



National Developments – Response Form

Please use the table below to let us know about projects you think may be suitable for national development status. You can also tell us your views on the existing national developments in National Planning Framework 3, referencing their name and number, and providing reasons as to why they should maintain their status. Please use a separate table for each project or development. **Please fill in a [Respondent Information Form](#) and return it with this form to scotplan@gov.scot.**

Name of proposed national development	Stranraer Gateway Project
Brief description of proposed national development	<p>Stranraer is the main settlement in the west of Dumfries and Galloway and its location makes it a gateway to Ireland, Europe and the rest of the UK. The projects outlined in this paper all have individual lives and intended outputs. However, it is the collective delivery and impact of each of them that will impact on Stranraer transforming it, creating a viable, sustainable and vibrant community that it aspires to be. It will bring substantial economic benefits of increased tourism, people staying longer and spending more, more employment and training opportunities for local people. It will enhance the strategic positioning of Stranraer as a key player in the make up of Scotland.</p> <p>Following relocation of ferry services from Stranraer to Cairnryan in 2011, Stranraer has struggled to maximise the opportunities to position itself as both a gateway and a destination and has suffered from a cumulative effect of declining visitor numbers and reductions in investments within the town centre.</p> <p>There is a need to address these impacts through a comprehensive approach to promote Stranraer as a viable, sustainable and vibrant community. Designation of the Stranraer gateway project as a national development in NPF4 would provide an opportunity to build on the significant investment in community and Council projects already undertaken in the town centre and waterfront. It would also provide an opportunity to deliver on elements of the North Channel Partnership Strategy and Action Plan which has been developed between Dumfries and Galloway Council and Mid and East Antrim Borough Council.</p> <p>The Council are also currently assessing the possibility of making a submission to the UK Governments consultation on the creation of up to 10 freeports locations across the UK. Any submission would be based around the establishment of Stranraer / Cairnryan as a freeport.</p> <p>The following projects would enable that to happen.</p>

Stranraer Waterfront – The concept of reconnecting the town with the water and waterfront is key to the regeneration of Stranraer and wider economy. Delivery of this project will reconnect the town centre with the waterfront and change perceptions of Stranraer from a disused ferry port to a leisure destination and substantially increase the number of people who visit Stranraer and the surrounding area.

Expansion of the marina is a key element of the 13.17 hectare waterfront regeneration project and one of the priority projects identified within Borderlands Inclusive Growth Deal as part of the Destination Borderlands theme. As well as bringing improvements to an underused asset, it will generate the critical mass needed for operation as a full service marina. Further, it will provide the crucial leverage for private investment which is necessary to see redevelopment of the derelict port on Stranraer's East Pier.

Transport Infrastructure - Improved transport infrastructure and connectivity are vital to compliment and maximise the regeneration of Stranraer and its waterfront. Investment in both the transport infrastructure within the town, and in the strategic transport links to it, are necessary to realise the opportunities that such a strategic gateway offers, and to provide connectivity which supports place and inclusive growth.

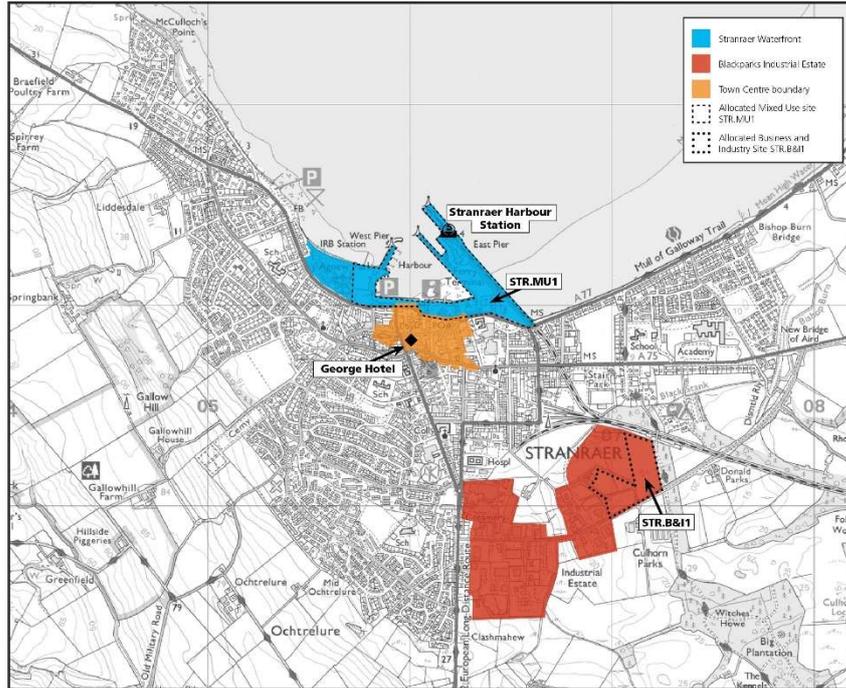
As part of the Strategic Transport Projects Review 2 (STPR2), Transport Scotland is currently undertaking development and appraisal work on a number of multimodal transport options relating to Stranraer and the ports at Cairnryan. These include relocating Stranraer railway station from its current position on the East Pier to within the town and implementing a rail link between Stranraer and Cairnryan, including a new station at Cairnryan, which would include provision for both passengers and freight.

