



South Harbours Improvement Plan Stonehaven, Gourdon and Johnshaven



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Contents

Executive Summary

1. Introduction, Approach and Methodology
2. Study Area Context—Aberdeenshire
3. Benchmarking with Other Harbours in Scotland
4. Sectoral Analysis
5. Key Trends and Themes
6. Stakeholder Consultation
7. Funding Opportunities
8. References

Harbour Improvement Plan – Stonehaven

Harbour Improvement Plan – Gourdon

Harbour Improvement Plan – Johnshaven

Appendix 1: Stakeholder Engagement - Summary Responses

Appendix 2: Option Assessment and Sifting for Stonehaven, Gourdon and Johnshaven including Business Plans / Costs





Executive Summary

Harbour Improvement Plans

Aberdeenshire Council has developed a range of potential projects for Stonehaven, Johnshaven and Gourdon harbours, together referred to as the 'South Harbours Improvement Plan'.

The Aberdeenshire coast has a distinctive heritage and is the backdrop to a range of different activities in addition to the core inshore fishing sector. In order to meet these diverse and changing needs, a programme of investment is often required to address constraints. The South Aberdeenshire Improvement Plan identifies projects where future potential investment should be targeted to maximise benefits to a wide range of existing and potential future user groups.

The development of Improvement Plans has been informed by consultation with harbour users and stakeholders, assessment of the current uses and functionality of the harbours and an options appraisal of potential projects which would benefit the harbour users and the local community.

The Southern Harbours

Stonehaven Harbour is a key community and leisure facility in the town, it is the largest of the recreational harbours in South Aberdeenshire with three basins extending to 18,200 square metres and 550 metres of berthing space on the quays, The Harbour is surrounded by a number of businesses, hotels, cafes.

Johnshaven Harbour is the most southerly of Aberdeenshire's seven harbours, it has two basins separated by a central jetty, around 20 boats have regular moorings there and some are involved in commercial shell fishing. Johnshaven retains many predominantly fishing characteristics, also offers pleasant coastal walking as well as an attractive public park.

Gourdon Harbour has a sheltered inner basin protected by hydraulic storm gates. There is a small fleet of trawlers operating from the port, the harbour area includes a range of local businesses.

The Projects

The South Harbours Improvement Plan has identified a series of projects for each harbour which could, if progressed over the next 5 years, secure tangible benefits through addressing current issues and opportunities.

These relate to the following key themes:

- Harbour Infrastructure
- Harbourside Facilities
- Health & Safety
- Connectivity (interface of harbour & town / village & between the harbours)
- Place Marketing, Branding & Promotion
- Enterprise, Community & Participation

In summary, we have identified the following projects for each harbour and a potential level of investment over the next 5 years should funding be secured.

Stonehaven Harbour Improvement Plan

We identified 8 projects which together total c. £1.2m investment over the next 5 years. These projects were informed by initial consultation and address key comments from the consultation in 2020.

- S01 Investment in existing Harbour Infrastructure
- S02 Invest in new Harbour Operational Signage
- S03 Upgrade Harbour Master's Office and provide a small multi-user Hub
- S04a Improvements Supporting Fishing Industry
- S04b Provision of Fishermen's Stores
- S04c Provision for Fishing Fleet
- S05a/b Improvements Supporting Place & Tourism Industry – Public Realm
- S06 Improvements for Marine Tourism / Water Based Activity
- S07 Improvements Supporting Local Residents
- S08 Review current Operational Management and Bylaws



Executive Summary

Gourdon Improvement Plan

We identified a package of 5 projects which together total c. £450k investment over the next 5 years. These projects were informed by initial consultation and address key comments from the consultation in 2020.

- G01 Investment in existing Harbour Infrastructure:
- G02 Invest in new Harbour Operational Signage
- G03 Improvements Supporting Fishing Industry
- G04 Improvements Supporting Place & Tourism Industry – Public Realm Scheme
- G05 Improvements Supporting Local Residents

Johnshaven Improvement Plan

We identified a package of 5 projects which together total c. £450k investment over the next 5 years. These projects were informed by initial consultation and address key comments from the consultation in 2020.

- J01 Investment in existing Harbour Infrastructure:
- J02 Invest in new Harbour Operational Signage
- J03 Improvements Supporting Fishing Industry
- J04 Improvements Supporting Place & Tourism Industry – Public Realm Scheme
- J05 Improvements Supporting Local Residents

Focus of Improvement Plans

This initial South Harbours Improvement Plan has focused on projects which are considered to be deliverable over a short time period and within the current economic climate where budgets are increasingly constrained.

We are aware from discussions with Aberdeenshire Council as well as from consultee feedback that there are parties who would like to see more significant capital investment in the harbours e.g. physical infrastructure, pontoons, improved marine access etc.

The South Harbours Improvement Plan does not prevent further consideration of these projects should significant funding be identified. In the meantime, Aberdeenshire Council will continue to invest in the facilities in line with their statutory obligation.

The South Harbours Improvement Plan will help with funding applications to relevant funding organisations. A fast-tracked project under the South Harbours Improvement Plan was successful in getting a 100% grant from NESFLAG for 2 Electric Davits at Gourdon, replacement ladders at all 3 harbours and replacement lifebuoys along the coast.

Next Steps

The Harbour Improvement Plans are tailored to respond to existing strengths and opportunities whilst addressing constraints that affect existing and new user groups. The historic harbours provided a focal point around which each settlement developed and there is a need to recognise the important role the harbours play in relation to traditional economic activity such as fishing and related businesses as well as potential future growth areas such as tourism / marine tourism.

- Action 1: Confirm lead partners and managers who will be responsible for projects. Set up project groups where relevant to develop the projects further, including local community champions. Consider need for Harbour Improvement sub-group to Harbour Advisory Committees again with local involvement.
- Action 2: Confirm funding availability within the Council and lead partner organisations and identify which proposals should apply for which source of grant funding.
- Action 3: Work with lead partners to prepare funding applications.
- Action 4: Deliver projects when funding is secured, keeping communities informed.
- Action 5: Maintain awareness of funding and other opportunities to link to wider projects where there could be mutual benefits.

The Harbour Improvement Plans should be reviewed again after 5 years to check progress and relevance i.e. targeting available funding streams and wider local changes.



1. Introduction, Approach and Methodology

Introduction

This report sets out the Improvement Plan for the three South Aberdeenshire Harbours, namely Stonehaven, Johnshaven & Gourdon. The reporting has two core elements:

- Summarises the current strengths and weaknesses of each location, reviews the market sectors represented and opportunities; and
- Identifies a series of projects which could be taken forward to capture these opportunities and associated funding.

The Three Harbours

The three harbours are located within a 20km stretch of the eastern coastline of Aberdeenshire and are on the Aberdeenshire Coastal Trail. Each of the locations are characterised by a historical harbour and fishing heritage with increasing recreational use and tourism.

- Stonehaven Harbour is a key community and leisure facility in the town, it is the largest of the recreational harbours in South Aberdeenshire with three basins extending to 18,200 square metres and 550 metres of berthing space on the quays, The Harbour is surrounded by a number of businesses, hotels and cafes.
- Gourdon Harbour has a sheltered inner basin protected by hydraulic storm gates. There is a small fleet of trawlers operating from the port, the harbour area has a few businesses in the vicinity.
- Johnshaven Harbour is the most southerly of Aberdeenshire's seven harbours, it has two basins separated by a central jetty, around 20 boats have regular moorings there and some are involved in commercial shell fishing. Johnshaven retains many predominantly fishing characteristics, also offers pleasant coastal walking as well as an attractive public park.

