

AYRSHIRE GROWTH DEAL

MARINE TOURISM PROGRAMME

ARRAN PROJECT

The Ayrshire Growth Deal (AGD) Marine Tourism Programme is a 10-year Scottish Government-funded regeneration initiative designed to grow the marine tourism economy in North Ayrshire.

The programme will deliver new step-ashore marine infrastructure on the islands of Arran and Cumbrae to attract more visitors and increase boat visits to the islands.

Step-ashore facilities enable boats to land and berth, safely enabling passengers to embark and disembark directly onto land by foot.

Step-ashore facilities typically include floating pontoons secured by moorings, anchors, or steel piles, connected to the shore by a linkspan bridge, ramp, or steps. This ensures dry-foot access in varying tidal conditions.

The total 10-year programme budget is £9.5 million.

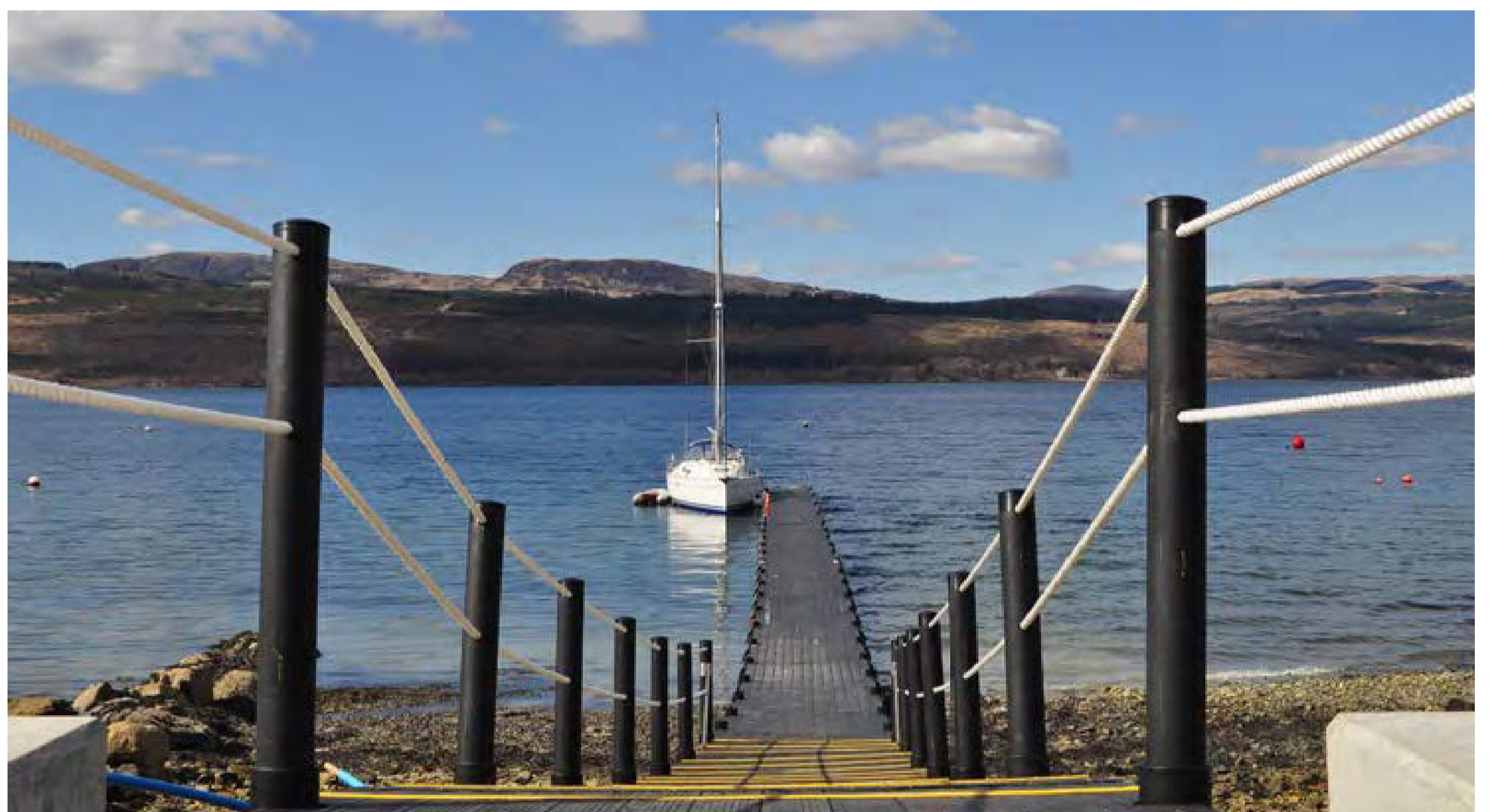
The purpose of the drop-in session is to seek your feedback on the proposals developed to date before they are submitted to the Scottish Government for approval to proceed onto the next stage of development.