The ferry port in Cairnryan makes Stranraer and the region the Scottish Gateway to Ireland and Europe. Arrangements to deal with possible implications with post-EU exit will affect Stranraer, and these need to be considered urgently to mitigate any negative impacts on the role of the town and to make the most of the positive impacts.

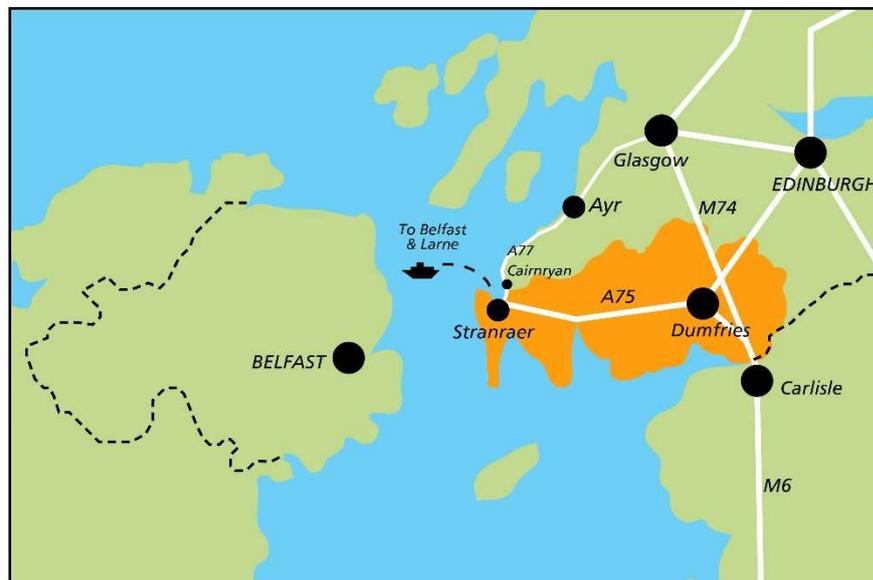
Improved strategic transport links to and from Stranraer are essential. The Irish Sea ferry market is highly competitive and any loss of major customers to other routes could lead to a diminution of the current service with associated negative impacts. From a national perspective, the erosion of the competitive position of the ports at Cairnryan could lead to a cycle where investment is not forthcoming, service levels are reduced and market share is lost. There is a concern that this could represent a threat to local employment in the South West of Scotland and the operations which are based in Scotland as a result of the presence of the ports.

Transport options being assessed by Transport Scotland to address this currently include partial dualling of the A77 and the A75 and a strategic rail link from Stranraer to Dumfries. Whilst the latter is recognised to pose a number of feasibility challenges and require significant funding, it would strengthen the resilience of the strategic transport network, be an alternative to road travel, improve connectivity to access key services locally by rail, and provide connection to onward key economic centres. There is also potential for alignment with other infrastructure developments within the region, such as running on the green energy production from Chapelcross Green Energy Park.