The Brief

The study was commissioned to develop an Improvement Plan for the three South Aberdeenshire Harbours, namely Stonehaven, Johnshaven & Gourdon:

Key Requirements of the study were as follows:

- Consultation with representatives from harbour stakeholder groups as well as the local community through a series of consultation stages;
- A SWOT / SCOPE analysis of each harbour considering factors such as current status and functionality, environmental and economic impact of the harbour, identifying any potential areas of growth and constraint. Health and safety should also be considered as well as external issues such as car parking.
- Assessment of similar harbours in Scotland or further a field where lessons could be learned and potential projects identified. This can be carried out in consultation with stakeholders such as RNLI.
- Market analysis for the sectors currently utilising the harbours and identifying potential new or expanded uses which would complement the existing functions
- High level assessment of ideas for harbour improvements suggested by consultees. This assessment should consider factors including cost, economic impact, environment impact and stakeholder benefit and H&S implications. Potential project should be scored and ranked based on these factors
- Further development of the highest ranked ideas (at least 6) into project proposals which should be costed and further assessed for feasibility. Project proposals should be targeted to benefit the full range harbour stakeholders, rather than solely Aberdeenshire Council
- Recommendations for implementation including timescale and funding options and roles/responsibilities of stakeholders
- Provide a 5-year business plan for each harbour which should identify the economic and environmental impacts of the proposed developments



1. Introduction, Approach and Methodology

Approach

Securing sustainable business growth and capturing investment requires forward planning and an Improvement plan for Stonehaven, Johnshaven & Gourdon harbours that captures the importance of place quality, addresses existing and future sectoral requirements and responds to potential constraints.

Importantly the Improvement Plan must therefore address:

- Clear Vision embracing Place Quality
- Support investment in projects which support:
 - Place quality and destination development
 - Local inshore fishing and related activity
 - Marine Tourism / Active Leisure
 - Marine Heritage
 - Marine Engineering Support Services
- Understanding of Market Trends / Key Sector / Theme Requirements
- Application of the Place Principal / Place Standard
- Key sectoral interests and customer perceived risk/threats
- Clear embedded understandings of locational competitive advantage
- Scenario planning / Optioneering
- Development of preferred options / projects and an Improvement Plan for each of the harbours

Methodology

User Group Consultation—July 2019

Aberdeenshire Council advanced early consultation with a series of stakeholders and the project Steering Group with a drop in event held on the 2nd July 2019 at Mackie Academy in Stonehaven. The purpose of the consultation was to seek feedback from users of the facilities as to what improvements could be made at each of the three harbours. This feedback was used to identify a series of potential projects for each of the locations.

Audit Visits—Spring 2020

The team for the study made a series of visits to the three harbours and wider settlement area to establish facilities, use, access, scope for economic impact, etc, using a standard list of key questions (aligned with Scottish Government Place Standard Tool). An assessment of the general relationship between the harbour and the settlement was made and any related commercial activity was noted. A photographic record was also made.

Engineering Reports

This is not an engineering study and comments made on the current physical condition of harbours have been made based on a short visit and a visual inspection only together with review of the Annual Dive Inspection for each of the harbours as supplied by Aberdeenshire Council. The brief required that costs should be provided for any capital works identified as necessary or desirable to help unlock or further develop leisure potential at the three harbours. However, the study does not require detailed technical engineering input. Therefore, professional judgement related to known examples has been used.

Email Consultation—Spring 2020

We sent out an initial request for comments and feedback to a range of local stakeholders and user groups to seek early views on constraints and opportunities and potential projects. Responses were recorded and have been included in Appendix 1.

Desk Research / Benchmarking and Sectoral Analysis

Desk research into key market sectors has been undertaken based on the latest available data for inshore fishing, marine tourism and leisure and destination and place based tourism.

SCOPE Analysis

We have used a SCOPE model to identify the key drivers likely to influence future development at Stonehaven, Gourdon and Johnshaven. These include looking at history, competitive place advantage, issues and obstacles, potential interventions and expectations for the future of each location.



1. Introduction, Approach and Methodology

Options Sifting and Scoring

We developed a series of project options based on consultation undertaken to date and ideas generated through review of the baseline, SCOPE Analysis, sectoral analysis and benchmarking against other successful harbour examples. The options have been separated into themes:

- Harbour Infrastructure
- Harbourside Facilities
- Health & Safety
- Connectivity (interface of harbour & town / village & between the harbours)
- Place Marketing, Branding & Promotion
- Enterprise, Community & Participation

A high level assessment was undertaken considering factors including cost, economic impact, environment impact and stakeholder benefit and H&S implications. Projects were scored and ranked based on these factors:

- Economic Value – Supports Enterprise activity (business/3rd sector /community)
- Community Value - Supporting range of users and community capacity and levels of participation
- Place /Environmental Value - Enhanced public realm / waterfront / biodiversity / other e.g. Active Travel / Health & Well Being / Participation
- Low Delivery Risk – Likelihood of Delivery of the Project based on possible funding routes

Projects which scored highly against these factors were then taken forward for public consultation.

Consultation and Engagement

Consultation was undertaken in three key phases as set out below. The strategy was amended in response to limitations on physical consultation and the facilitated drop in events originally planned pre- COVID-19.

- Phase 1—Early consultation with key consultees / stakeholder group undertaken by Aberdeenshire Council in 2019 where constraints and opportunities were discussed.

- Phase 2—Meeting with client, Steering Group and Harbourmaster. Emails issued to key consultees / stakeholder requesting early thoughts and feedback. Feedback collated. Follow up emails issued. Site familiarisation visits and conversations with various parties during these visits
- Phase 3—We created a list of projects under key themes. We consulted with the Client and Steering Group to agree content of initial online consultation
- Phase 4 - Public Consultation 1 - Online public consultation based on key themes from Phase 3 to gather views on possible projects. Questionnaire / online form posted on Council website plus press release / advert.
- Phase 5—Review of consultation feedback and finalisation of the recommendations with production of Business Plan— Costs / Responsibilities / Timescales.

Harbour Improvement Plans

Aberdeenshire Council has developed a range of potential projects for Stonehaven, Johnshaven and Gourdon harbours, together referred to as the 'South Harbours Improvement Plan'.

- Stonehaven—8 projects with a total value of £1.2m over the next 5 years. Focus on place-making and quality of the local environment for residents and visitors as well as project which support a range local businesses and seek to address some of the current perceived conflicts.
- Gourdon—5 projects with a total value of £450k over the next 5 years which reflect the historic nature and scale of the harbour area and the close connection between the harbour and the village. Focus on harbour infrastructure, amenities and place-making.
- Johnshaven—projects with a total value of £450k over the next 5 years which, like projects for Gourdon, are sensitive to historic nature and scale of the harbour area . Focus on harbour infrastructure, amenities and place-making.

Understanding Growth Areas and Opportunities?