WHAT IS THE AYRSHIRE GROWTH DEAL?

The Ayrshire Growth Deal is a partnership between the Scottish Government, the UK Government and East, North and South Ayrshire Councils.

The Deal presents a major opportunity to strengthen the Ayrshire, Scottish and UK economies. Targeted co-ordinated investment throughout the region acts as a powerful catalyst to stimulate growth, resulting in increased job opportunities and prosperity.



WHAT IS THE MARINE TOURISM PROGRAMME?

The Ayrshire Growth Deal Marine Tourism Programme is a place-based tourism programme with separate component projects located at the isles of Arran and Cumbrae that will construct step-ashore marine infrastructure for visiting boats.

The Arran Project proposes to create pontoons at Brodick and Lamlash. The pontoons are proposed as a first phase of a longer-term aspiration to develop a marina at Arran.

Marine infrastructure attracts marine visitors and visitor expenditure, supporting the tourism economy, businesses and communities, and improves marine access and transport resilience.

Longer term this generates new jobs, skills and training opportunities. The programme aims to stimulate and lever further investment into Ayrshire and Arran's marine tourism and blue economy sectors.

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UNLOCKING THE INVESTMENT

To unlock the Ayrshire Growth Deal investment, the Scottish Government appraises proposed projects with UK Treasury Green Book Business Cases. The Ayrshire Growth Deal investment is not a grant fund.

There are 4 Business Cases involved in this process – they are:

- Strategic Business Case – approved at the signing of the Deal in 2020
- Programme Business Case – approved in March 2025
- Outline Business Case – pending submission
- Final Business Case – on approval of this business case the construction of projects can begin

THE ARRAN PROJECT IS AT OUTLINE BUSINESS CASE STAGE.

To prepare an Outline Business Case, the following work is completed to identify technically feasible, affordable and deliverable projects:

- Technical engineering investigations assess viable locations, sites and feasible marine infrastructure design options
- Project options are appraised against national, regional and local place-based strategies, policies and plans
- Each option is evaluated against market needs, social-economic benefits, benefit cost ratio and value for money
- Financial case evaluation identifies the affordability of options
- The deliverability of options is appraised to confirm projects can be fully developed and constructed by April 2030 – the end of the Deal timeframe
- The timeframe to undertake statutory planning, marine consenting and licensing, environmental impact assessment and identify carbon impacts is assessed
- Appraisal of how projects can be operated and managed, and by whom confirms whether the project is sustainable as stand-alone commercial enterprise

PROPOSED PROJECTS

The Council has collaborated with marine users, members of the Arran community, businesses, and stakeholders to identify project proposals.

Wallace Stone Civil Engineering Consultants undertook Arran marine infrastructure feasibility studies and site investigations. Blue Sea Consulting conducted commercial and operating viability studies.



METHODOLOGY – WHAT WE HAVE DONE:

- Review of previous Arran marine infrastructure studies, background material and information
- Site visits and meetings with marine users, communities and stakeholders to discuss requirements
- Commission and review of wave studies
- Undertake ground modelling of scheme options to determine material and rock quantities and seabed dredging requirements
- Preliminary design of pontoons and shoreside infrastructure based on wave and study results
- Review and evaluation of scheme options
- Preparation of preliminary layout drawings outlining proposals
- Preparation of construction cost estimates for scheme options
- Identify and plan for key environmental, planning and consenting, commercial and operating considerations and delivery programming
- Prepare feasibility report summarising findings
- Discuss findings with marine-users, communities and stakeholders
- Consult the wider Arran community on proposed projects – We are here



TECHNICAL FINDINGS IDENTIFY PROJECT PROPOSALS

- The technical engineering investigations of feasible project options are formed into a long and a short list of options which are ranked against strategic, economic, financial, commercial and management objectives
- As options are appraised, some are discounted, others are progressed, and a preferred solution option is identified to advance through to Outline and Final Business Case stages
- The next set of boards are the findings of the technical engineering and commercial case appraisals
- Project options at Brodick and Lamlash are proposed to advance to Outline Business Case stage.
- Concept design drawings of Brodick and Lamlash proposals are now complete

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PONTOONS

New pontoons at Brodick and Lamlash are proposed.

Pontoons create a step-ashore sailing and boating network to enable a variety of small and medium sized boats to land and berth in fair weather conditions allowing passengers to come ashore, visit more places, stay longer and cruise around Arran.

This builds and spreads the economic benefits at multiple locations at Arran.

Due to challenging wind and wave climate conditions at Arran, traditional piled pontoon system would require significant breakwater protection. Breakwaters are unaffordable with the available AGD funding.

Polyethylene pontoon systems are proposed. These pontoons were primarily designed for the harsh environment of the aquaculture industry.

