granted to D&G Council, most notably in respect of the slipway (which includes associated “dredging” rights), but also for beach maintenance works (cleaning/weeding).

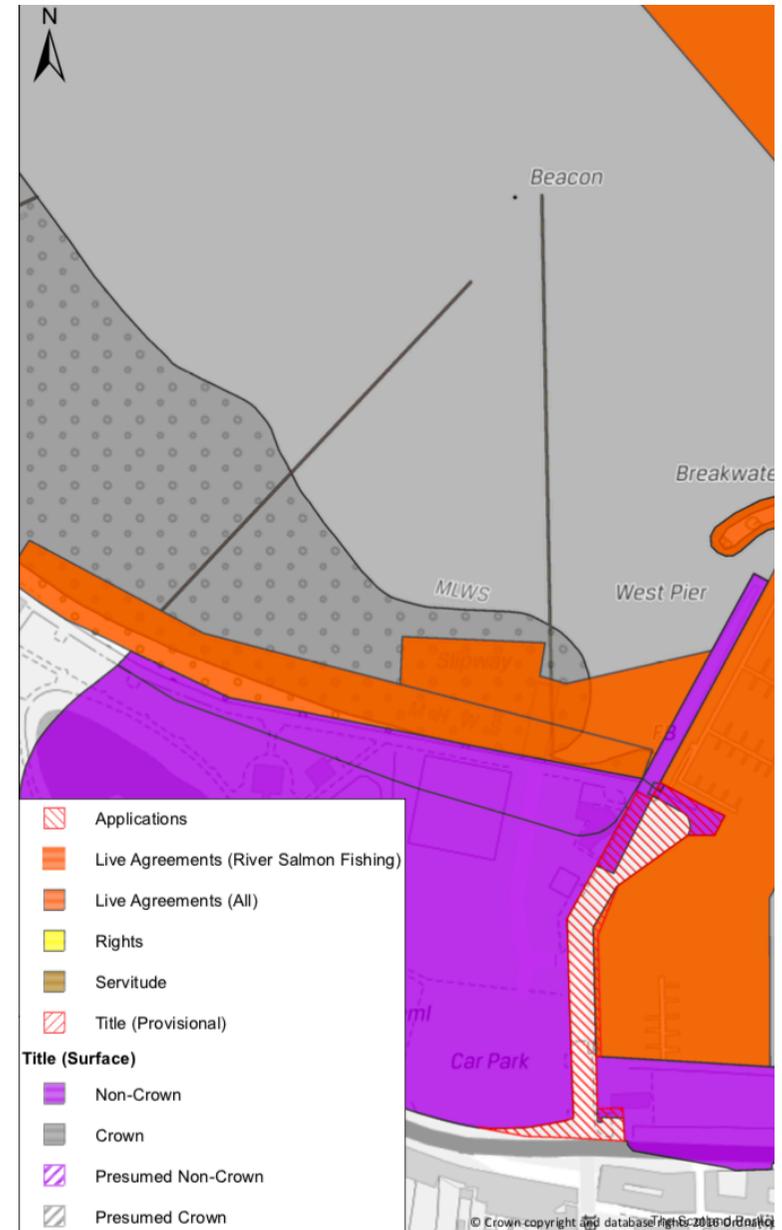


Figure 28 - Crown Estate Scotland extract from CORE GIS

7. Planning and Development Summary

7.1 Planning & Development Control

The Local Development Plan 2 (LDP, 2019) provides the planning framework and guides development throughout Dumfries & Galloway and specifically in Stranraer. The relevant policies which apply to the proposed development of the SWSA training, education and regatta centre are noted below together with a summary of how the proposed development complies with these requirements.

Policy OP1: Development Considerations

This is an overarching policy to guide development which covers general amenity, the historic environment, landscape, biodiversity and geo-diversity, transport and travel, sustainability and the water environment. The sustainability of the development and quality of the water environment are fundamental to the construction phase and long term activities of the Centre.

Policy HE2: Conservation Areas

The proposed development site is located within the designated conservation area of Stranraer (see Image 5 - Conservation Area) and the development will need to preserve and enhance the character and setting of its waterfront. The site and surrounding area is situated to the north of the Stranraer Archaeologically Sensitive Area (ASA) in the Local Development Plan Policy HE4 and as it comprises an area reclaimed from the Loch in the late 20th century it is not anticipated that the development will impact on any archaeological deposits or features.

Policy CF1: Community Facilities

Community facilities improves the sustainability and functionality of settlements. The objectives of SWSA clearly identify that the Centre is intended to benefit the health and wellbeing of the community as well as providing opportunities for social, educational, recreational and leisure for all.

The facilities need to follow good practice provided by **sportscotland** and the design brief for the Centre and its concept design are based on extensive consultation with RYA and **sportscotland**.

Proposals for uses and facilities which generate significant numbers of people must follow a sequential approach in their selection of location. The location of the proposed **Centre** is entirely dependent on its proximity to Loch Ryan and the existing slipway. This location on Stranraer waterfront, adjacent to two existing public car parks and within easy walking distance of the centre of Stranraer meets these requirements for good accessibility and link to public transport networks.

Additional LDP 2 - Supplementary Guidance relevant to the development includes -

Stranraer Conservation Area Character Appraisal and Management Plan, March 2019
Flooding and Development Supplementary Guidance - February 2020

7.2 Highways

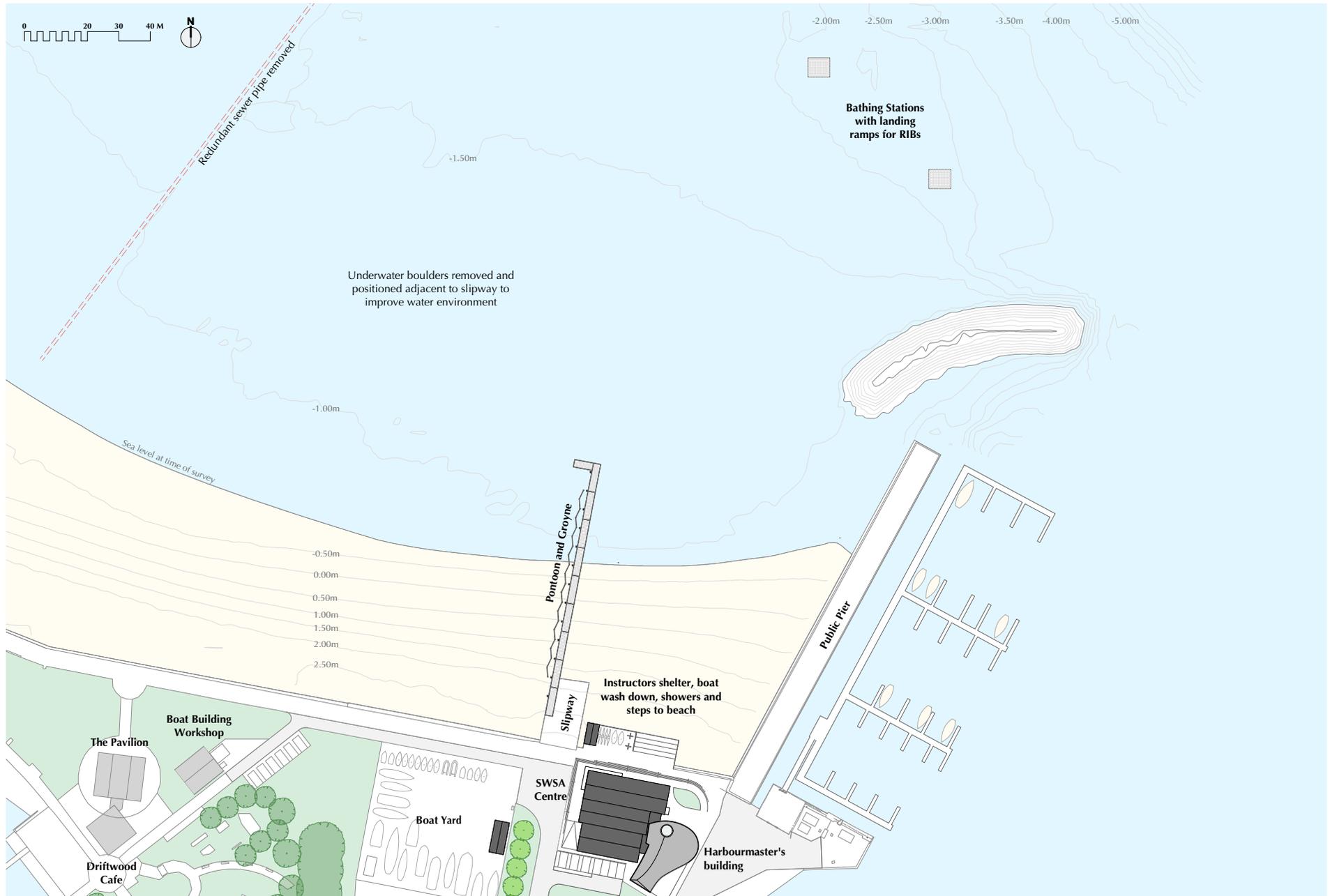
Highways and Parking standards

National parking restraint policies identify national maximum parking standards for new development. These do not include water sports developments but note that parking standards for leisure developments of 1,000 m² and above require up to 1 car parking space to be provided per 22 m² of floor area. And, for community centres 5 spaces per 100m². The minimum standard of parking for disabled people should be 3 spaces.