Inshore Fishing / Shellfish	Sailing and Yachting	Marine Tourism	Destination Tourism / Food and Drink / Heritage / Authentic Experience
<ul style="list-style-type: none"> Scotland has one of Europe's largest commercial fishing fleets with over 2000 working vessels, around 4800 fishers and landings valued at ca. £550 million in 2014. While larger vessels dominate the Scottish commodity market, smaller fishing vessels (ca. 80% of the Scottish fleet) are particularly important for employment, coastal community welfare and cultural contribution. The inshore fleet mainly comprises vessels under 10m in length and includes trawlers, creelers, netters, dredgers and divers. The main target are shellfish species - primarily brown and velvet crab, lobster, scallops and langoustines. Inshore fishing and aquaculture are growth sectors Important to regional and local economies / supporting wider local enterprise Increasing importance of local markets vs export Opportunities linked to the food and drink sector and hospitality. 	<ul style="list-style-type: none"> Cruising, sailing, motor boating etc in Scotland are well established and have industry groups and accompanying strategies. The Economic Benefits of UK Boating Tourism, 2017 -2018 indicates that Scotland accounts for 6% (£380m) of UK turnover in the sector and 7% of UK GVA (£411m). There has also been significant growth in the sector of more than 64% over last five years and the sector in Scotland now supports around 21,706 direct jobs in the industry and a further 9,700 from indirect expenditure. Against these UK trends, there is strong evidence of growth in participation in Scotland. Royal Yachting Association (RYA) Scotland has seen a year on year growth in club membership from 19,800 in 2016 to 21,078 (29,578 including online clubs) in 2019. There is also a rise in demand for formal training with the number of RYA certificates issued growing from 2,931 in 2015 to 3,478 in 2018 	<ul style="list-style-type: none"> Marine tourism and recreation were estimated to generate turnover in the Scottish economy of £3.7bn in 2015. Of this total, £2.3 billion is spent on water-based activities like wildlife watching, sailing, kayaking, surfing and angling. The other estimated £1.4 billion, almost 40%, is spent on general recreation and tourism like beach days out, walks and coastal cycling. The Forth and Tay region was the largest contributor to marine tourism with Gross Value Added (GVA) of £154 million in 2017, while the North East Region contributed £59 million. Trends in marine tourism in Scotland indicate a growing interest in more active holidays, integrating learning or skills development Significant growth potential activities include Sea kayaking and paddle-boarding, coasteering, expedition and boutique cruises, nature and wildlife tourism and educational and ecotourism holidays. Expectation of diversification and multi-faceted offer - quality of destination and activity is important Visitors seeking to participate and an authentic experience 	<ul style="list-style-type: none"> Destination tourism seeks to develop place qualities and ensure visitors are offered compelling destinations that can offer clear appeal, distinctiveness and facilitate greater engagement between the visitor and the experience Food and drink is a key component of the visitor experience with a growing interest from all visitors (domestic / international) to seek out regional food and drink (local produce/craft beers/ local caught fish / local purchasing) and try food of local provenance. The rise of 'foodie culture' in the UK, and within Scotland's core visitor markets means that an interest in food and drink, is increasingly a core lifestyle choice. Scotland is recognised as a special tourism destination with a key part of its appeal being the breadth of authentic and memorable experiences it offers connecting place, leisure, heritage, landscape, environment, events.

2. Study Area Context —Aberdeenshire

Context

Before focussing down on the three harbours, we first looked at the wider picture for Aberdeenshire and how it compares to the rest of Scotland in terms of key statistics. By looking at the business base, levels of employment/unemployment/self-employment, population, housing profile, economic activity, property (size, type, availability), infrastructure and utilities, etc, as well as relevant qualitative indicators around quality of life we can understand changes in the local area (set against the wider Scottish trends) and identify potential opportunities for growth.

Aberdeenshire Council's 'Economy Annual Review November 2019' provides a series of key statistics for the region, many of which are relevant to this study.

Population

- In 2018 Aberdeenshire's population was 261,470, representing 4.8% of Scotland's total population. The authority area has seen a small decrease of 330 people since 2017 and is the second consecutive year that Aberdeenshire's population has fallen.
- 62% of Aberdeenshire's population is of working age, just below the Scottish average of 64%. While those of pensionable age (19%) mirrors the national average, Aberdeenshire has a slightly higher proportion of under 16year olds living in the area.

Employment

- Between 2018 and 2019 the employment rate in Aberdeenshire decreased by 0.5%, compared to the national increase of 0.2%. However, it should be noted that Aberdeenshire still outperforms the national average, with the 4th highest employment rate of the 32 Scottish Local Authorities.

Infrastructure

- The Aberdeen Western Peripheral Route fully opened in February 2019 reducing journey times and opening up new areas to development and tourism activity
- The A96 dualling between Inverness and Aberdeen is being progressed through design stages by Transport Scotland. This infrastructure has potential to bring more visitors to the North East e.g. linking to North Coast 500.
- The trainline between Aberdeen and Inverness is currently being upgraded, with the

entire project scheduled to be completed by 2030. Stonehaven is linked via the east coast main line and provides a gateway to visitors.

- Aberdeen harbour upgrades will allow cruise ships to berth alongside the dock it is anticipated the project will encourage tourism into the region.

Gross Value Added (per capita) levels off in the North East and Average Earnings

- GVA in the North East has remained higher than the national average. Between 2014 and 2016 the area experienced a reduction in GVA but the latest figures for 2017 show a 4% annual increase (£40,667), compared to 3% national (£25,685).
- The median annual wage for all full-time workers in Aberdeenshire in 2018 was just over £30,823, 5% higher than the national average. Both male and female full-time workers experienced an increase in pay between 2017 and 2018 of 2% and 7% respectively.

Business Base

- In Aberdeenshire during 2018 there were an estimated 14,185 Business Enterprises, employing 92,070 people with a turnover of £16,173 million. These figures show a small decrease in the number of enterprises and the turnover but a slight increase in the number of employees overall.

Tourism

- According to research undertaken on behalf of Visit Aberdeenshire in 2017, 56% of tourists surveyed were either very or fairly likely to recommend Aberdeen and Aberdeenshire to friends and family as a visitor destination.
- "Coastlines", "whiskey" and "castles" were the three highest scoring tourist assets visitors attributed to the region, where as "authentically Scottish", "historic" and "naturally beautiful" were the three perception statements regarding the area that promoted the highest agreement responses from those surveyed.

Fishing

- Figures show that 185,305 tonnes of fish landed, 4% up from 2017 with 57% of all fish landed in Scotland arrive at North East Harbours at a value of £233 million. The sector employs 1300 people which is 27% of Scotland's fishermen).



3. Benchmarking with other Scottish Harbours

In benchmarking against other successful harbour locations, we identify successful / similar models and seek to secure locally relevant opportunities which may enhance the offering at Stonehaven, Gourdon and Johnshaven.

Gardenstown, Aberdeenshire

Gardenstown was voted 2nd in Scotland and 11th in the UK in the 2016 Rough Guides '30 Best Seaside Towns'. Originally known as Gamrie, Gardenstown was founded in 1720 by Alexander Garden specifically as a fishing village. The harbour is located at the foot of a steep cliff with terraces of traditional fishing cottages. Adjacent to the harbour is a sandy beach. There are a range of local amenities including The Garden Arms Hotel and Teapot Café together with a local shop and other local businesses including B&Bs and self catering accommodation. There is an annual Gamrie Creatives event; a weekend of arts and crafts exhibitions and demonstrations in Gardenstown. There is also a Gardenstown Harbour Gala held annually with range of activities centred around the harbour. There are popular wildlife boat tours which run from the harbour during the summer. Gardenstown Community Hub Association was set up in 2017 and provides a focus and a meeting space for local community groups. Gardenstown and Crovie are linked via a coastal path. The harbour itself is used by small inshore fishing boats, as well as pleasure craft but access is limited with states of the tide. There is a slipway and 2 pontoons. Facilities include Toilets, waste, fuel, water, electricity and repairs. An Aberdeenshire European Fisheries Fund (AEFF) Grant was awarded for installation of an events kitchen in the former Salmon Bothy which is located at the seafront, plus additional outdoor seating comprising of 10 benches and 4 picnic tables. The Harbour Café is used to run a community café (Harbucks) which collects funds for local facilities including school.