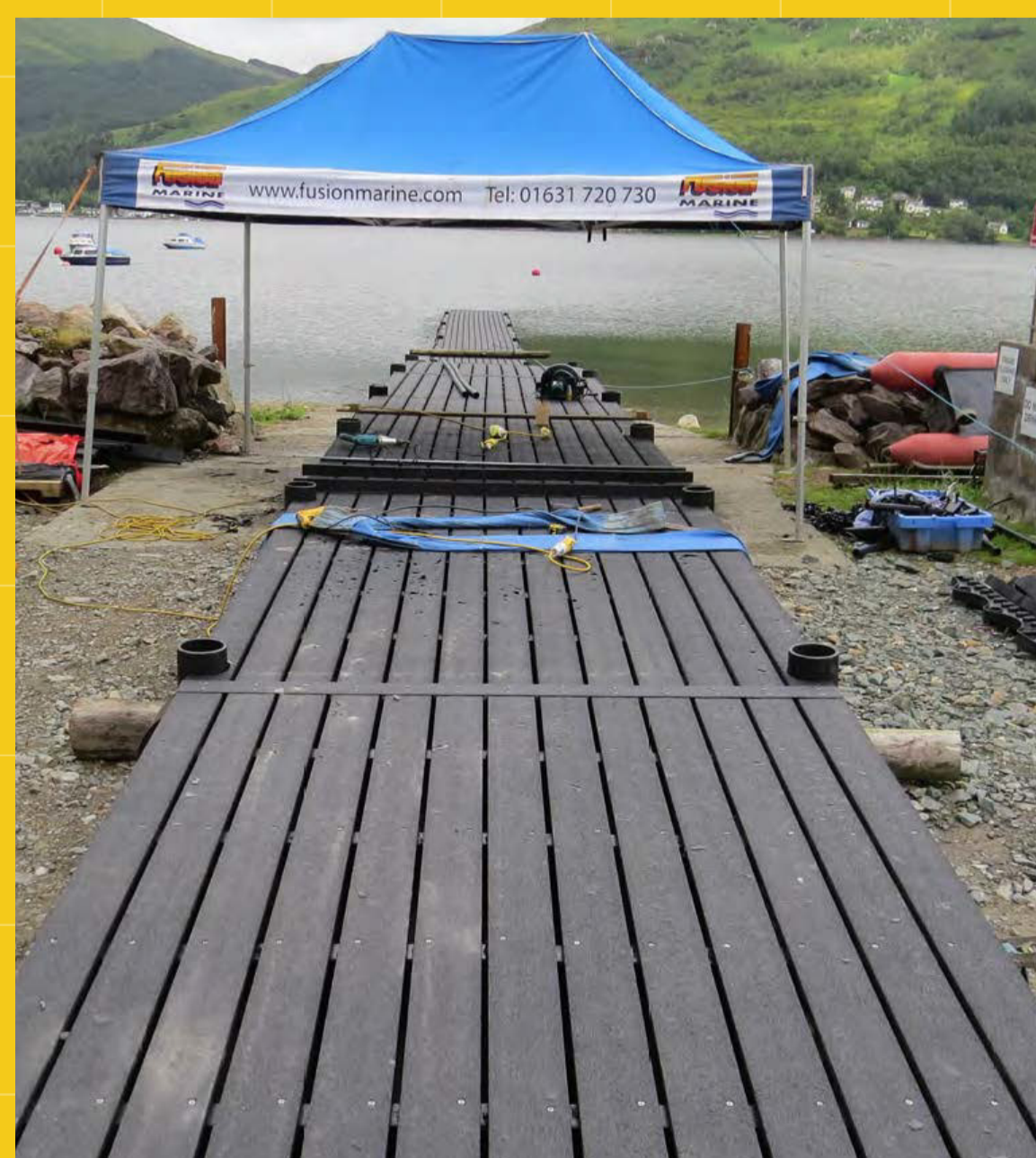
This pontoon technology has advanced from offshore fish farms designed for 12-metre-high seas to withstand extreme conditions in locations such as the North Sea. The technology has now been adapted for the marine leisure and recreation market.

The pontoon system can be installed and left in place over winter and requires minimal maintenance.