Local standards should support the viability of town centres and developers of individual sites within town centres may be required to contribute to the overall parking requirements of the centre in lieu of individual parking provision.

Adequate manoeuvring space will need to be provided for delivery vehicles, bin lorries, emergency vehicles and fire tenders.

The minimum number of bicycle parking spaces should include 1 + 1 per 20 staff and 1 + 1 space for every 100m² of public floor area. These allowance combined suggest a total requirement for 5 covered bicycle parking spaces.



Water Improvements

8. Concept design & design statement

8.1 Proposals to provide better access to the water and improve safety and enjoyment of the beach & water

a) Slipway improvements

The existing in-situ concrete slipway is 12m wide and extends 40m from the edge of the promenade. Although some rock armour was placed around the top of the slipway it regularly becomes covered with sand. This together with its limited length in relation to the very shallow gradient of the beach limits access to water and requires considerable maintenance work to keep the surface clear of soft dry sand.

A number of options have been considered to improve access to the water including the installation of rock armour or groyne wall along the edge of the slipway and the installation of a floating pontoon to extend access as far as possible towards MLWS; it is not financially feasible to extend the length of the slipway and it is presumed that the wet sand below the end of the slipway is adequate for vehicular access.

A timber groyne/wave wall, provides the most appropriate option and will be constructed along the western edge of the slipway using greenheart timber comprising 300mm square 8m long piles, driven to an embedded depth of 5.5m leaving exposed length of 2.5m at 3m centres with horizontal infill sections with gaps between to provide a 2.5m high wall; this will be constructed in a gentle zig-zag parallel to the slipway and proposed floating access pontoon. The zig-zag will reduce direct wave action and increase strength and stability. The groyne wall will be located 0.9m off the edge of the slipway, start 20m below the line of the promenade, to provide access for maintenance of the beach and will then extend 60m into the Loch.

b) Dry access pontoon

The proposed access pontoon will extend 90m from the top of the existing slipway with a 6m return towards the west at its seaward end and will be supported by 200mm diameter steel piles at 6m centres.

c) Bathing stations

Two 7m x 6m bathing stations are proposed, moored off-shore at sufficient distance to provide a permanent depth of water. These will provide sufficient space for up to 12 people and a slipway for a rib will also be incorporated. They will be anchored in a way that will allow removal and storage on-shore during the winter months and the chains dropped to the seabed to prevent them becoming a hazard to vessels during this time.

d) Sewage pipe

A (redundant) sewage pipe protrudes above the level of the beach and extends across the beach to LWS and presents a hazard to vessels in low water. This will present increasing operational and safety concerns with increasing activities by in experienced sailors. The RNLI have also raised their concern about the redundant sewage pipe which extends across the bay in front of the lifeboat station.

A response is still awaited from Scottish Water but it is currently assumed that the pipe is redundant and it will be removed in its entirety from the edge of the promenade to its seaward outlet.

e) Rocks within inter-tidal zone

A number of large boulders are located within the inter-tidal zone across the beach and these also present a hazard to novice sailors. It is proposed that they are moved to the western edge of the slipway to provide some additional protection and avoid the need (and cost) of removing them from the waterfront. An allowance for a suitable machine and operator is included in the indicative budget costs.

f) Lane markers

It is recommended that non-permanent anchors laid from a work boat will be the most flexible, cost effective and expedient option. The costs of these are included in the budget for vessels and equipment.

g) Swinging moorings

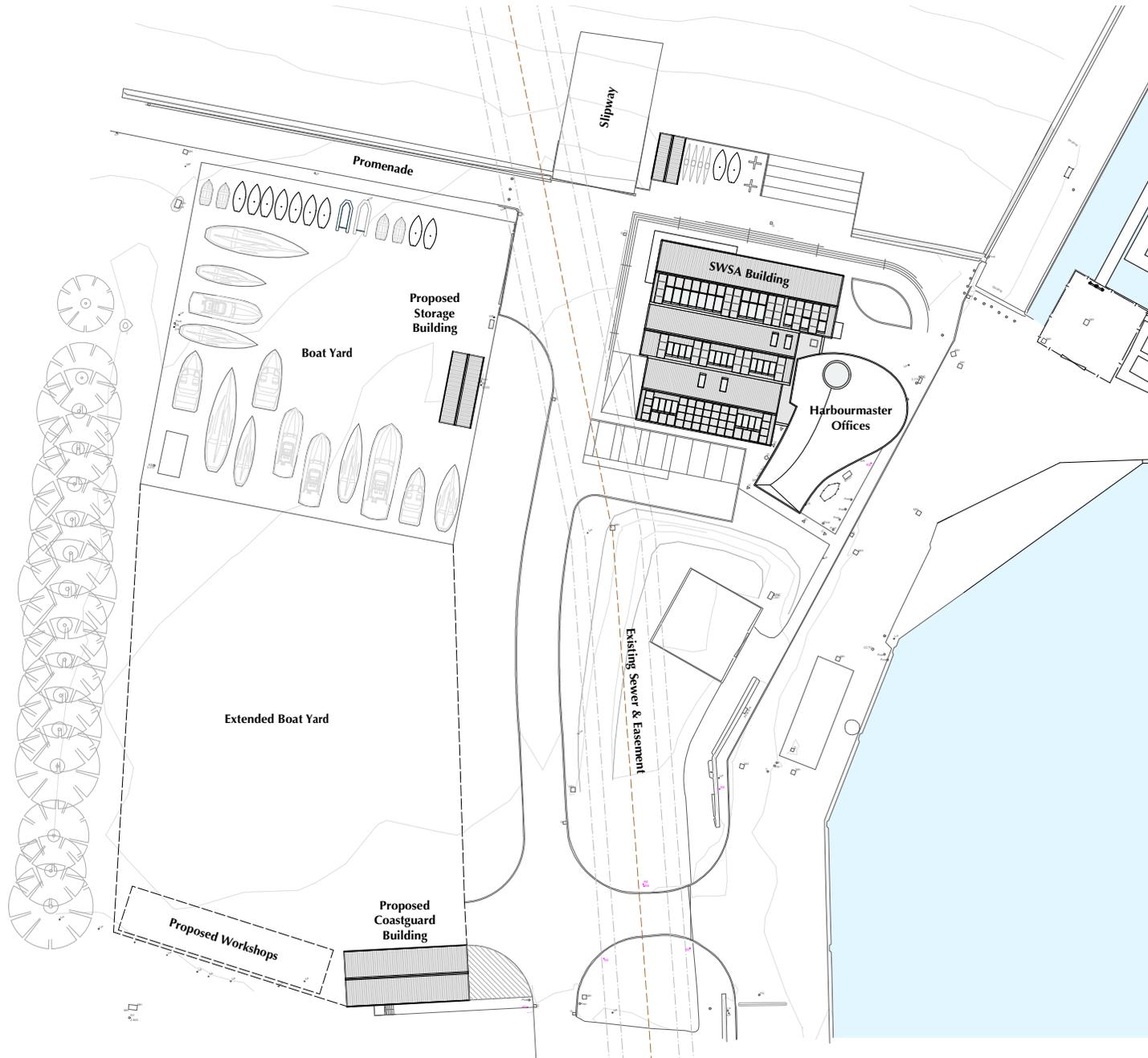
Due to the shallow fall on the beach and significant distance between HWS and LWS any swinging moorings would need to be located a significant distance off-shore. As significant expansion and improvements are planned for the marina no additional swinging moorings are proposed.

h) Set down and wash down area

A level area, 12m x 12m will be created at the top of the slipway for setting vessels and equipment for the day and will include wash down and sower facilities. This will link with the stepped access to the ***Centre*** and provide a visual and physical link between the water, shore and proposed ***Centre***.

i) Improvements to the beach area to create a safe lagoon

The costs associated with the formation of a “safe lagoon” with permanent protective barrier area for launching and use by primary age children will be significant at is considered to be beyond the ambition of the current project.