St Andrews, Fife

St Andrews harbour is owned and managed by the St Andrews Harbour Trust and is home to a fleet of around a dozen small fishing vessels, landing high quality shellfish from around the nearby shores, which are sold locally, nationally and exported. A small, but growing, number of pleasure craft are also based within the sheltered waters of the Inner basin. Facilities are fairly limited with water only. A slipway is located at the south end of the Inner Basin. The Harbour Basins and entrance fairway are dry at low water. There is limited free parking with wider on street parking. There is a local harbour café which serves visitors to the harbour and east sands beach. Public toilets adjacent to the harbour are owned and operated by Fife Council. There

is a caravan park (St Andrews Holiday Park) at the end of east sands beach. There are popular footpaths to the main town centre via the cathedral ruins. St Andrews is a popular tourist destination as the 'Home of Golf' and other visitor attractions such as the Sealife centre and castle. The town is also home to the University of St Andrews so has an increased population during term time.

Anstruther, Fife

Anstruther is a popular tourist destination in Fife. Anstruther Harbour caters for leisure and small fishing vessels with approximately 400 metres of pierside berthing and 100 serviced pontoon berths for leisure craft. Access is limited with states of the tide. There are 8 pontoon berths reserved for visitors (max. vessel size 10.5 metres). Facilities include public toilets, showers, and disabled ramped access to pontoons. There is a wide variety of shops, pubs and restaurants adjacent to the harbour. The award winning Anstruther Fish Bar is a popular place for locals and visitors alike. The town is home to the Scottish Fisheries Museum and there are also sea angling trips and birdwatching trips to the Isle of May aboard the May Princess. The annual Harbour Fair includes 3 days of food and craft stalls from local businesses and traders plus live music together with the 'Anstruther Muster' - which is a gathering of visiting boats from the Forth / East Coast of Scotland plus Fèis Anster - 3 days of traditional music, dance and song.

Mallaig, Highland

The development of Mallaig harbour began in 1846 when Lord Lovat, who built the first pier to help local people made destitute by the potato famine. Mallaig harbour evolved into and remains a bustling and thriving fishing/ferry port. However, with the decline in the number of fishing boats using the port, the Mallaig Harbour Authority has created a new yachting facility which was completed in September 2011. Due to its strategic location, Mallaig is the ideal base from which to explore Scotland's stunning isles. Nearby are the ports of Skye, Rum, Eigg, Muck, Knoydart and Canna. The marina facilities in Mallaig comprise a secure pontoon fit for 50 vessels with walk-on access to the shore. The marina provides fresh water, electricity, and Wi-Fi on site. There are also complete servicing facilities including a slipway, boat builders and marine engineers available as well as an extensive ship chandlers. The surrounding area of Mallaig harbour hosts cafes, award winning fish & chips, pubs and fine dining restaurants with panoramic sea and island views. The well-known Jacobite steam train (featured in the Harry Potter films) follows the famous Road to the Isles and operates in the summer months from Fort William to



4. Sectoral Analysis—Inshore Fishing

Scottish Inshore Fishing Overview

Scotland has one of Europe's largest commercial fishing fleets with over 2000 working vessels, around 4800 fishers and landings valued at ca. £550 million in 2014. While larger vessels dominate the Scottish commodity market, smaller fishing vessels (ca. 80% of the Scottish fleet) are particularly important for employment, coastal community welfare and cultural contribution.

Scotland's inshore fishing fleet plays an important role in providing a source of food to the UK as well as employment and income for rural, coastal communities. Scotland's inshore waters extend from the coast out to 12 nautical mile (nm), with a concentration of fishing taking place within 6nm. The inshore fleet mainly comprises vessels under 10m in length and includes trawlers, creelers, netters, dredgers and divers. The main target are shellfish species - primarily brown and velvet crab, lobster, scallops and Nephrops (langoustines).

Trends in the Scottish Inshore Fisheries Sector

In 2017, UK vessels under 10m in length landed 12,983 tonnes of fish and shellfish into Scottish ports worth £45 million. This accounted for approximately 10% of total landings by value and 5% by landed weight.

Inshore vessels make a significant contribution to landings into Scottish ports. In 2017, UK vessels under 10m in length accounted for approximately 10% of total landings into Scottish ports by value (£45 million) and 5% by landed weight (12,983 tonnes). The North East region recorded a landing weight of and value of 1.900 tonnes and £6m respectively.

Current Production

In 2017, the UK exported £197 million worth of fresh shellfish species commonly targeted by the inshore fleet (Lobsters, Nephrops, Crabs, Scallops). Of these exports, 86% (£170 million) was exported to other countries within the EU. Scottish ports accounted for 46% of all shellfish landings by the UK fleet. This figure is slightly higher at 49% for vessels under 10m in length.

Current employment in Scotland

Inshore fishing is an important source of employment in Scotland's coastal communities. In 2016, an estimated 1,858 fishers (911 Full-time equivalents (FTEs)) were employed on Inshore Fisheries, Scottish registered vessels under 10m in length. This represented 33% of the UK's employees in this vessel length group and 45% in terms of FTEs. A recent report by the Scottish Government shows that 'agriculture, forestry and fishing' is the largest source of private sector jobs in remote rural areas, accounting for 15% of employment. This compares to 11% in 'Accessible Rural' areas and 0.5% in the rest of Scotland. Estimates indicate that a significant proportion of the UK's fishers on vessels under 10m in length are employed on vessels registered in Scotland. The proportion has fluctuated since 2008 but has remained above 39%.

Challenges

Scotland's inshore waters are of high productivity and quality which makes them important for fisheries. As such activity in inshore waters have become increasingly competitive including gear types, expansion of aquaculture, renewable developments and marine & coastal tourism.

It is important that the management of natural and cultural heritage of Scotland's coastal waters needs to be conserved through striking a balance between husbanding of the natural resources and finding a reasonable balance between key economic, social and cultural objectives based on the viability of the coastal settlement pattern and local community structures. Therefore, fostering greater cooperation within and between fishing and other users of inshore waters is crucial for Scotland's coastal communities.