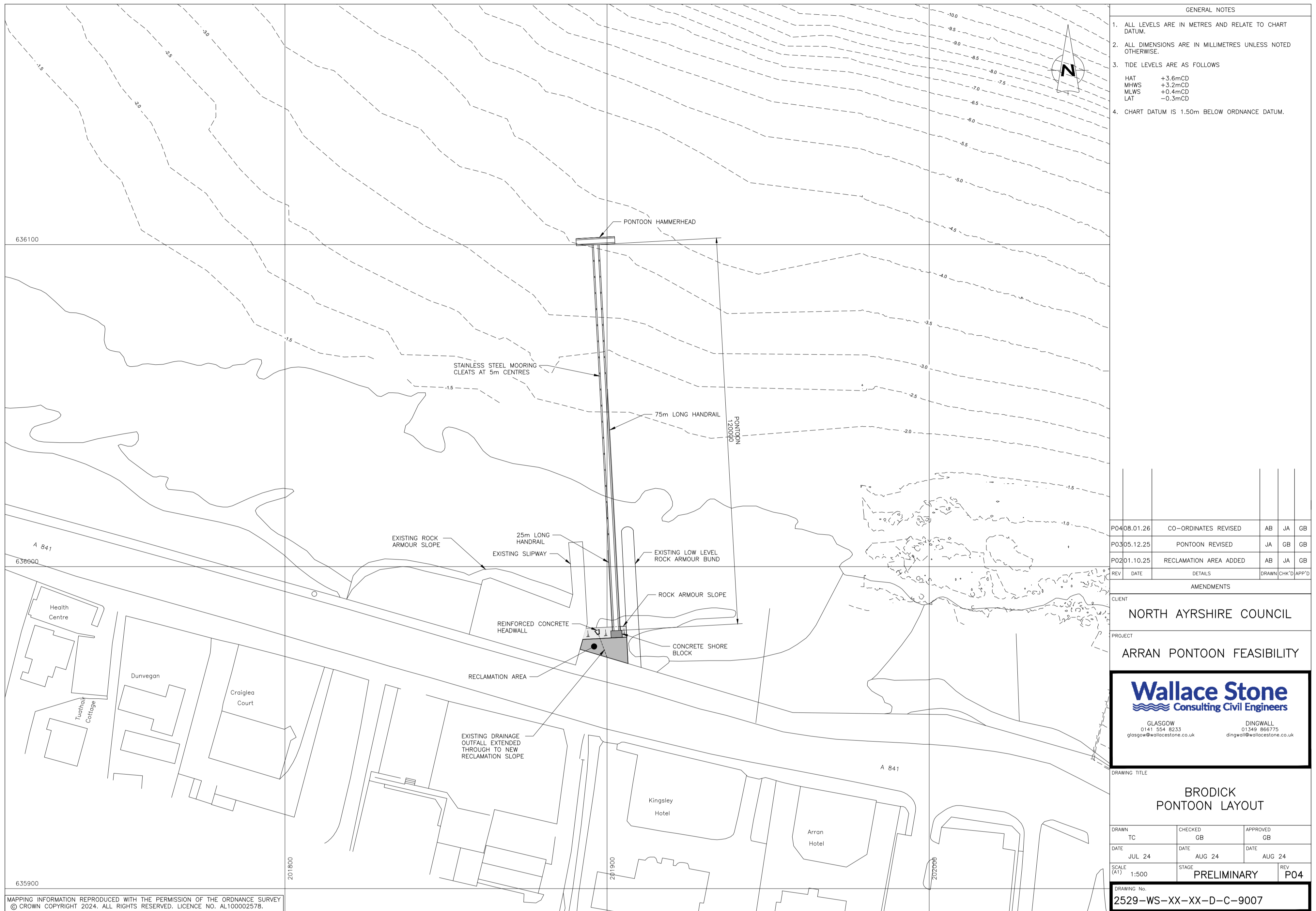


Key points about the proposed polyethylene pontoons:

- Incredibly tough, durable all-plastic construction
- Thick-walled PE flotation pipes for buoyancy
- Robust, flexible, secure
- Versatile and effective central service platform
- Specifically designed to meet customer and environmental conditions
- Mooring points for small-medium tender craft
- Slip-resistant decking made from recycled plastic
- Optional safety guard rails
- Adaptable for a variety of marine and freshwater locations



MARINE TOURISM PROGRAMME



GENERAL NOTES

1. ALL LEVELS ARE IN METRES AND RELATE TO CHART DATUM.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
3. TIDE LEVELS ARE AS FOLLOWS
 HAT +3.6mCD
 MHWS +3.2mCD
 MLWS +0.4mCD
 LAT -0.3mCD
4. CHART DATUM IS 1.50m BELOW ORDNANCE DATUM.

REV	DATE	DETAILS	DRW	CHK	APP
PO408.01.26		CO-ORDINATES REVISED	AB	JA	GB
PO305.12.25		PONTOON REVISED	JA	GB	GB
PO201.10.25		RECLAMATION AREA ADDED	AB	JA	GB

AMENDMENTS

CLIENT: **NORTH AYRSHIRE COUNCIL**

PROJECT: **ARRAN PONTOON FEASIBILITY**

Wallace Stone
 Consulting Civil Engineers

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DRAWING TITLE: **BRODICK PONTOON LAYOUT**

DATE	SCALE	STAGE	REV
JUL 24	1:500	PRELIMINARY	PO4

DRAWING NO: **2529-WS-XX-XX-D-C-9007**

BRODICK – PONTOON SCHEME PROPOSAL

This option proposes the installation of a 120-metre-long flexible polyethylene pipe pontoon with a 12-metre hammerhead.