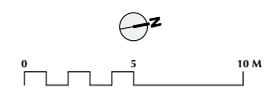
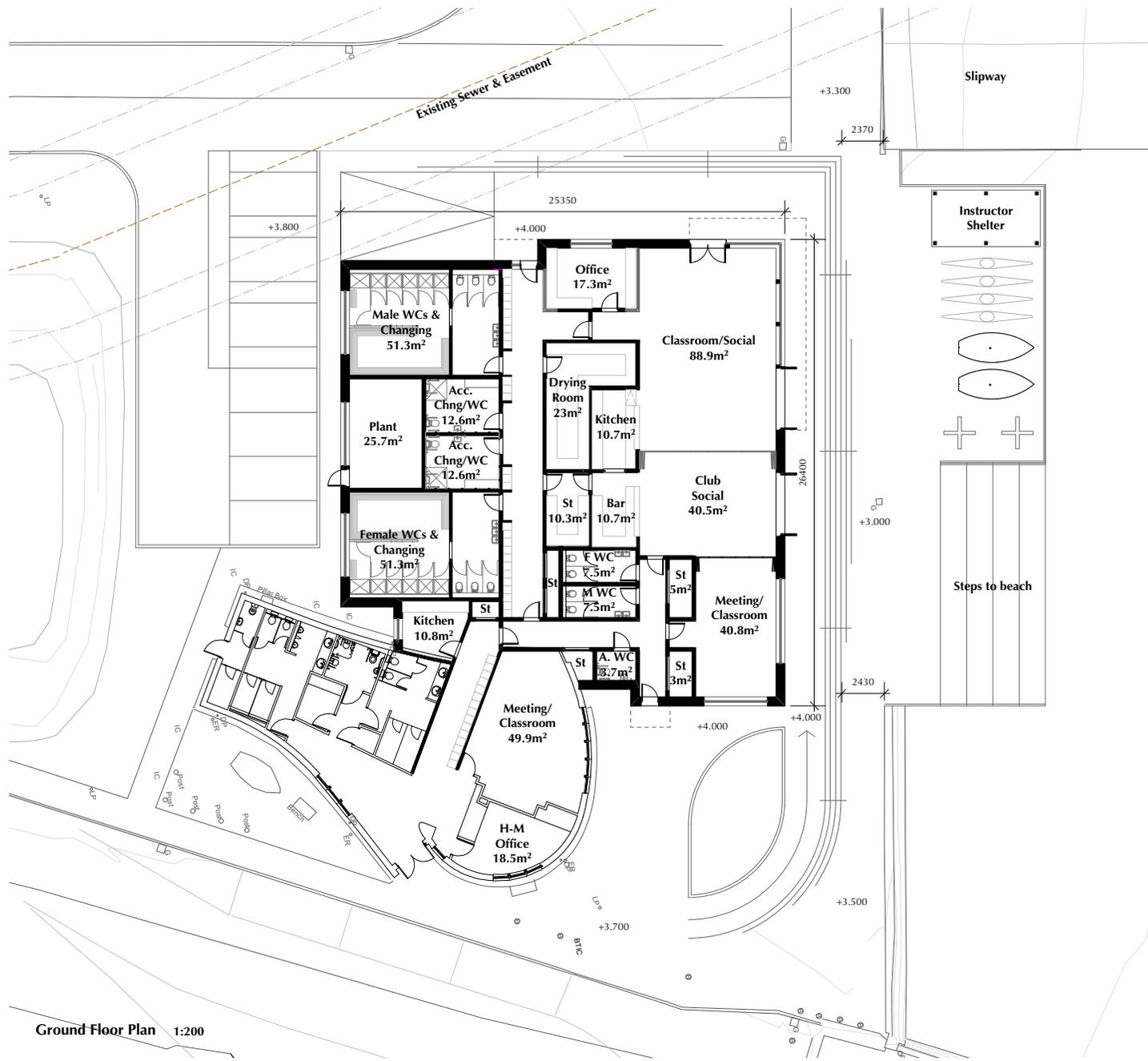


Notes

Extension to boat yard and proposed workshops form part of Marina expansion project .
 Exact location of existing sewer and easement TBC by Scottish Water

No.	Date	Revision Note
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Client SWSA	Project Ref. 19/41	
Project Stranraer Water Sports Centre	Drawing No. (SK)001	Revision D
Drawing Site Plan	Scale 1:500 @ A3	
Issue Status Sketch	Date 10.07.2020	

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Notes

GIA - 558m²

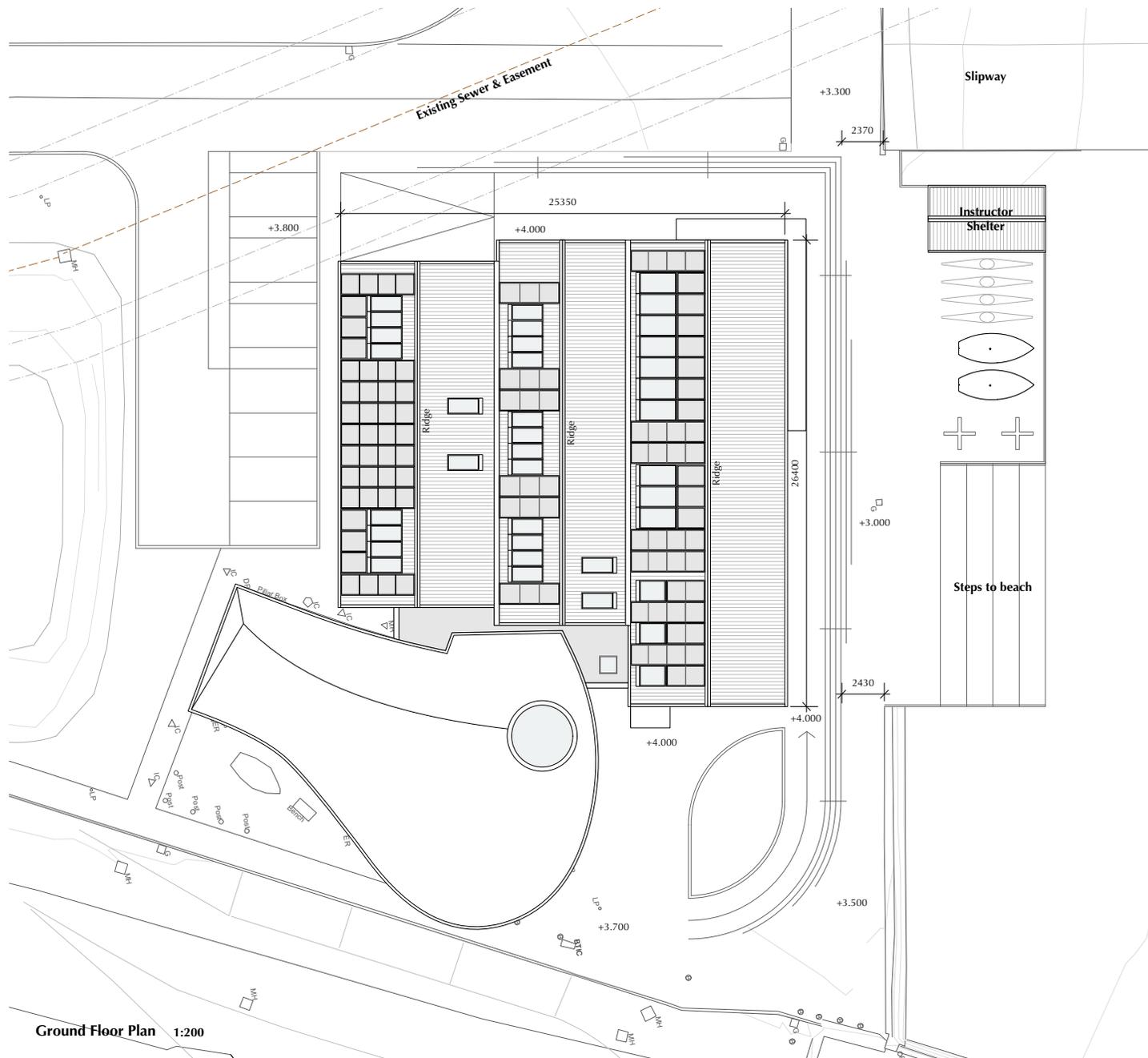
GIA does not include existing harbourmaster office footprint.