Conclusions

- Uncertainty over aspects such as BREXIT
- Inshore fishing and aquaculture are growth sectors
- Important to regional and local economies / supporting wider local enterprise
- Increasing importance of local markets vs export



STONEHAVEN

PADDLEBOARDING

LESSONS - TOURS - RENTAL

WWW.STONEHAVENPADDLEBOARDING.CO.UK

SUMMER ACTIVITIES

AVAILABLE EVERY DAY

- KIDS + FAMILY FUN BEGINNER LESSONS
- KIDS + FAMILY FUN PRACTICE + PLAY SESSIONS
- BEGINNER LESSONS FOR ADULTS + YETI +
- CASTLE, CAVES + COVES TOURS
- COASTAL TOURS WITH TAXI BACK
- RIVER DEE LESSONS + TOURS
- SUNRISE + SUNSET CHILL SESSIONS
- SUP SOCIAL PADDLES
- KIT RENTAL (Boards - Wetsuits - Boots - PFDs etc)

RESPECT THE WATER

20



4. Sectoral Analysis—Marine Tourism

Scotland's marine environment is a notable attraction and includes some of the world's most beautiful and varied waters and marine wildlife, scenery and heritage. Recognising the importance of Scotland's marine environment and breadth of activities that form the sector is important in developing the sector and to strengthen the coast as a waterfront destination investment in infrastructure is critical. More precisely, there is great potential for investment to benefit the sector across wider Aberdeenshire, and ultimately across the east coast of Scotland. For the purposes of this analysis, marine tourism is taken to cover a wide range of activities including sailing, yachting, sea-kayaking, surfing/windsurfing, paddle boarding, diving and snorkelling, marine wildlife watching and related excursions and beach activities.

Trends / Market Analysis

Marine tourism and recreation were estimated to generate turnover in the Scottish economy of £3.7bn in 2015. Of this total, £2.3 billion is spent on water-based activities like wildlife watching, sailing, kayaking, surfing and angling. The other estimated £1.4 billion, almost 40%, is spent on general recreation and tourism like beach days out, walks and coastal cycling. The Forth and Tay region was the largest contributor to marine tourism with a GVA in 2017 at £154 million, while the North East Region contributed £59 million.

Sailing/Yachting

Some parts of marine tourism are well established, for example cruising, sailing, motor boating etc in Scotland and have industry groups and accompanying strategies. The Economic Benefits of UK Boating Tourism, 2017 -2018 indicates that Scotland accounts for 6% (£380m) of UK turnover in the sector and 7% of UK GVA (£411m). There has also been significant growth in the sector of more than 64% over last five years and the sector in Scotland now supports around 21,706 direct jobs in the industry and a further 9700 from indirect expenditure.

The EKOS research paper 'Sailing Tourism in Scotland' – published in 2016 provides another, more detailed, view on part of the sector. The headline indicator is that sailing tourism created £131m in 2016 with 30% coming from non-Scottish visitors.

Against these UK trends, there is strong evidence of growth in participation in Scotland. RYA Scotland has seen a year on year growth in club membership from 19,800 in 2016 to 21,078 (29,578 including online clubs) in 2019. First time experiences, through initiatives such as Push the Boat Out, are increasing numbers of new people to boating, with 3,100 in 2017, to 3,642 in 2019. There is also a rise in

demand for formal training with the number of RYA certificates issued growing from 2,931 in 2015 to 3,478 in 2018. This increasing demand in the market has led to three new commercial training centres opening in the west of Scotland since 2015. More broadly research conducted by Royal Yachting Association Scotland demonstrates a minimum of 268,000 hours of volunteering taking place across their affiliated clubs in Scotland. This adds circa £2.4m to local economies and drives numerous health and wellbeing benefits.

Although interest in yacht cruising (and to a lesser extent yacht racing) has seen growth since 2015, access to sailing facilities, particularly along the east coast of Scotland remains an obstacle for many people and removing some of the will be important for the region to realise its potential as a sailing destination.

Employment

In 2017, the marine tourism industry provided employment for 28,300 people (headcount), contributing 1.14% of the total Scottish employment. The figures are headcounts so while marine tourism and recreation dominates marine economy employment figures, the full-time equivalent employment will be significantly smaller because of the seasonal nature of tourism and recreation and the part time nature of the employment. Scottish tourism was estimated to be worth £4.1 billion in GVA in 2017. Thus, marine tourism is estimated to account for around 14% of all Scottish tourism.

Challenges and expectations

Trends in marine tourism in Scotland indicate a growing interest in more active holidays, integrating learning or skills development, such as sailing, canoeing, stand up paddle boards etc. To realise this potential in marine tourism, development of strong partnerships across the industry, public sector and local communities and businesses involved in marine tourism is crucial to ensure that investments in the public realm are appropriate to the area and community.

Conclusions

- Sector with significant growth potential
- Expectation of diversification and multi-faceted offer - quality is important
- Visitors seeking to participate and an authentic experience



WELCOME TO JOHNHAVEN

Aberdeenshire
COUNCIL 

BARK BOILERS AND FISHING NETS

Drift nets need constant attention and maintenance. The fishermen and their families spent a lot of their time barking, drying and preserving their nets until the introduction of synthetic fibre nets in the 1950's.

Until the middle of the 19th century the barking of nets was done by immersing the nets in a hot preservative substance made principally from the bark of the native oak and birch trees and boiled up in large metal pots or cauldrons close to the fishermen's homes. Each fishing boat would have needed its own bark boiler so if there were 26 boats in Johnhaven in 1850 there would have been 26 bark boilers with the associated smoke and smells of the nets being cleaned.

All the fishing communities along the coast of the North East of Scotland would have had their own bark boilers now there is just this one remaining example.



Barking 'smo' lines

USING THE BARK BOILERS

From the mid 19th century cutch from the tropical rainforests of India and Borneo was used rather than homegrown bark. Nets were always barked at the start of the summer season and regularly every few weeks during the fishing season to prevent damage or decay to the twine or the ropes of the nets.

The arrival of steam enabled the fishermen in the larger fishing vessels to bark their nets in a large portable tank placed in the hold of their boats and heated by placing a steam pipe in the tank.



Johnhaven Bark Boiler circa 1900



Johnhaven Bark Boiler being used in 1900

DRYING THE NETS

This was also undertaken regularly by the fishermen and their families in order to preserve the nets from decay.

On such occasions the whole fleet of nets was ferried ashore and spread out, one over the other, on the open cropped grassy areas within Johnhaven that were big enough to allow for the full length and breadth of a net. Drying the nets was carried out regularly in between each barking time.

FOR FURTHER INFORMATION CONTACT: www.aberdeenshire.gov.uk/harbours/areas/johnhaven.asp

Images courtesy of
the Scottish Family Museum
and Johnhaven Community Council

5. Key Trends and Themes

Understanding Trends

The three harbours have seen significant changes since they were first built both physically in terms of upgrades, extensions and ongoing maintenance and also in the communities and enterprises that have grown up around them. From the peak of the fishing industry and its decline to today's levels together with development of settlements as commuter towns and an increase in 'destination' tourism, it is inevitable that changes will continue to occur.

One of the critical aspects of any Improvement Plans is support to existing user groups whilst recognising the growth in other sectors and a need to balance these needs which often converge but sometimes cause conflict.

We have therefore as part of this study, looked at trends across the key sectors which currently operate in the harbour areas as well as sectors which may influence future investment decisions.

Fishing

Scotland's eastern and north-eastern shores define the north-western boundary of the North Sea, one of the most biologically productive areas in the world, and probably among the most exploited. Whilst fishing has declined in Stonehaven, Johnshaven and Gourdon, there are still vital local enterprises operating that support the local area and wider communities. Scotland's catch, particularly shellfish, has an excellent reputation for quality and is exported all over the world. The global market for seafood generally is growing because of the reputation of the product as a healthy food. The global industry is moving from production to market focussed. Scotland is well positioned to service greater local consumer demands and local businesses are already capturing this market through fish vans / public counters. Early consultation with key stakeholders suggests that ongoing support is required relative to harbour infrastructure (to ensure high levels of health and safety for users), together with utilities (power / water /fuel) and services (storage etc).