The pontoon will be installed to the east side of the existing slipway at Brodick.

The pontoon will extend from a concrete shore block out to 3.5 metres below Chart Datum contour and will be held in place by chain and anchor moorings. The pontoon is designed to rest on the foreshore at low tide.

Pontoon use is dependent on weather and tides.

Discussions with Brodick community organisations have highlighted opportunities for a community-led commercial operational model.

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LAMLASH PONTOON SCHEME PROPOSAL (1)

This option proposes the installation of a 180-metre-long flexible polyethylene pipe single pontoon.

The single pontoon can be installed at one of two sites. The installation can be located either at the east side of the existing slipway at the Arran Yacht Club or at the shore near to the Drift Inn.

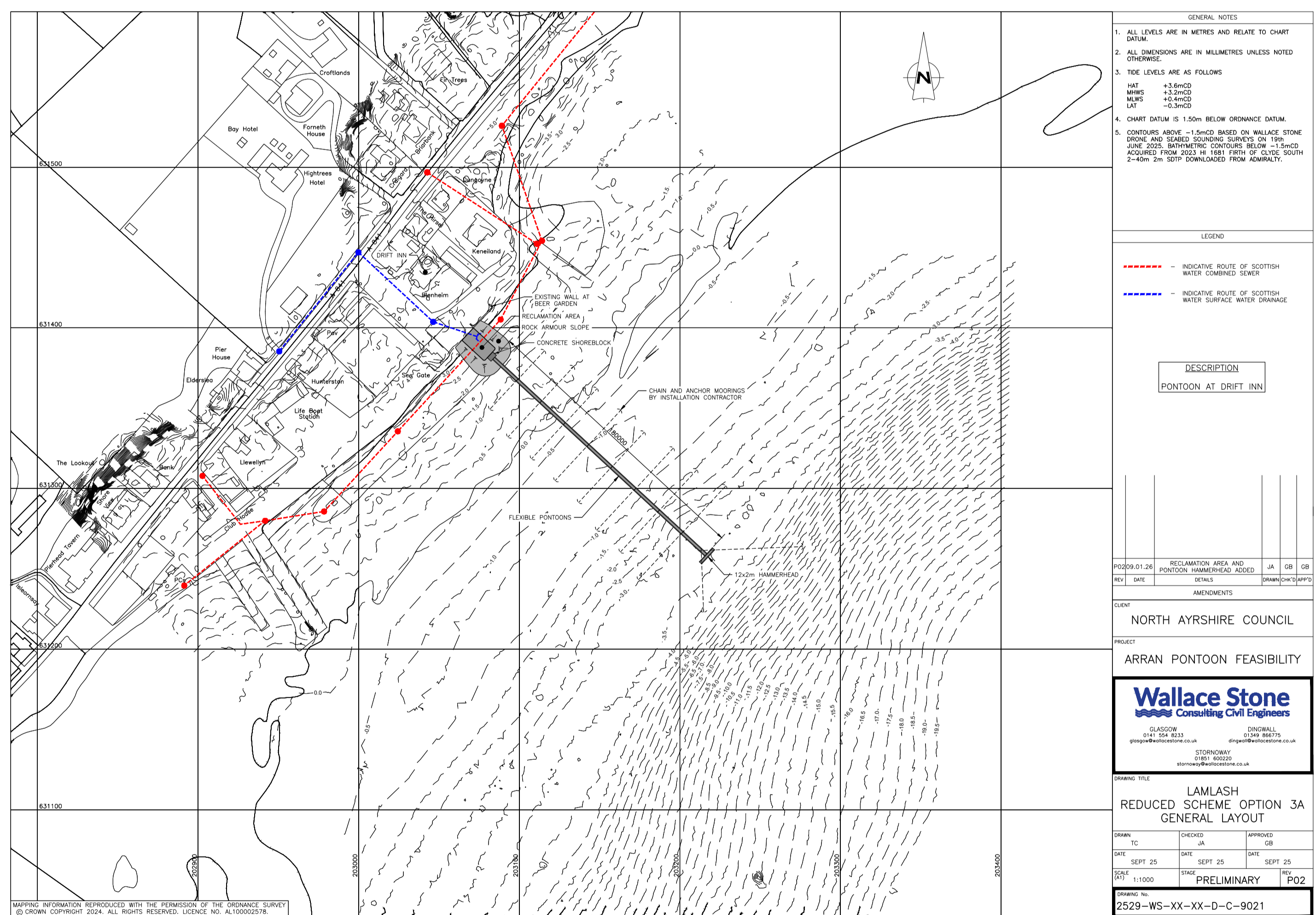
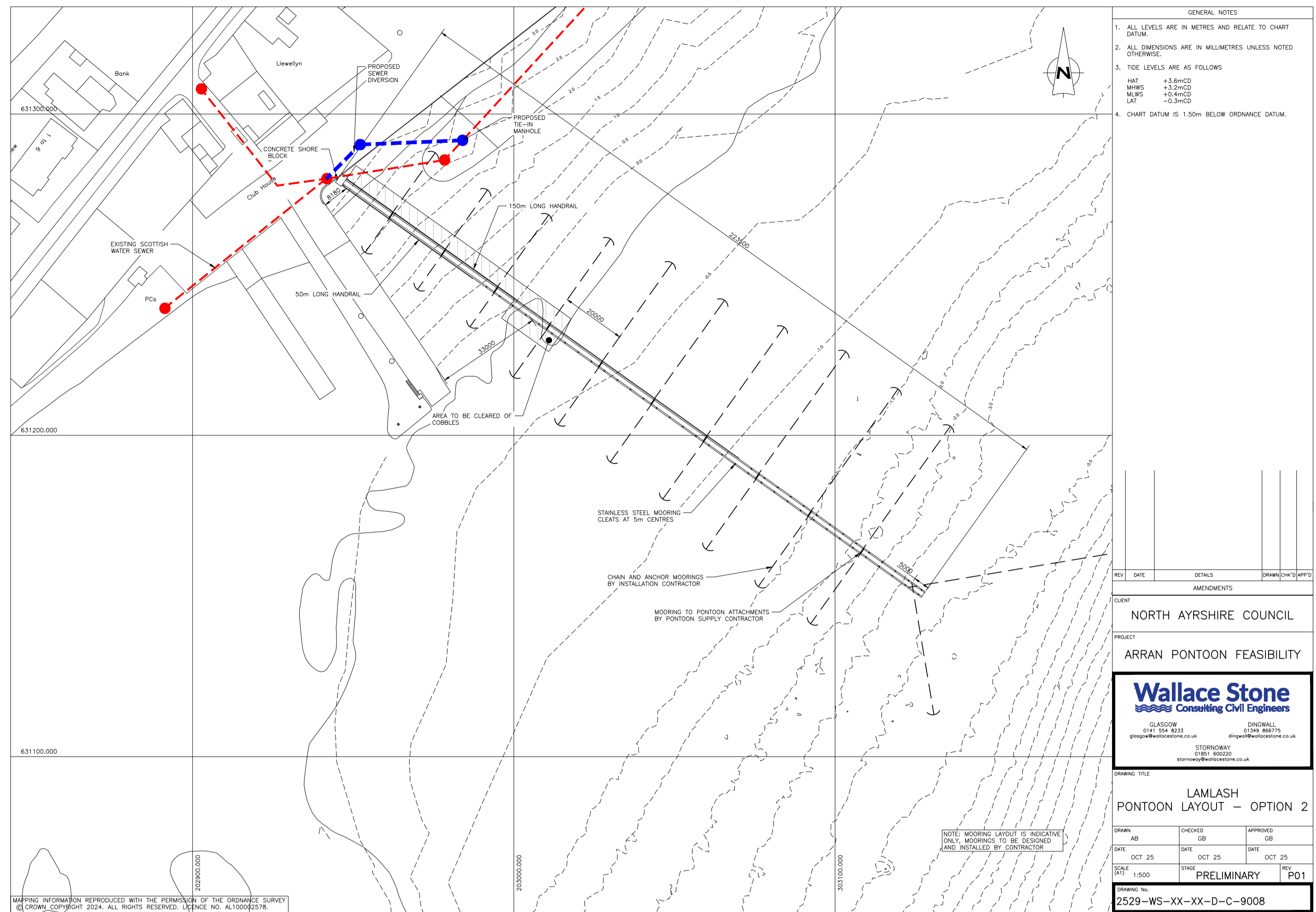
The pontoon will extend from a concrete shore block, out to 3.5 metres below the Chart Datum contour and will be held in place by chain and anchor moorings.