No.	Date	Revision Note
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Client SWSA	Project Ref. 19/41	
Project Stranraer Water Sports Centre	Drawing No. (SK)016	Revision C
Drawing Ground Floor Plan	Scale 1:100 @ A3	
Issue Status Sketch	Date 10.07.2020	

Ground Floor Plan 1:200

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Ground Floor Plan 1:200

Notes

GIA - 558m²

GIA does not include existing harbourmaster office footprint.
Solar PV/water heaters to be mounted on South facing roof pitches.

No.	Date	Revision Note
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Client SWSA	Project Ref. 19/41	
Project Stranraer Water Sports Centre	Drawing No. (SK)017	Revision B
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Issue Status Sketch	Date 10.07.2020	

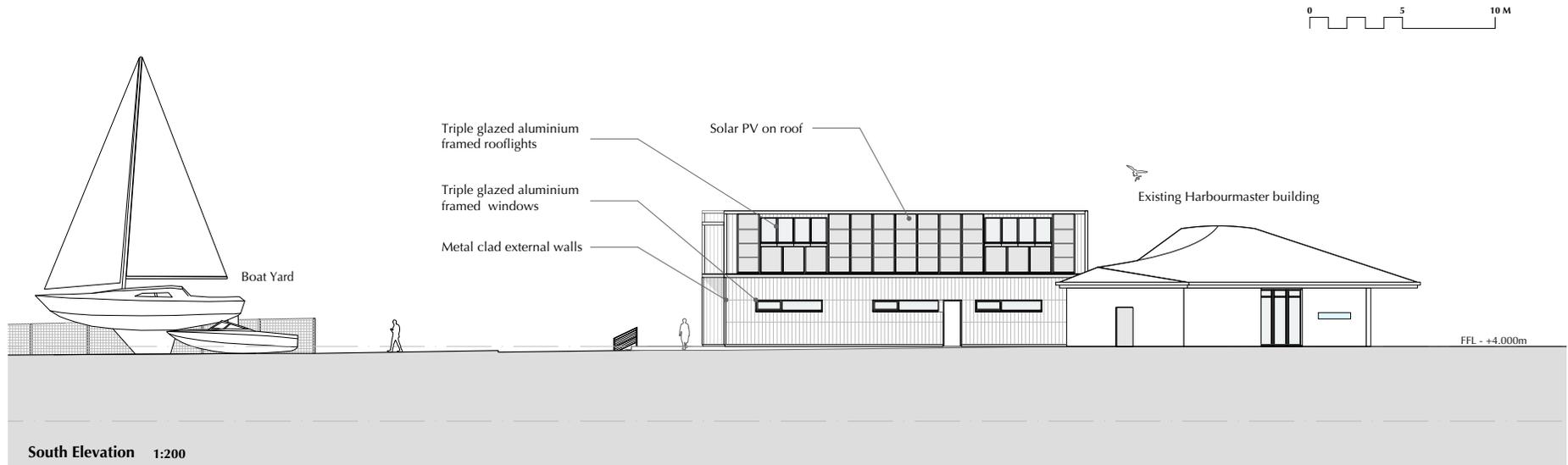
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Client SWSA	Project Ref. 19/41	
Project Stranraer Water Sports Centre	Drawing No. (SK)018	Revision C
Drawing North & West Elevations	Scale 1:200 @ A3	
Issue Status Sketch	Date 10.07.2020	

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Client SWSA	Project Ref. 19/41	
Project Stranraer Water Sports Centre	Drawing No. (SK)019	Revision B
Drawing South & East Elevations	Scale 1:200 @ A3	
Issue Status Sketch	Date 10.07.2020	

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8.2 Proposed education, training and regatta Centre

Design development and preferred design

After establishing that the site adjacent to the Harbourmaster's building is the optimal location for the **Centre**, the localised setting was analysed. There are a number key parameters that have shaped the design of the **Centre**; the existing site levels, the flood risk levels, the existing sewer (and easement zone) running close to the site and the adjacent Harbourmaster's building. These factors were considered alongside the equally important programmatic and functional requirements of the building.

Initially this led to a three storey, single volume building comprising a basement for boat and equipment storage within the flood zone, a public level above the flood risk level and club/management facilities at the upper storey (Option 1). Although conforming to the site restrictions, the proposal had issues in relation to access for all, ease of management, flexibility in the spaces and cost.

During the design process two factors prompted the evolution of the proposals. It is understood that HM Coastguard may require additional accommodation and the facilities proposed as part of the Marina expansion could be combined within the SWSA building. In addition, updated survey information alongside a flood risk assessment provided more accurate and detailed information relating to levels and site parameters.

This led to a proposal to remove the Coastguard facilities from the Harbourmaster building (Option 2) (re-providing them on a nearby site) and to physically connect it with the proposed building. This move created opportunities for the design that were previously not possible.

The building is now a single storey which eases access, gives more flexibility to the spaces and is simpler to manage. This single storey is split into in three volumes. The northerly volume faces the sea and has large picture windows and doors creating a strong connection with the water, increasing activity along the promenade, promoting the building and inviting the public into the centre. The central volume houses the functional aspects of the building - offices, kitchen, bar, WCs and storage. The southern volume houses the changing facilities, plant and circulation spaces with a direct connection to the Harbourmaster building as well as a 'wet' entrance facing the boat yard.

The buildings outward appearance looks to emulate a group of typical boat sheds, with pitched roofs and utilitarian materials, whilst gestures such as large areas of glazing and canopies identify it as less industrial and more public. Insulated metal cladding panels wrap the building, providing a robust exterior for the harsh sea-side location that sits well in the context. The use of bold colour on the northern gable defines the public side of the building, providing visual interest and acting as an identifier for the centre, encouraging the public to investigate the building and the activities on offer.

Permanent spectator support facilities will be provided within the **Centre** by links from the video cameras mounted remotely to video screens with the foyer social spaces in the **Centre** and will include live information on weather conditions including wind and sea state conditions in the Loch Ryan. Storage for clothing and ancillary equipment including wet suits and waterproof suits, life jackets and buoyancy aids, boots and socks, spray tops and helmets. Storage for other equipment such as markers, buoys and winter storage for the bathing stations would be needed within the boat yard.



Figure 29 - View from east, at end of West Pier



Figure 30 - View from west, at top of slipway



Figure 31 - View looking west along the Promenade to Agnew Park



Figure 32 - View looking east towards the Harbour

Environment Conscious Development and Climate Change

The objective is to create a building that is of low energy design and uses materials and components that are safe, healthy, durable to its marine environment and sustainable.

Passivhaus Standard

Passivhaus is a comfort standard based on sound building physics and evidence of what actually works. It is based on reducing energy, by design, instead of offsetting carbon and creates healthier indoor environments. It encourages fully integrated design thinking, will create better and healthier internal environments and will achieve reduced running costs, significantly less than achieved by current Building Regulations requirements. Additional capital costs associated with additional thermal insulation, triple glazed windows and installation of a ventilation heat recovery system can be offset against reduced running costs. Figures quoted by the Passivhaus Trust suggest that whilst capital costs can increase by about 8%, heating bills can be reduced by as much as 90% and associated cost savings can fund the additional investment.

The Passivhaus standard requires:

- the specific heating demand of the building does not exceed $\leq 15\text{kWh/m}^2\cdot\text{yr}$
- Airtightness $\leq 0.6 \text{ ac/h (n50)}$
- U values of installed window $\leq 0.85 \text{ W/m}^2 \text{ K}$
- The efficiency of the MVHR system $\geq 75\%$

Ventilation will be provided by the mechanical ventilation heat recovery system (MVHR) which will provide good ventilation without the risk of sound transfer associated with openable windows, and recover waste heat from the exhaust air.

Passivhaus concept is increasingly being chosen as the most effective approach to reduce energy demand and CO₂ emissions to the level required by UK building regulations.

Renewables

Photovoltaics, solar thermal panels and ground/water source heat pumps will also be considered.