Marine Tourism

There have been a range of studies focussing on marine tourism and particularly sailing tourism and leisure including the 2016 EKOS report 'Sailing Tourism in Scotland'. This report updated the economic analysis and growth projections of the Sailing tourism

sector in Scotland and identified strategic growth areas. Scotland's boat park in 2009 was 12,600 berths rising to 15,700 in 2016, a 24% increase and it forecast both a most likely and an optimistic scenario for future growth in the next 7 years to 2023 of between 3,175 - 3,870 additional requirement for berthing capacity. (+20% to +25%). From an industry point of view the 'Awakening the Giant' strategy for growth has given key bodies a focus on their market strengths & weaknesses and where investment needs to be targeted.

As well as sailing, there are other emerging forms of marine tourism which are either already present currently at Stonehaven, Johnshaven and Gourdon or may develop in the future:

- **Sea kayaking and paddle-boarding:** there is a growing interest in these sports, and paddle sport activities can be tailored to a range of different ages, abilities and fitness levels.
- **Coasteering:** activity which is based around movement along the intertidal zone of a rocky coastline on foot or by swimming.
- **Expedition and boutique cruises:** these are much like traditional cruising, but with more emphasis placed on the experience ashore, excursions and ports of call – many of which are much more off-the-beaten-track than mainstream cruises;
- **Nature and wildlife tourism:** wildlife tourism is very popular across Scotland with visitors interested in birdwatching and marine wildlife. Many wildlife watching participants do so as a part of holidays with other activities as a primary focus. Industry optimism about the growth of the market is fuelled, to an extent, by the increasing coverage of wildlife watching in the popular media, and growing environmental awareness. Stonehaven already hosts local business Stonehaven Sea Safari with trips to Dunnottar castle and sightings of dolphins, puffins, seals, gulliemots, razor bills along with other migrant birds; and
- **Educational and ecotourism activity:** the increased attraction of eco-tourism can be linked to people becoming more aware of ethical consumption and sustainable tourism ('staycations'), coupled with being attracted to the benefits of the outdoors.



THE
Quayside



FISH
AND
CHIPS

THE
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MULTI-AWARD WINNING

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QUAYSIDE GOURDON

5. Key Trends and Themes

There is already evidence of growth in activities, such as stand-up paddle-boarding and small, niche cruises. Exploiting these opportunities can boost business start-up and entrepreneurship rates, as increasing demand is responded to. There is a need to ensure all users of the harbour, wider harbourside area and local waters can co-exist without conflict. Early consultation suggests similar needs relative to harbour infrastructure / health and safety together with environmental improvements (place and destination quality) and increased dialogue between parties to ensure a consensus.

Destination Tourism

Destination tourism seeks to develop place qualities and ensure visitors are offered compelling destinations that can offer clear appeal, distinctiveness and facilitate greater engagement between the visitor and the experience. The delivery of stronger destinations is a collaborative process and effort involving local government, local residents, landowners, local business operators including tourism businesses, local government and community groups collectively working together and taking responsibility for a positive destination experience.

Post Covid the value and contribution of staycation tourism may be significant. Economic revival across the hospitality sector will be important with towns, and regional/local destinations needing to offer visitors valued experiences.

The Aberdeenshire Coast and its smaller ports and harbours, coastal trails and points of interest will be attractive locations for active leisure and socially distanced outdoor recreation. Supportive destination management needs to start with a broad based dialogue amongst interested parties and to build an integrated approach, considering visitor, existing business and residents' needs.

Aligning interests, managing conflicts that recognises local capacity and the need for management helps to ensure local needs and interests are protected and local residents and businesses are beneficiaries. Developing opportunity for local participation, enterprise and community wealth building should be at the heart of destination development. Visitors facilities should promote a sense of welcome, ensure there is easy access to information and facilities, supports integration with active travel, and an appealing sense of place. Developing the destination will ensure visitors will stay longer, spend more and look to return.

Food and Drink

Food and drink is a key component of the visitor experience with a growing interest from all visitors (domestic /international) to seek out regional food and drink (local produce/craft beers/local caught fish/local purchasing) and try food of local provenance.

The rise of 'foodie culture' in the UK, and within Scotland's core visitor markets means that an interest in food and drink, is increasingly a core lifestyle choice. Food tourism is not just about niche culinary experiences but about local and regional food and drink offerings which create greater engagement and are part of the place experience. Buying local fish (restaurant or fishmonger) connects visitors with the harbour day visit and strengthens their sense of participation. When people are visiting (day/extended regional visits) authenticity and diversity are key.

A positive gap is often identified between the expectations and experience of the quality of food in Scotland, particularly for international visitors, with experience being more positive than expected. Exceeding expectations may be positive, but also points to the need to raise expectations by raising the profile of Scotland's food and drink offering. Statistics from Visit Scotland highlight the sustained level of interest in local/regional food and beverage as a key component of the visitor experience.

Authentic Experiences

Scotland is recognised as a special tourism destination with a key part of its appeal being the breadth of authentic and memorable experiences it offers connecting place, leisure, heritage, landscape, environment, events.

UK Tourism and Visit Scotland have identified authentic experiences as a key part of our tourism appeal. The tourism market and visitor are represented in a visitor model that is based on a behavioural approach, reflecting visitor's holiday motivations and behaviours and attitudes towards their holiday destination. The model identifies 10 segments. A number of these segments are strongly represented in Scotland and frequently share commonalities around the authenticity of experience and levels of engagement and participation. Key groups include: Adventure Seekers / Curious Travellers / Engaged Sightseers / Food Loving Culturalists / Nature Advocates.

Ports and harbours have strong capacity to engage, promote participation and build authentic experiences. Growth in visitor numbers and levels of activities within harbours by non-business users can therefore be anticipated to grow.

Southern Harbour Improvement Plan

Introduction

Welcome to our online consultation for the South Harbours Improvement Plan. The plan covers Stonehaven, Johnshaven and Gourdon.

This online consultation provides an opportunity for the local community to comment on the projects being proposed as part of the Plan.

Improvement Plan

Aberdeenshire Council believes that the Improvement Plan will secure future funding to improve facilities, support industry and other growing areas such as

What Happens Next

Responses to this consultation will be considered as evidence to help shape the Improvement Plan.



ABERDEENSHIRE
HARBOURS

OUR HARBOURS



South Harbours Improvement Plan - Consultation Pack

Aberdeenshire Council - in association with consultants Ironside Farrar - has developed a range of potential projects for Stonehaven, Johnshaven and Gourdon and is encouraging the public to make comment to further shape these ideas.

ABERDEENSHIRE
HARBOURS

6. Consultation and Engagement

Initial Consultation – July 2019

Aberdeenshire Council advanced early and targeted consultation with key stakeholders (existing harbour user groups) on the 2nd July in 2019 to seek feedback on harbour area improvements users would like to see in Stonehaven, Gourdon and Johnshaven.