	<p><u>Business and Industry Land</u> – There is opportunity to repurpose or develop new industrial units on Blackparks Industrial Estate. This would retain local economic activity to underpin Stranraer’s local resilience and sustainability. The Borderlands Inclusive Growth Deal’s Business Infrastructure theme looks to identify potential sites for economic growth.</p> <p><u>Low carbon heating</u> - The local gas network in Stranraer has been converted to plastic infrastructure which would support the implementation/trial to repurpose the current gas network to deliver hydrogen, a low carbon alternative to natural gas. Future opportunities based around the growth and availability of scalable technology could see additional access to Hydrogen locally to support new and emerging opportunities around public transport. These activities would support the Council’s ambition to be a carbon neutral region by 2025 and could serve as a national pilot to create blended gas networks or hydrogen replacement networks across Scotland to support the Scottish Governments target for carbon neutrality by 2045.</p> <p><u>Built Environment</u> – Improvements have been made to the built environment through the ongoing delivery of Historic Environment Scotland’s Conservation Area Regeneration Scheme and the Council’s Town Centre Living Fund which encourages the refurbishment of empty properties to meet local housing need and wider regeneration outcomes. Work is also underway to identify an end use/user for the George Hotel through community consultation and work with stakeholders and partners to define the parameters for the use of the site and the options required to allow the site to support wider economic growth. The hotel is a category B listed building bought by the Council in 2017 to safeguard it from ongoing deterioration. The hotel occupies a large prime position in the centre of the town.</p> <p>Bringing together the projects outlined above within a bigger Stranraer Gateway Project is of strategic importance and key to transforming Stranraer to create a viable, sustainable and vibrant community that will bring substantial economic benefits in terms of increased tourism, employment and training opportunities.</p>
<p>Location of proposed national development (information in a GIS format is welcome if available)</p>	<p>Map of Stranraer showing waterfront, train station, Blackparks industrial estate, the town centre and the George Hotel</p>



Map at a regional scale showing Stranraer in relation to Cairnryan, Dumfries, Northern Ireland and Scotland. The map also shows the main road links.



What part or parts of the development requires planning permission

- Stranraer Waterfront** - Subject to design development, the core marina facilities are likely to comprise:
- Marine engineering works including dredging, land reclamation and remediation, construction of new breakwaters, installation of pontoons and berthing facilities
 - Construction of shoreside buildings such as marina office, showers and toilets, workshops / boat repair sheds, retail premises, and

<p>or other consent?</p>	<p>potentially bar / restaurant / leisure facilities, accommodation for holiday lettings, etc</p> <p>The marina and other waterfront developments will require planning permission and other statutory consents.</p> <p><u>Transport Infrastructure</u> - A Strategic Business Case for the transport infrastructure projects will be required in line with Scottish Transport Appraisal Guidance (STAG) and, in the case of rail projects also Governance for Rail Investment Projects (GRIP). Approval from Transport Scotland and Network Rail and appropriate planning permission will be required.</p> <p><u>Business and Industry Land</u> – The erection of new units would require planning permission and a building warrant. The refurbishment of existing units may require change of use and will require a building warrant.</p> <p><u>Low Carbon Heating</u> - Discussion with Scottish Gas Network (SGN) would be required to understand any planning implications associated with the conversion of the gas network locally.</p> <p><u>Built Environment</u> – Depending on the work being proposed planning permission and/or a building warrant may be required for works to the built environment.</p>
<p>When would the development be complete or operational?</p>	<p><u>Stranraer Waterfront</u> - Current projections are for the expanded marina to be constructed and operational by 2023. It is likely that there would be phased delivery of facilities to reflect demand and take up, with supporting shoreside facilities being developed and added to over a period of years following the initial completion of core elements. This will be subject to further design development and market assessments.</p> <p>The delivery of the marina within the short to medium term will also be the catalyst to wider regeneration of the Stranraer Waterfront area, including the currently disused east pier.</p> <p><u>Transport Infrastructure</u> – Potential transport investment opportunities for Stranraer require further appraisal, design, and agreement. Relocation of Stranraer Station and development of a Public Transport Interchange at the new site is hoped to be completed in the next 5 years.</p> <p><u>Business and Industry Land</u> - The Borderlands proposal for its Business Infrastructure programme will be clearer once the OBC has been completed and agreed by Scottish Government. However, it is anticipated that projects would be complete within the next 5 – 10 years in line with the timescale for the Borderlands Inclusive Growth Deal.</p> <p><u>Low Carbon Heating</u> - It is anticipated that this could be implemented within the lifespan of the Councils current Climate Emergency Declaration which would be by 2025, although this is dependent on the consent of SGN and other energy suppliers.</p> <p><u>Built Environment</u> – The CARS scheme is due to complete 2021, with the possibility of an extension to 2022. The Council’s Town Centre Living Fund is an annual fund to which applications are submitted. Work undertaken by the Council on the George Hotel has ensured that the building is secure. The next phase (planned over the next 2 years) will be to develop options for the end use of the building. The desire is to then deliver the preferred</p>