A small shoreside spur is required to accommodate the concrete shore block at the Drift site.

The pontoon is designed to rest on the foreshore at low tide.

Pontoon use is dependent on weather and tide conditions.

There are concerns that the proposed single pontoon sites will have a detrimental impact on existing boat user access and marine traffic at Lamlash Pier.



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LAMLASH PONTOON SCHEME PROPOSAL (2)

This option proposes the installation of two 140-metre-long flexible polyethylene pipe pontoons. The pontoons will extend from a sloping concrete shore block, out to 3.5 metres below the Chart Datum contour and will be held in place by chain and anchor moorings.

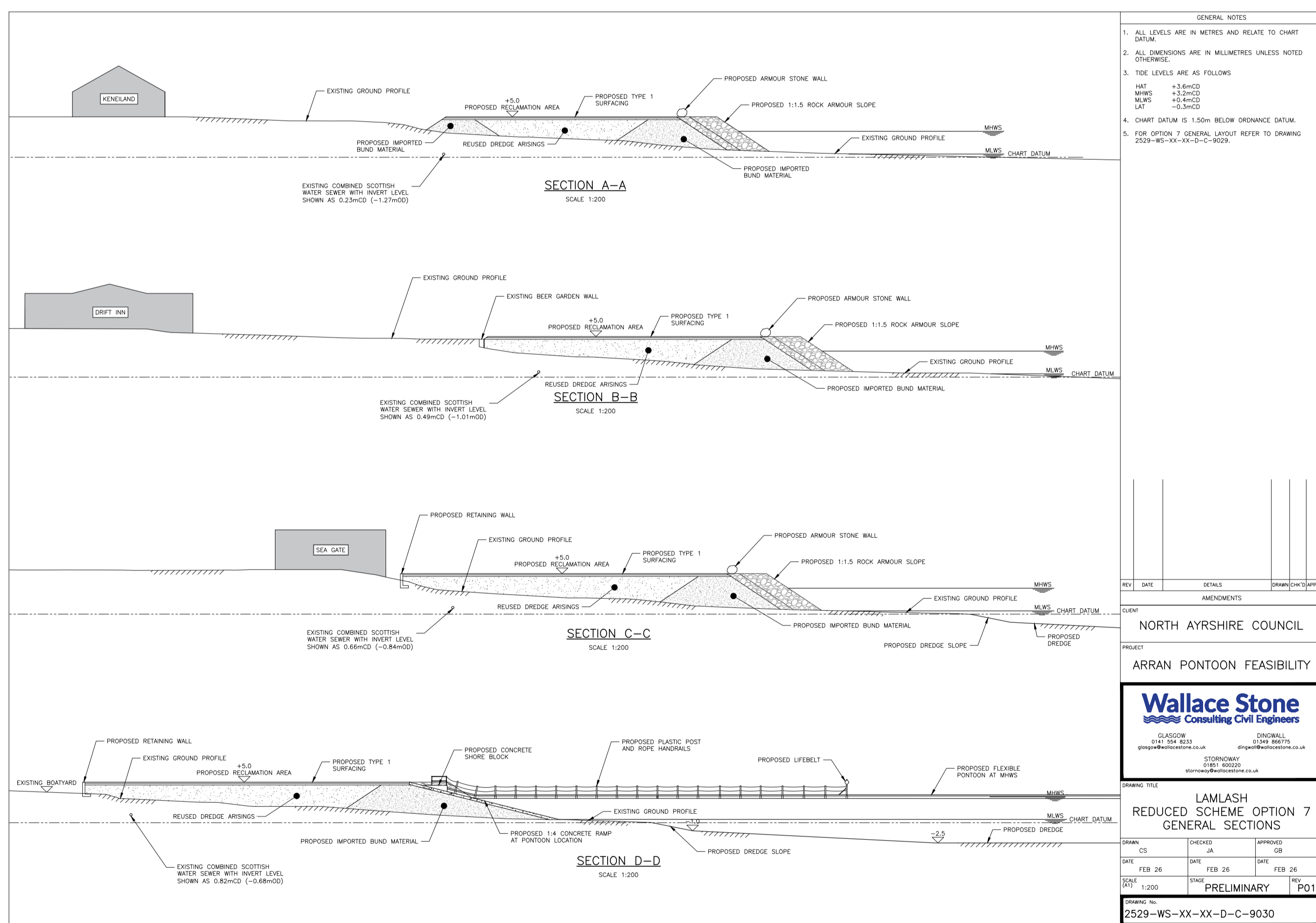
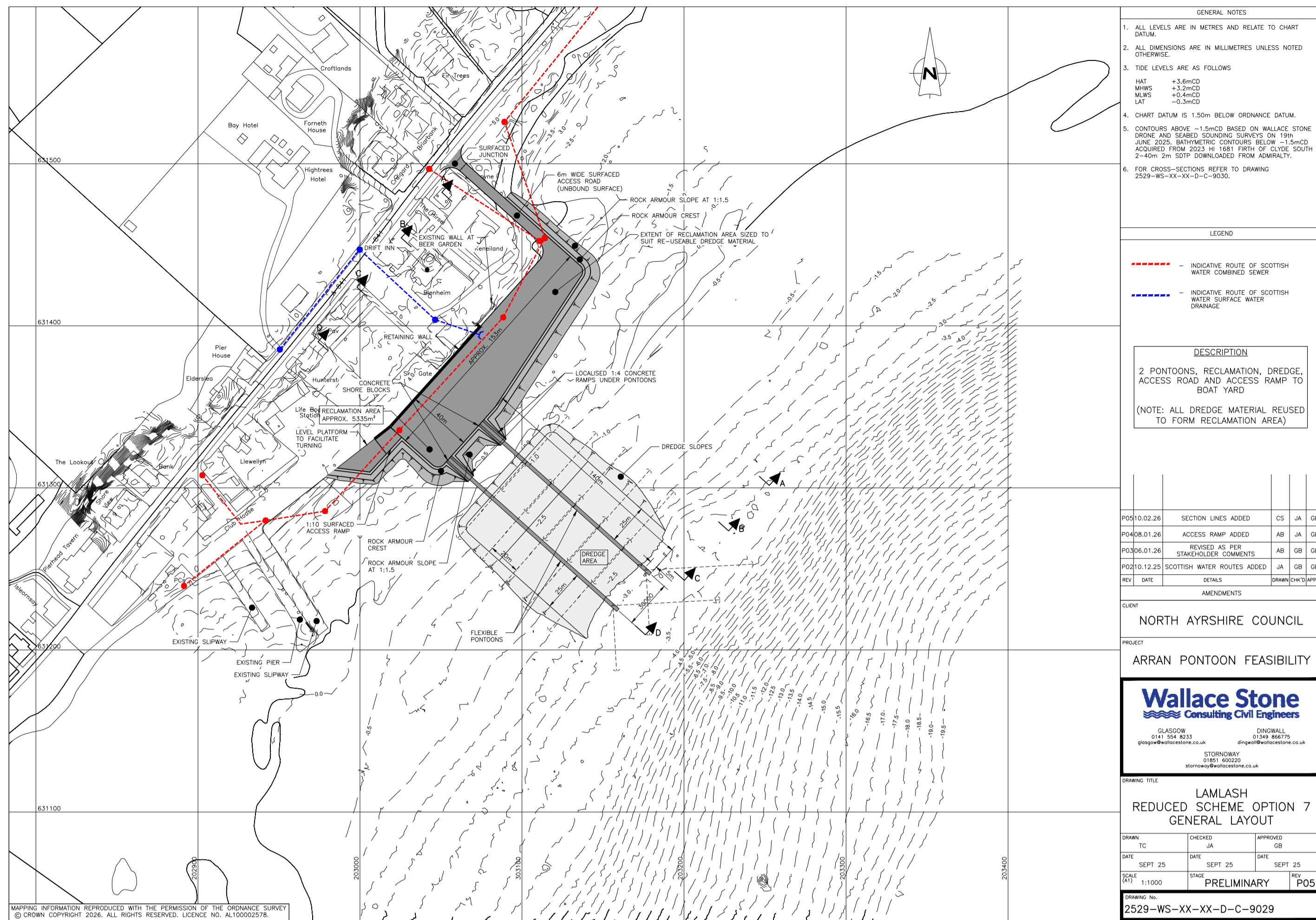
The pontoons are designed to rest on the foreshore at low tide.