Design and Detailing for Toxic Chemical Reduction in the Building

The use of toxic chemicals within buildings has become widespread yet very few have been comprehensively tested for carcinogenicity or other health threats. However the evidence that these chemicals do have an impact on human health is evidenced by the number of research projects into building related illnesses and we therefore urge adopting a precautionary approach whereby they are not used if there is insufficient proof to determine their safety. We therefore propose that VOC's: - which include vinyl chloride; benzene; formaldehyde and toluene and can be typically 10 times higher indoors than outdoors are not used; the detrimental side effects of these include cancers, tumours, irritation and immune suppression.

Deconstruction in detail

The design will aim to minimise waste and to enable deconstruction/reuse/recycling of the structure/building components at the end of its life cycle.

Refer to Appendix I - Design options and design development plans for details of design options explored during the Feasibility study.

8.3 On-shore facilities and site landscaping

a) Boat storage

The secure storage will be required for the dinghies and equipment required for the regular training and education courses and opportunities. These will include dinghies, SUPs, kayaks and canoes, wind surfing boards and support craft. *It is proposed that this is provided in the undercroft of the building or adjacent to the building.* Refer to Appendix K - Schedule of vessels & equipment.

Additional secure storage will be required for events and regattas including spaces for boats and trailers. It is proposed that this should be provided in the existing adjoining secure boat store immediately to the west of the site. This could be extended southwards to the edge of the existing car park. This extension is currently included in the Stranraer Marina expansion project and SWSA should establish if the shared use of this facility can be made available to the proposed **Centre**. Space will also be required for winter storage of the “Lido” rafts or bathing stations.

b) Boat maintenance

The SWSA Boathouse is currently used for building St Ayles Skiffs and provides adequate accommodation for boat building and maintenance work. Although slightly remote from the slipway and with restricted access it is proposed that the Boathouse continues to be used for boat maintenance and that SWSA work together with Dumfries & Galloway Council to improve access and provide some vehicular access and parking to the Boathouse and Driftwood Cafe.

c) Parking for the centre and events

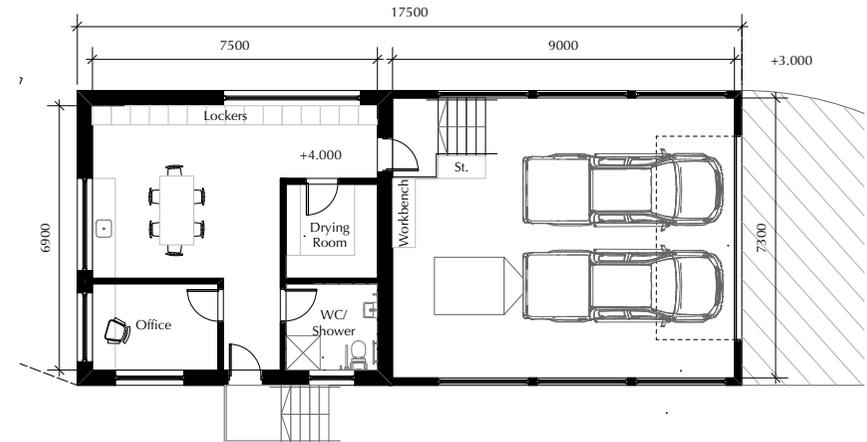
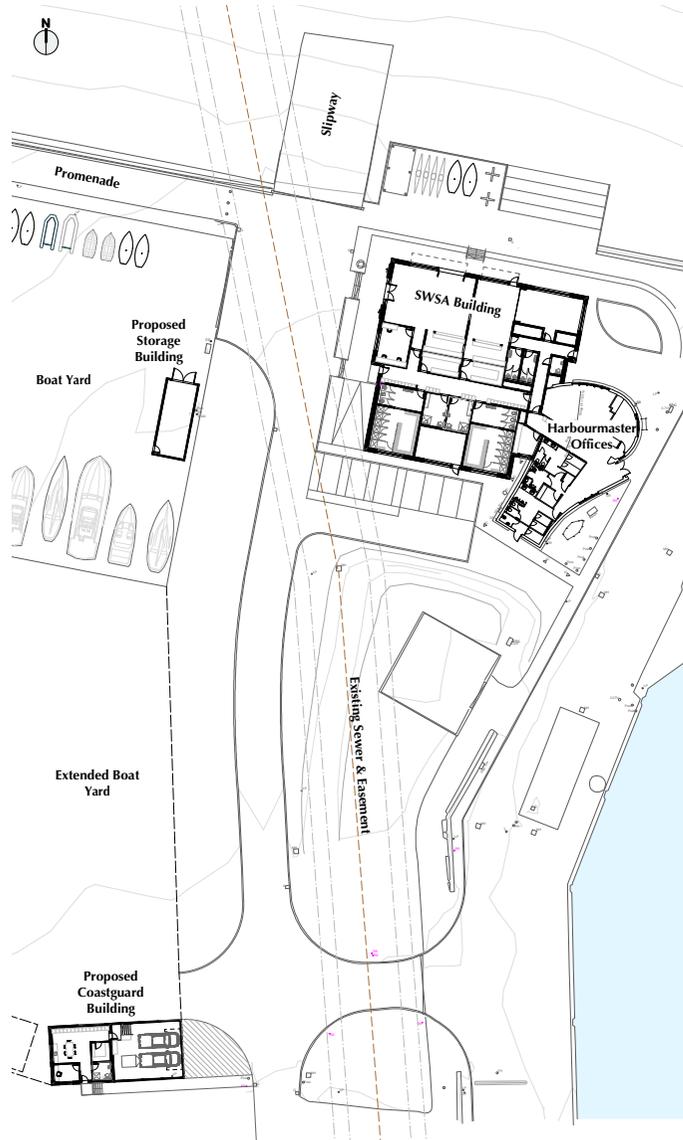
4 accessible parking spaces will be provided for staff and disabled. It is proposed that all other parking required by visitors to the Centre will use the adjoining public car parks to the south of the site and along the breastworks. Bicycle parking spaces will be provided and SWSA should work together with the Council to promote and implement a sustainable transport plan for the waterfront.

d) Motorhome parking stances & facilities

The provision of around 10 stances or parking spaces for motorhomes would enhance the diversity of accommodation available locally, increase the activity around the town and waterfront and provide useful additional income for the SWSA. It would be particularly beneficial for events and regattas such as SKiffie World 2019. The parking spaces would be provided with hook-up points for water, connections to mains drainage and electricity and can have access to the toilet and showers within the **Centre** if located nearby. Possible locations for these, subject to agreement with the Council, include the west and northern edges of the Agnew Crescent harbour car park car.

e) Relocation of HM Coastguard accommodation

The proposals below provide an indication of an alternative site and facilities which may better suit their needs than the existing accommodation.



Notes

Internal Area - 52m²
 Garage Area- 65m²
 Total GIA - 117m²

Internal area raised to 4m AOD to mitigate coastal flooding risk

No.	Date	Revision Note
Do not use scaled dimensions from this drawing. All dimensions are to be verified and checked on site by the Main Contractor before the commencement of any shop drawings or work whatsoever, either on his behalf or for sub contractors or suppliers. All discrepancies are to be reported to the architect immediately.		
This drawing is to be read in conjunction with all related Architects, Engineers' and Specialist drawings and relevant information.		

Client	Project Ref.	
SWSA	19/41	
Project	Drawing No.	Revision
Stranraer Water Sports Centre	(SK)021	.
Drawing	Scale	
Coastguard Building	1:500, 1:100 @ A3	
Issue Status	Date	
Sketch	10.07.2020	

JRA John Renshaw Architects

86 Constitution Street, Leith, Edinburgh, EH6 6RP
 t: 0131 555 2245 e: designteam@johnrenshawarchitects.co.uk

8.4 Other off-site facilities

a) Rowing starter box & support infrastructure

A starter box or podium is required for regattas and events to provide clear line of sight to ensure bows-on alignment and clean race starts. The preferred or only location for this is the small car parking and picnic area situated about 0.5km northwest of the proposed site, on the shore of Loch Ryan with access from Sheuchan Street opposite Millburn Court.

Confirmation of ownership is still to be established and detail of structure finalised but it is proposed that it will comprise a solid level base with mobile platform which can be dismantled stored adjacent to the proposed Centre when it is not in use. The structure will provide access to a platform approximately 3m in height with access steps/ ladder, balustrade and lean-too roof.