	<p>option during the course of the following 5 years. Other built environment projects will follow as proposals are developed.</p>
<p>Is the development already formally recognised – for example identified in a development plan, has planning permission, in receipt of funding etc.</p>	<p>The various elements of the Stranraer Gateway project are recognised in LDP2’s spatial strategy, the planning objectives for Stranraer and are supported by several of the policies in LDP2 such as OP1f: sustainability, OP2: Design Quality and Place Making, ED1: Business and Industry, ED9: Tourism, T1: Transport Infrastructure.</p> <p>LDP2 identifies Stranraer Waterfront as an allocated mixed-use site STR.MU1, the allocation is supported by the Stranraer Waterfront Urban Design Strategy and Masterplan, Planning Guidance, adopted November 2019.</p> <p>Stranraer Waterfront Development Framework approved by Scottish Enterprise and Dumfries & Galloway Council 2015</p> <p>Stranraer Waterfront Regeneration is identified as a key investment for growth in the Dumfries & Galloway Regional Economic Strategy 2016-2020.</p> <p>Stranraer Marina expansion is recognised by Scottish and UK Governments as a priority project within the Borderlands Growth Deal and has a notional funding allocation of £16m (this amount to be added to from other sources) and is included in the Heads of Terms signed 1 July 2019.</p> <p>The ‘South West Scotland Transport Study: Initial Appraisal’ (2020) identifies that relocating the train station could improve journey quality, transport connectivity and strengthen the community relationship with the station.</p> <p>Blackparks industrial estate is identified as an allocated business and industry site STR.B&I1 in LDP2 and could be supported through the Borderlands Business Infrastructure Programme.</p> <p>The CARS scheme and the Councils Town centre Living Fund both have funding in place.</p>
<p>Contribution of proposed national development to the national development criteria (maximum 500 words):</p> <p>The Stranraer Gateway Project addresses the four National Development Assessment criteria as follows:</p> <p>Climate change: The projects will all be required to address climate change as a project imperative. Dumfries and Galloway Council declared a climate emergency in June 2019 along with its intention to be carbon neutral by 2025. Design development will explore the potential for mechanisms that enable the various projects to be over and above energy efficiency by design. This will provide for exemplar projects to demonstrate how the climate change agenda has been comprehensively addressed.</p> <p>People: Delivery of the projects will help to support the health, wellbeing, sustainability and quality of life of people through:</p> <ul style="list-style-type: none"> • Redevelopment of the vacant and derelict waterfront which currently detracts from the attractiveness of the town as a place to live, work and visit. • Improved transport links 	

- Address market failure by providing serviced sites at Blackparks industrial estate which are then attractive to inward investors
- Improved quality of the built environment

By bringing investment, employment, connectivity, tourism and opportunity to Stranraer, the people of the town and surrounding district will experience tangible improvements and will benefit from a more sustainable local economy along with environmental improvements along the waterfront. The marina facilities will also result in enhanced opportunities for people to participate in outdoor / marine leisure and recreation opportunities, again bringing benefits in terms of health, wellbeing and quality of life.

Inclusive Growth:

Inclusive Growth is the cornerstone of the Borderlands Inclusive Growth Deal, of which Stranraer Marina expansion is a key part. The Regional Economic Strategy highlights that for Dumfries and Galloway GVA per hour worked is only 82% of the Scottish average. Investment in the regeneration of Stranraer and the creation of an attractive environment will generate a critical mass in supporting and encouraging tourism and related business activities. All of this will lead to opportunities for local training, skills development and employment, both in the short term (through construction during development phases) and in the medium to long term (through increased tourism and other business / economic opportunities).

Place:

Our aspiration for our towns in Dumfries and Galloway is that they serve our communities, allowing them to live and work in aesthetically pleasing places contributing to wellbeing and are attractive to our visitors, whilst being sustainable for 21st century living. These projects contribute to that vision by encouraging high quality design and creating an accessible pedestrian and active travel friendly environment, thereby enhancing the experience of citizens and visitors. Projects such as the Marina expansion project looks to overcome the perception of Stranraer being a disused ferry port by reconnecting the town centre with the waterfront and making it accessible. In summary, Stranraer Gateway Project is a project of scale and impact that will comprehensively address the National Development Assessment Criteria – it will make a difference for the people of Stranraer and the surrounding locality.

Keep In Touch

For more information and other resources



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