Stonehaven

- Access, Circulation and Parking
- Marine Access and Pontoons plus Visitor Berthing
- Infrastructure Investment e.g. Breakwater, Slipway and Dredging of the Inner Harbour
- Utilities – power, water, fuel
- Services for Fishing Industry – Refrigeration / Storage / Security
- General Waste & Recycling Bins or Litter Bins

Gourdon

- Infrastructure Investment - Additional Ladders, Slipway Improvements, Dredging, Electric Davits
- Facilities – Toilet or shower facilities
- Utilities – power, water

Johnshaven

- Access, Circulation and Parking
- Infrastructure Investment - Channels Markers, Additional Ladders and Mooring Rings, Obstructions Removed (old chains)
- HSE – General Site Improvements with improved management
- Services for Fishing Industry and Visiting Vessels – Storage / Security
- Utilities – power upgrades and water

Consultation – August 2020

The feedback from this initial phase of consultation then shaped the development of a long project list which was assessed against factors such as deliverability, environmental performance, community benefits as well as cost and health and safety (Appendix 2). The project list was also informed by content of local Community Plans (Gourdon, 2017 and Stonehaven, 2014) as well as other key baseline for the north-east coast and each location (see References).

Stakeholders were identified by Aberdeenshire Council and the South Aberdeenshire Harbour Steering Group and contact was made by email and phone. Consultees included:

- Local Authority, Harbour Service, Economic Development & Area Office
- Local Fishermen
- Leisure Craft and Yacht Users
- Harbour businesses including shore-based businesses
- Tourist attractions and activities
- Commercial Enterprises
- Local Clubs and Community groups
- Other organisations, groups and individuals identified through the consultation process

The formal public consultation was advertised through the Council's Harbours website, social media and local newspapers and was designed to seek local community engagement as well as wider stakeholder involvement.

A total of 82 stakeholders participated in the public consultation, some provided views on a particular harbour while others provided thoughts on all, offering a range of views across the stakeholder groups.

Overall, the majority of consultees were supportive of a proactive approach to the Southern Harbours and a commitment to identifying projects to discuss with potential funders.

In Stonehaven, strong support was given to public realm schemes and improvements supporting marine tourism. In Gourdon and Johnshaven strong support was also given to public realm improvements. However, Gourdon and Johnshaven differed from Stonehaven where stakeholders felt projects improving the local fishing industry were important.

Stonehaven Project reference	Project description	Interest expressed in consultation response
SO1	Investment in existing Harbour Infrastructure	9
SO2	Invest in new Harbour Operational Signage	7
SO3	Upgrade Harbour Master's Office and provide a small multi-user Hub	10
SO4a	Improvements Supporting Fishing Industry	No specific comments
SO4b	Provision of Fishermen's Stores	No specific comments
SO4c	Provision of fishing fleet	8
SO5a	Improvements Supporting Place & Tourism Industry – Public Realm Scheme 1	9
SO5b	Improvements Supporting Place & Tourism Industry – Public Realm Scheme 2	9
SO6	Improvement for Marine Tourism / Water Based Activity	28
SO7	Improvements Supporting Local Residents	21
SO8	Review current Operational Management and Bylaws	No specific comments

Gourdon Project reference	Project description	Interest expressed in consultation response
GO1	Investment in existing Harbour Infrastructure	1
GO2	Invest in new Harbour Operational Signage	No specific comments
GO3	Improvements Supporting Fishing Industry	9
GO4	Improvements Supporting Place & Tourism – Public Realm Scheme	7
GO5	Improvements Supporting Local Residents	3

Johnshaven Project reference	Project description	Interest expressed in consultation response
JO1	Investment in existing harbour Infrastructure	8
JO2	Invest in new Harbour Operational Signage	No specific comments
JO3	Improvements Supporting Fishing Industry	9
JO4	Improvements supporting Place & Tourism – Public Realm Scheme	9
JO5	Improvements Supporting Local Residents	5

6. Consultation and Engagement

'Stonehaven harbour is a wonderful asset to the town but is in danger of disintegration due to lack of investment. As a dinghy sailor and resident of Stonehaven I would like to see continuous improvement to the facilities and usage of the harbour. Key investment areas in my mind: Repoint / repair of harbour walls to give them another 100 years of life. Repair and replacement of access ladder and mooring rings Maintenance for the south slip in Botany bay. The grouting between the granite setts has completely gone. It would be a terrible shame if this slip was washed away due to lack of maintenance. This is a vital facility to help reduce conflict of interest between leisure and commercial activity in the harbour. Recognition that dinghy sailing, paddle boarding, wild swimming are some of the key activities that keep Stonehaven harbour vibrant and an attractive place to visit'

I am leisure berth holder at Gourdon Harbour. Although the harbour is a safe one it lacks basic facilities. The harbour claims to have a water tap, diesel and electricity but it has none of these. Boat owners have to beg water from the fish houses. Gourdon Harbour once had toilets and a stand pipe adjacent to the slipway at the inner harbour but this was taken away in the 1990s.

'The harbour is the jewel in Stonehaven's crown. Dull only by summer pressure points; visitor parking, public toilets, fresh water tap/ shower by slip way (useful for rinsing down). There is serious traffic congestion on Shorehead which should be resident/ harbour user access only. People drive to fast risking pedestrian safety. How feasible would it be to provide toilets and a changing facility for bathers (Botany Bay) open water swimmers'.....

'All comments/observations relate to Johnshaven Harbour: 1. The road junction at the Harbour with the 90 degree turn/junction by the tea room is dangerous. The Harbour needs improved signage, reduced speed limit and markings painted on the roadway to alert drivers to the pedestrians in this area. 2. The public toilet facilities need to be open year round, cleaned and signed properly. 3. Replace the old benches/planters with nice picnic tables to encourage both locals and visitors to use the harbour as a social area'

'Investment in Stonehaven harbour is definitely needed. The recreational use of the harbour has become incredibly popular over the last two years and will only continue. Since the introduction of added attractions to the harbour - Paddleboarding, Sea Safari and the Seafood Bothy the harbour has really changed. The new road has also attracted a lot more visitors as access to Stonehaven is far quicker. Paddleboarding, wild swimmers and inflatable kayaks have been incredibly popular this summer. This will only increase year on year.'

'I like the positive vibes coming out of the plan. Keep the fishing industry alive, embrace tourism and keep local businesses going'....

'Facilities for open water swimmers to encourage wider participation such as a changing area/signage. Facilitating SUP Participation - promotion of the activity with advisory guidelines'

A small selection of extracts from some of the consultation comments - showing the many and varied user group interests and perceived constraints and issues to be tackled. It is clear that there are lots of opportunities that could be addressed through the Harbour Improvement Plans and encouraging wider community involvement through existing Harbour Advisory Committees.



7. Funding Options

Funding

This initial South Harbours Improvement Plan has focused on projects which are considered to be deliverable over a short time period and within the current economic climate where budgets are increasingly constrained.

Many of the proposals may be eligible for external grant funding. A number of potential sources have been identified.

European Maritime and Fisheries Fund (EMFF)

The EMFF programme aims to promote economic diversification both within and outwith the fisheries sector as well as build capacity of fisheries communities across the European Union through local projects that build knowledge and skills, add value to fisheries products and in turn facilitate innovation and cooperation in fisheries areas.

NESFLAG was allocated a budget of £1.437million by Marine Scotland in February 2016, which comprises the Community Led Local Development element of the European Maritime and Fisheries Fund (EMFF). These funds have been allocated to support a bottom-up, local approach to delivering the Local Development Strategies. NESFLAG are allocating remaining funds under a 12th Round.