9. Project Procurement & programme

9.1 Project procurement

There are a number of procurement options each with their own benefits and drawbacks. The following summary outlines the main contract types which should be considered in more detail when the design is more advanced and the constraints of time and funding are clearer.

i) Traditional Procurement - single stage

A design brief is prepared and agreed, the design team then develop the detailed design and produce full set of complete and co-ordinated design information, together with Bills of Quantities and issued to 4 - 6 main contractors to tender. A main contractor is then appointed on the basis of a commitment to a lump sum price and completion date for the defined work.

Advantages

- Client should have cost certainty before the start of the construction
- Competitive process of selection
- Satisfactory public accountability
- Procedures well known
- Easy to arrange control and value changes
- the main contractor takes responsibility for sub contractors performance and work
- the design team are under the client's control during development of the design and supervision of the contract and hence quality of detailing and construction.

Disadvantages

- Slow start on site
- main contractor not involved in design and planning process
- reliant on quality and completeness of the tender documents
- can be adversarial
- can result in costly "claims" if design information is late or incomplete at time of tender
- degree of cost certainty can be reduced by post contract changes
- client must take responsibility for design team performance including release of design information
- difficult to remove main contractor in the event of non-performance

This approach should provide benefits in **cost** and **quality** at the possible expense of **time**.

ii) Construction Management

This is a fundamentally different approach to the previous option, which involves the appointment of a main contractor who then appoints their own sub-contractors and who contractually commits to delivering the project for an agreed price by an agreed date.

In this approach, a Construction Manager is engaged as a fee earning consultant, in place of the main contractor, to programme, co-ordinate and manage the design and construction activities and the trade contractors are then all individually employed directly by the Client. The Construction Manager does not contractually commit to providing the project for a certain price and by a certain date, but only to use “reasonable skill and care” in the carrying out of the duties to achieve these goals. This arrangement does allow for work to start on-site with the early trades and before the design of the later packages have been completed.

Advantages

- time saving potential for overall project duration
- trade packages can be let competitively
- may break down traditional adversarial barriers
- late changes more easily accommodated
- design team are under the client control throughout
- design team are managed by the Construction manager
- Client has control over the selection of trade contractors

Disadvantages

- No cost certainty prior to commencement of work on site
- Needs all work packages to advertised OJEU

This approach should provide benefits in *time* and *quality* at the possible expense of *cost*.

iii) Design and Build - single stage

In the design and build approach the design team are employed by the Client during the initial scheme design stages and the main contractor, once appointed completes the design. Sometimes the design team are novated to the main contractor and other times the main contractor employs their own design team.

The main contractor would provide a lump sum price once the design was complete and provide a commitment to complete the construction by an agreed date based on the Employer’s design Requirements which set out the basic design and specification requirements.

The main contractor then carries the risk associated with completing the design within the agreed price and programme. achieving a quality building is sometimes considered difficult to achieve but this can possibly be addressed by careful preparation of the Employer’s Requirements.

Advantages

- Single point of contact and responsibility
- Inherent buildability incorporated into the design
- Early firm price can be provided
- Contractor takes responsibility for the design

Disadvantages

- The Client must commit themselves before the design is complete
- Fewer competent contractors available which might reduce competition
- The design team are controlled by the Contractor
- The contractors interest will be in designing to the lowest cost, rather than necessarily providing the best value/best life cycle construction
- difficult to remove the contractor in the event of non or poor performance
- Bids difficult to compare at tender stage

This approach shifts the majority of the risks towards the contractor. However it should be noted that if the contractor accepts such risk, the client will ultimately pay a premium for this.

This approach should provide benefits in **cost** and **time** at the possible expense of **quality**.

Conclusion

The final choice of procurement route will be dependent on the Client's priority in terms of quality, cost and time. For instance if greater emphasis is placed on cost certainty than time, without compromising the quality of the finished building, then individual project procurement strategies will need to be developed to respond to those priorities.

The views of the project Partners and Sponsors will need to consider these issues during the development of the scheme design cognisant of quality, cost and time priorities.

9.2 Project programme

The following programme identifies the sequence of actions, approximate timescales and key dates for the project including design development, application for statutory consents, preparation of tender documents, advertising tender and tender actions and the contract period to completion.

<i>Task</i>	<i>Date</i>
Complete & issue final Feasibility study	end August 2020
Project development, funding applications & fund raising (50 weeks)	September 2020
SWSA to appoint Design Team	September 2020
SWSA to commission detailed site investigations (16 weeks)	October 2020
Community consultations (10 weeks)	by December 2020
Conclude negotiations with owners/lessees of land & building (20 weeks)	by January 2021
Develop scheme design, update budget costs & apply for full planning permission & marine license (8 weeks)	February 2021
Anticipated date for determination of planning application (8-10 weeks)	May 2021
Develop detailed design & apply for Building warrant approval (6 weeks)	June 2021
Anticipated date for approval of building warrant (6 weeks)	June 2021
Develop production information & complete tender documents (12 weeks)	July / August 2021

Confirmation of funding and funding applications required	August 2021
Tender process and tenders to be returned (6 weeks)	September / October 2021
Tender reporting, (negotiation) and contract award (4 weeks)	November 2021
Site mobilisation period (4 weeks)	January 2022
Commence contract/site works (52 weeks)	February 2022
Complete contract	March 2023

Notes.

Although this programme assumes that all development work would be undertaken in a single phase there may be merit in phasing the project. For example, if the space currently leased to HM Coastguard's is made available for re-development and new larger accommodation found for the Coastguard the new space will need to be available before the main phase of construction commences on the proposed SWSA *Centre*.

The improvements to the water environment can be undertaken independently of the shore based development and it is important that SWSA continues to organise events and activities in advance of the development and completion of the proposed *Centre*.

Refer to Appendix M. for more details on project timescales and alternative project programmes.

10. Indicative costs & potential sources of capital funding

10.1 Indicative budget costs

The indicative budget costs for the proposed project described above has been costed by Hardies, Blue Sea Consulting LLP, John Renshaw Architects & IKM Consulting Ltd. The total indicative budget costs and exclusions can be summarised as follows -

Item	Net	Gross
1. SWSA Centre		
1.1 Training & Regatta Centre		
construction costs, including allowance for Passive House design & coastal location	£1,280,619.00	
external works, car parking & landscaping	£210,255.00	
<i>sub total</i>	£1,490,874.00	
allowance for preliminaries & MCP	£245,696.00	
Contingency or Risk allowance	£86,828.00	
<i>sub total for construction</i>	£1,823,398.00	£2,188,077.60
1.2 Design Team Fees for Centre		
allowance for architect, structural engineers, QS, M&E, PD & Passivhouse consultant/certifier	£200,573.78	£240,688.54
<i>sub total for fees & expenses</i>	£200,573.78	£240,688.54
1.3 Statutory consent application fees for Centre		
Planning application fees	£3,234.00	
Building warrant application fees (including SER certification fee)	£6,645.00	
<i>sub total for application fees</i>	£9,879.00	£9,879.00
<i>Sub total for Centre (eligible costs)</i>	£2,033,850.78	£2,438,645.14

Item	Net	Gross
2.0 Shore side & off-shore facilities & improvements		
Slipway protection (groyne 3m west of slipway edge to limit wave & sand movement 50m in length)	£150,000.00	
Dry-feet boarding facility (60m slipway pontoon with L-shaped end)	£55,000.00	
Removal of partially submerged boulders and other obstructions (15 no. assumed)	£10,000.00	
Removal of redundant sewer pipe (200 - 250m assumed in absence of survey & details)	£25,000.00	
Installation of lane markers (moorings & lanes)	£33,000.00	
Installation of bathing stations (7 x 6m) anchored off-shore (for sailing, swimming, kayaking activities etc)	£19,000.00	
Installation of remote video system (on buoys & bathing stations)	£35,000.00	
Storage racking on beach and in boat storage compound	£60,000.00	
Sub total for off-shore works	£387,000.00	£464,400.00
3.0 Additional off-site facilities		
Starter box	£10,000.00	£12,000.00
Sub total for other off-site facilities	£10,000.00	£12,000.00
4.0 Professional fees & expenses for		
allowance for project administrator, civil engineers, QS, & marina consultants for shore side & off-shore works and business planning	£75,000.00	£90,000.00
Sub total for surveys	£75,000.00	£90,000.00