Pontoon use is dependent on weather and tide conditions.

The proposal includes dredging of an offshore basin and the reclamation of materials with additional imported rock materials to form an area of 5,335 square metres of reclaimed land, a road and access ramp.

The land reclamation is proposed to be used as hard standing for a landing station, car parking and boat trailer storage. Beyond functional use, the site aims to stimulate future investment opportunities to support new business premises and events.

Discussions with Lamlash community organisations have highlighted opportunities for a community-led commercial operational model.



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TIMEFRAMES TO DELIVERY

The Ayrshire Growth Deal investment opportunity ends in 2030.

Timeframes are evaluated in the business case process to ensure that any projects proposed are feasible, affordable and deliverable. All projects must be constructed and handed over to third-party operators by 2030.

Projects are subject to:

- Outline and Final Business Case approvals
- Environmental impact assessment
- Statutory planning, consenting and marine licensing permissions
- Securing third-party operators

At this stage projects proposed are at concept design and Outline Business Case stage only. If proposals are approved, projects can proceed to the next stages of development. The stages involved from 2027 to 2030 are as follows:

- Appointment of an integrated design team – detailed design development proceeds
- Statutory & public consultations (planning, licensing, environmental impact assessment)
- Secure third-party operator – agree leases and partnership arrangements.
- Tender for main contractor works via Public Contracts Scotland.
- Full Business Case submission and approval
- Award contract to main contractor
- Construction period (depending on which proposals can go ahead) – approximately 12-to-18-month period
- Third party operator entry – business start-up
- Service delivery – project is open for use
- Monitoring & evaluation period from 2030 to 2032

YOUR FEEDBACK

Your feedback on the proposed pontoon at Brodick and pontoon options at Lamlash is important and supports North Ayrshire Council to submit an Outline Business Case to the Scottish Government to unlock the next stage of the Ayrshire Growth Deal investment.

We would like to know what you think about the proposed project options:

- Do you think step-ashore pontoons at Brodick and Lamlash will benefit the Arran marine tourism economy?
- What are the pros of the options proposed?
- What are the cons of the options proposed?
- Any other comments about the proposals?

We would appreciate it if you can complete the survey at the drop-in event.