Item	Net	Gross
5.0 Surveys		
Topographical survey (included in Feasibility Study)		
Bathymetric survey (included in Feasibility Study)		
GPR survey (included in Feasibility Study)		
SI site & marine	£40,000.00	£48,000.00
EIA screening & full assessment	£10,000.00	£12,000.00
Flood Risk Assessment (included in Feasibility Study)		
Wave analysis study to inform	£7,500.00	£9,000.00
Sub total for surveys	£57,500.00	£69,000.00
6.0 Statutory consent application fees for off-shore works		
Planning application fees	£900.00	
Marine License pre application, scoping & application fees	£5,000.00	
Environmental Impact Assessment screening	£15,000.00	
Environmental Impact Assessment (contingency if required)	£40,000.00	
Sub total for application fees	£60,900.00	£60,900.00
7.0 Operating equipment for Centre & water sports		
Fixtures, fittings and equipment	£50,000.00	£60,000.00
Boats and equipment (including vessels, associated equipment & telehandler for slipway clearing)	£175,000.00	£210,000.00
Sub total for equipment	£225,000.00	£270,000.00
Total	£2,849,250.78	£3,404,945.14

Notes:

1. The indicative budget costs do not include an allowance for the construction of new accommodation that would be required by HM Coastguard. It is anticipated that a budget of approximately £200 - £250k may be required for this depending on the accommodation and facilities required by HM Coastguard and any abnormal costs associated with the selected site associated with ground conditions, flood risk and servicing costs.

2. The following costs are excluded from the summary of indicative budget costs summarised above:-

Cost of servicing and landscaping motor home stances

Land purchase and legal fees

Finance charges

Any costs incurred by a third party

Marketing costs

Loose furniture and soft furnishings

Specialist security

Statutory utility infrastructure charges

Archaeological fees and costs (not anticipated)

Works below ground water

Works to the existing Sail West harbour office

Vehicle charging points (electric)

10.2 Potential sources of funding

The following organisations have been identified as potential sources of funding for the project -

i) Regeneration Capital Grant Fund (RCGF)

RCGF is delivered annually in partnership with COSLA, supporting locally developed place-based regeneration projects that involve local communities, helping to tackle inequality and support inclusive growth in disadvantaged and fragile communities across Scotland.

Dumfries & Galloway Council have submitted a Stage 1 RCGF to the Scottish Government for SWSA. This seeks capital funds of £1,319,606.00 based on the preliminary project costs advised by JRA.

The results of the Stage 1 applications will be announced in August/September and successful applicants will need to submit Stage 2 application by October 2020.

ii) Dumfries & Galloway Council

The Dumfries & Galloway Council Economic Development Capital Programme. The Council's business plan for 2019-2023 includes an allocation of funds for the delivery of key regeneration priorities that include Stranraer town centre and waterfront. A total of £565,545.00 is currently allocated from this fund to be made available over the period of the plan subject to the availability of match funding.

iii) Scottish Land Fund

The Scottish Land Fund supports rural and urban communities to become more resilient and sustainable through the ownership and management of land and land assets. High level of competition.

Successful applicants will need to clearly demonstrate that their project will help their local community to:

- achieve more sustainable economic, environmental and/or social development through ownership of land and buildings;
- have a stronger role in and control over their own development;
- own well managed, financially sustainable land and buildings.

The SLF will prioritise applications that can demonstrate significant positive impact for the community as a whole. Applicants will have the opportunity to test out and develop their ideas with support from a Scottish Land Fund Adviser.

Applications for grants between £10,001 and £1 million to fund the purchase of land or land assets will be considered. And funding can also include some revenue funding to help with the cost of developing the proposal or initial running costs of the project after acquisition.

iv) South of Scotland Enterprise

A new South of Scotland Enterprise Agency was established in 2020 to address the economic challenges of the area and drive inclusive growth.

v) National Lottery Awards

Is currently focussing on Covid-19 support.

A good application should do at least one of these three things:

- bring people together and build strong relationships in and across communities;
- improve the places and spaces that matter to communities; &
- help more people to reach their potential, by supporting them at the earliest possible stage.

With sports projects, They are looking for projects that:

- involve young people from deprived areas - so places where there might be social problems, less money and activities, or issues with crime for example;
- involve girls and young women; &
- involve young people with disabilities.

vi) Crown Estate Scotland

The Crown Estate Scotland has launched a new Sustainable Communities Fund to support local regeneration and sustainability, particularly in coastal areas, in support of the Year of Coasts and Waters.

This will include Investing in buildings and helping to create great places

&

involving people in how land, coastline and seabed is managed. It is designed to empower communities to deliver wider value, particularly social and environmental well-being and locally led development.

vii) Sportscotland

The **Sportscotland Sport Facilities Fund (SFF)** supports capital projects that create or improve places where people take part in sport and physical activity. They are intended to support projects that provide opportunities for people to get involved in and participate in sport & physical activity.

They will target their resources on the development of projects that have the greatest impact on participation and progression and will prioritise projects where there is a commitment to:

- **equalities & inclusion**
- **people development**
- **collaboration & impact**

Awards of up to £100,000 are available for sports facility projects within club & communities, school & education or performance sport environments.

viii) Kilgallioch Community Fund (& other local renewable energy funds)

The Kilgallioch Community Fund will support community-led charitable activities that support the rural regeneration and sustainability of communities in Wigtownshire and South Carrick. Awards can support a wide range of costs and activities.

Due to high demand on the fund, ongoing running costs, although eligible, are less likely to be supported, as the Board will prioritise support for one-off or new projects.

Groups seeking to undertake capital projects in respect of land or assets (e.g. village halls, community spaces) must either own the property, or have a minimum ten-year lease. Priority will be given to applications that address one or more of the following aims:

- Engage and empower young people, increase employment opportunities for young people and/or attract young families to the area
- Reduce poverty and disadvantage
- Improve connectivity, including transport, access to services and opportunities
- Improve quality of life, health and well-being
- Build capacity for local groups and promote community spirit
- Build sustainable community assets, including capital assets.
- Promote, protect and celebrate natural and cultural heritage

ix) Robertson Trust

The Robertson Trust is currently Closed for applications until a new Funding strategy is launched in Summer 2020

x) Tudor Trust

The Tudor Trust provide capital and revenue grants and is particularly interested in helping smaller, community-led organisations that work directly with people who are at the margins of society:

organisations that support positive changes in people's lives and in their communities. They want to respond flexibly to your ideas and energy, and to fund effective organisations working to high standards.

xi) Rowing Foundation

The Rowing Foundation is a registered charity which promotes the participation in rowing of young people (those under 18 or still in full time education) and the disabled of all ages.

The Foundation gives grants of between £500 - £3,000 (up to 50% of the overall cost of the project) to help organisations and clubs involved in on water elements of the sport of Rowing who are individually affiliated to British Rowing (other than via their governing body) and whose requirements may be too small or who may be otherwise ineligible for an approach to the National Lottery or other similar sources of funds.

Funds are limited and statistically the Foundation favours giving grants for equipment that will be used on the water and exclusively for juniors and the disabled of all ages.

More information on how to apply for a Rowing Foundation Grant can be found on the Rowing Foundation website <https://www.therowingfoundation.org.uk>

11. Summary of Project Risks

A clear understanding of project risks and their management will have major benefits in the success of the project. At feasibility stage there will be more flexibility enabling changes to be made which will have relatively low impact and cost.

The following summary identifies the project risks identified during the project teams's analysis and development of the project brief and site. These should be assessed in more detail as the project proceeds and actions implemented to mitigate or remove the risks.

A. *Project Risks*

1. *Funding*

- Funding shortfall
- Inability to spend grant allocation within necessary timescales
- Delays to obtaining funding
- Increased costs

2. *Property/ land acquisition*

- Failure in obtaining community asset transfer of site from D&GC
- Failure to negotiate /obtain agreement for relocation of Coastguard
- Problems negotiating lease for improvements to water environment with Crown Estate Scotland

3. *Community consultations*

- Covid-19 pandemic prevent arrangement of adequate community consultations
- Delays in community consultations (either due to Covid-19 or to align with Marina project)
- Proposals fail to obtain community support

4. *Stranraer Waterfront*

- Failure to reach agreement with potential partners to create "One Waterfront" project including D&GC and HM Coastguard

5. *Planning and development consents*

- Delays or failure to obtain planning and conservation area consent

B. Site Risks

1. *Ground & site conditions*

Suitability of made ground for support of building structure
Ground contamination
Water conditions and quality

2. *Utilities & services*

Inaccurate information affects proposed design, location and layout
Insufficient capacity of local infrastructure prevents project proceeding
Additional unforeseen costs
Delays in communication with Statutory Undertakers

C. Design Risks

1. *Design management*

Failure to meet agreed/necessary programme
Buildability of proposed details

2. *Sustainability and climate change commitments*

Failure to meet compliance with energy standards/Passivhaus certification

3. *Cost management*

Inaccurate Cost Plan estimates - base rates wrong, fluctuations, errors in take off, inadequacy of design detail
Full effect of changes not taken into account

D. Construction Risks

1. Design

Insufficient or incomplete design information

2. Programme

delays in placing orders

poor coordination and management

3. Disputes and claims

late issue of information and instructions

4. Site management and security

site security and risk of vandalism

5. Health & safety performance

6. Liquidation / insolvency

7. Adverse weather

8. Quality failure

9. Delay to works

10. Change control and management

11. Unforeseen risks

12. Environmental

E. Third Party Risks

1. *Inflation*

Fluctuations in material and labour prices

Financial impact of Covid-19 working practices

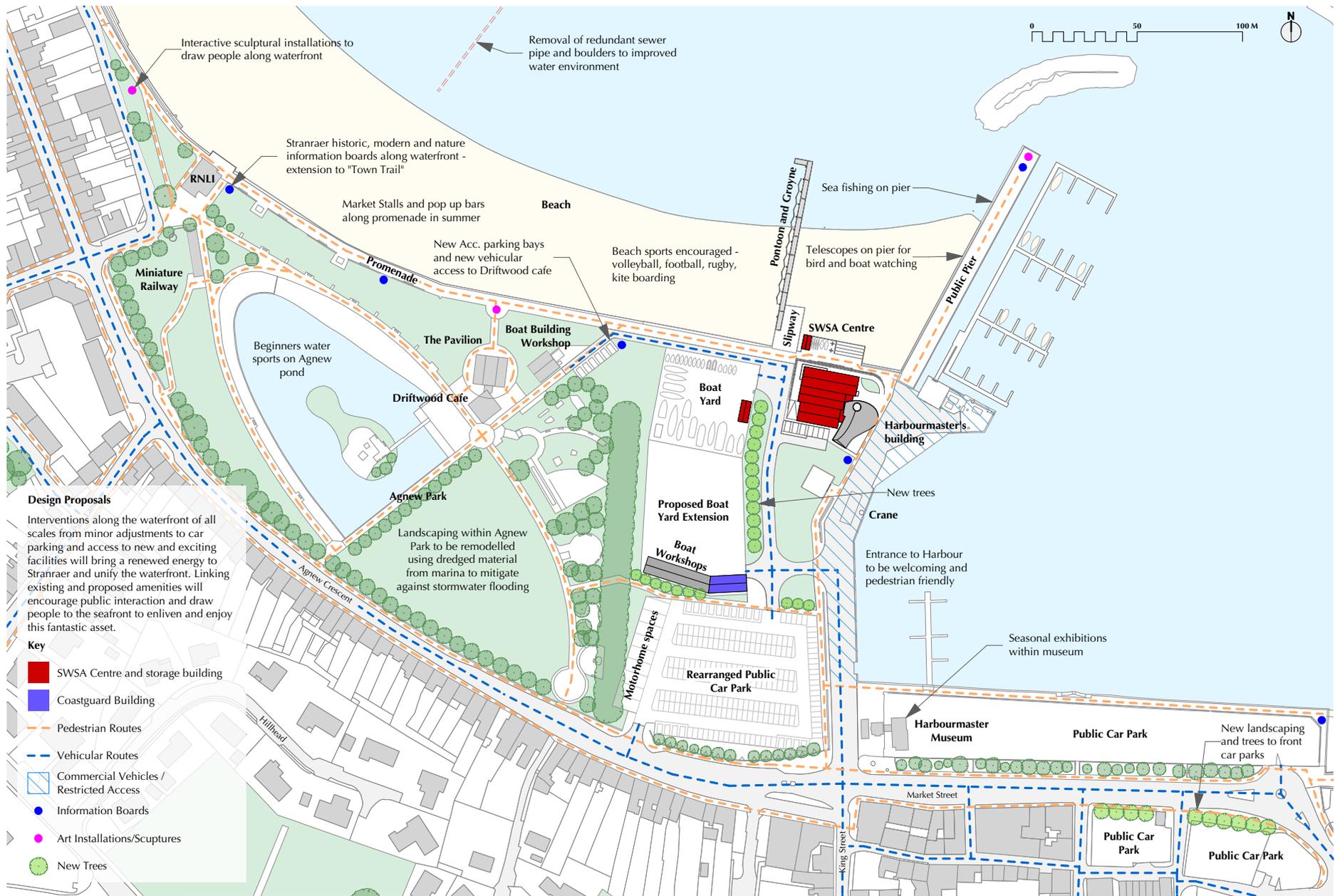
Impact of Brexit on material prices and availability of materials and components

F. Long term management risks

1. *Organisational structures and staffing*

2. *Failure to secure revenue funding*

3. *Business plan*



Stranraer Waterfront Regeneration

12. Conclusions & Next Steps



The Feasibility Study has addressed the project brief and identified a preferred concept design for the SWSA training, education and regatta event **Centre** as part of an active waterfront that should be an integral part of Stranraer and it provides an operational model and viable outline business case (in draft).

The **Centre** and its associated activities will be developed to create a welcoming, accessible and fun place where all members of the community will have the opportunity to participate. The central ambition of Stranraer Watersports Association is to develop strong and significant benefits for the community, the town and neighbouring areas which will include training, education, leadership, life skills and most importantly opportunities to have fun.

The proposed building and development will be designed and built to rigorous environmental standards to ensure a healthy indoor environment, highest levels of energy efficiency and to meet or exceed D&GC and the Scottish Government's climate change commitments. The development will be sustainable, limit the impact of climate change and support the resilience of the local community.

An initial indicative budget cost for the building and essential improvements to the water environment including inclusive accessibility are currently estimated at around £2.85M plus VAT but excluding other essential requirements such as public car parking, secure boat and equipment storage and stances for motorhomes. It is proposed that these and other facilities are shared with Stranraer Marina in order to avoid duplication of facilities, improve the viability and vibrancy of both operations and limit the un-necessary use or duplication of resources, both material and financial. The development will ensure that SWSA and D&GC meet increasingly onerous commitment to limit greenhouse gas emissions.

The report also provides initial suggestions on how the success '**One Waterfront**' concept could be expanded and developed for the wider benefit, specifically of businesses already located on the waterfront including Agnew Park and generally the wider community of Stranraer.

It is realised that the proposed timings for the project are ambitious, particularly with current restrictions associated with the Covid-19 pandemic, so the following recommended actions are considered to be a priority.

One Waterfront

SWSA should seek agreement from D&GC to work together for the benefit of the community of Stranraer to realise the “One Waterfront” concept and for SWSA and the Marina to share and combine facilities and resources.

It is essential that new development compliments and benefits existing businesses and increases the links between the Harbour and Marina, Agnew Park and the Town of Stranraer. The concept plan below illustrates the SWSA Centre and associated improvements to the water environment within its Waterfront and also includes other improvements intended to improve and enhance the Town and the accessibility of the Waterfront.

Consultation programme

SWSA should then work together with D&GC on a strategy and programme for consultation with all stakeholders of the waterfront and the local community.

Funding

Progress grant applications to all potential funding organisations in order to enable the project to proceed as quickly as is practicably possible without compromising the quality of the project and the community consultation process which is fundamental to the success of the project.

Develop a fund raising strategy for the project; the project will provide huge benefits for the community and any project shortfalls should be supported from wider funding sources to reflect this.

Land acquisition

Establish the feasibility of the preferred design option with D&GC and apply for a community asset transfer of the agreed site for the proposed Centre and associated facilities.

Site surveys

Commission site investigations to clarify detailed requirements for foundation design and any mitigation that might be required. Also submit application to Scottish Water for confirmation of capacity for water and drainage connections and clarification of any restrictions that might be associated with building adjacent to the underground sewer and removal of the redundant sewer within the intertidal zone.

Design Team

Select and appoint the design team to progress the site surveys, development of the technical design brief, detailed design and full business case for the project.