An application was submitted (September 2020) for funding for new and replacement ladders at Stonehaven, Johnshaven and Gourdon, two electric davits at Gourdon, along with 16 new life buoys to be divided between the 3 harbours. These elements will support a range of local harbour users (fishing, marine leisure and marine tourism) and ensure safer and more efficient operation of the harbours. These projects were identified by stakeholders through early consultation in 2019 undertaken by Aberdeenshire Council and reinforced in consultation in 2020.

Post Brexit EU Funding

The majority of EU funding is only available to Member States. The UK has stated that it may wish to continue to participate in some of the EU programmes that welcome non-Member States, after 2020. The UK Government has made a number of assurances regarding funding. It is not clear at this stage what funding streams may be available to projects identified through this study and there should be an ongoing review of opportunities.

Aberdeenshire Council

There may be funding available from other departments within the Council, that deal with place making, transportation, tourism, transportation, economic development and skills and development. There may also be small amounts of funding available from local sources such as the Common Good Funds and the Community Planning Partnership locally. Further discussion with lead partners will be necessary to identify how proposals could and should be funded, followed by targeted discussions with the relevant departments and personnel.

Scottish Crown Estate (Marine) Coastal Communities Fund

The Scottish Government has awarded the first and second tranches of annual funding from the Scottish Crown Estate (Marine) Coastal Communities Fund to local authorities. At the Infrastructure Services Committee (ISC) meeting of 23rd January 2020 Aberdeenshire Council committed £25,000 of Coastal Communities Fund allocation to establish the Coast Aberdeenshire Project. Phase 1 of this project is underway with a focus on stretch between the Moray boundary to Peterhead. Subsequent phases would look at opportunities for the entire route south to St Cyrus and including Stonehaven, Gourdon and Johnshaven.

The draft vision for the overall project is “An integrated community plan for the Aberdeenshire coastal path corridor which promotes and enhances the natural, built and cultural heritage whilst sustainably supporting the area’s social and economic aspirations.

Other Funding Streams

There are a range of other funding streams which may provide opportunities for funding for different project types. As discussed under Brexit related access to EU funding, there may be new routes to funding through the UK Government, Scottish Government and agencies such as Marine Scotland and Transport Scotland.

Other funding routes open to community based projects include The National Lottery Community Fund (Scotland) and other bodies such as Marine Scotland and Transport Scotland may also be able to assist with a level of funding assistance. While no funding has been identified from these sources at present, it is important that groups stay informed about any new funding sources as they become available.



8. References

SPICe Briefing, February 2019 'Inshore Fisheries'

<https://digitalpublications.parliament.scot/ResearchBriefings/Report/2019/2/1/Inshore-Fisheries>

Gourdon Community Action Plan November 2017

<https://www.ouraberdeenshire.org.uk/wp-content/uploads/2018/06/Gourdon-CAP-2017-Final.pdf>

Johnshaven Conservation Area Review (last updated 2019)

<https://www.aberdeenshire.gov.uk/media/6355/johnshavenconservationareareview.pdf>

Aberdeenshire's Towns Stonehaven, August 2019

A publication by the Planning Information and Delivery Team

<https://www.aberdeenshire.gov.uk/media/24575/stonehaventownprofile.pdf>

Aberdeenshire Council's 'Economy Annual Review November 2019'

<https://www.aberdeenshire.gov.uk/media/24901/aberdeenshireseconomyannualreviewnov2019.pdf>

Awakening the Giant Marine Tourism Strategy 2015 – 2020 Infrastructure for Future Growth, Scottish Tourism Alliance, 2016

<https://scottishtourismalliance.co.uk/wp-content/uploads/2019/03/MarineInfrastructure.pdf>



South Harbours Improvement Plan Stonehaven



ABERDEEN
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29

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Stonehaven—Then and Now

History

Stonehaven was first named Kilwhang and lies on the coast approximately fifteen miles South of Aberdeen. The original Stonehaven harbour was built in 1607 but repeatedly destroyed during storms and re-built in 1826 to a 'Stevenson' design.

7 fishing boats are currently registered (including one with a quota of £1m) but it is now mainly a hub of leisure activity

Harbour basins and slipways

This is the largest of the recreational harbours in South Aberdeenshire and has three basins extending to 18,200 square metres and 550 metres of berthing space on the quays. The Outer Basin has a minimum depth of 1m at MLWS and is the only berthing available for fin keel boats. The Middle and Inner Basins dry out at low tide and vessels must be able to take the bottom. The Inner basin is protected from storm conditions by a set of craned-in booms. For this reason the Middle Basin is regarded as a summer berthing only. There are also additional mooring chains in the inner harbour.

There are almost 140 regular moorings fully occupied and a waiting list for vacancies. There is no longer a Fish Market at Stonehaven and it is now more of a recreational harbour but it is still used by several fishing boats in the 50-foot class.

Services available include water and power points on the quays, a concrete slipway and a 1.5 tonne crane on the fish jetty. Under certain storm conditions only the inner basin is suitable for berthing and priority is given to local fishing boats.

The current harbour comprises a series of key features including the Outer Breakwater, Old Pier, South Pier / Net Pier, Middle Basin, Inner Basin and the Fish Jetty. Regular inspections are made of the infrastructure to identify defects / potential future issues and health and safety matters e.g. weathering to ladders / access points. Defects noted related to deterioration of pointing of quay walls, weaknesses in concrete structures and other issues associated with effects of weather and age of structures. Further repairs including replacement sheet piles to quayside wall have been identified and these

Stonehaven Harbour income is approximately £40k — £50k per annum and is made up

of harbour dues, berthing fees, fish landings, slipway launches / pass and commercial income.

Local Supply Chain and Businesses

There are a range of local businesses within the immediate harbour area including The Ship Inn and Marine Hotel, B&Bs, self catering apartments plus local coffee shop, seafood bothy and the award winning Tolbooth Museum and The Tolbooth Seafood Restaurant. Activities directly related to the harbour other than fishing include Stonehaven Paddleboarding and Stonehaven Sea Safari plus Stonehaven Yacht Club. The Sea Cadets have made a significant investment in a new building adjacent to the harbour. The RNLI have a base behind the public carpark. The Harbourmaster's Office and Survitec Marine Training Academy are located on the Old Pier.

Wider Assets

Stonehaven is served by Arduithie Primary, Dunnottar Primary and Mill of Forest Primary and Mackie Academy.

Stonehaven is widely recognised as a destination for visitors year round and the Aberdeen Western Peripheral Route brings Stonehaven closer to visitors from the north and west of Aberdeen with a direct link to the town with far shorter journey times promoting a day at the coast.

Dunnottar Castle is a spectacular 14th Century castle perched on the cliffs to the south of Stonehaven and accessed by a popular coastal path route.

There are a range of activities and amenities with people participating in fishing, golf and open water swimming as well as in the heated outdoor pool together with monthly fixtures such as the Farmers Market. Annual spectacles such as the famous annual Feein Market held in the town square and town hall each June together with the Fireballs Festival held every Hogmanay.

Vision- Stonehaven Harbour will continue to be a popular primary visitor destination based around a busy, traditional working harbour with inshore fishing, marine leisure and other users. There will be a need for active management of the user interests to ensure alignment and avoid conflict



SCOPE Analysis—Stonehaven



Status

- Geographically well placed and connected to draw incoming visitors from wider areas
- Established population of approx. 11,500 who support core local businesses
- Thriving working port with 6 x full time fishing vessels
- Largest recreational harbour in NE Scotland
- Excellent connectivity—East Coast Main Line and A92 with links to AWPR and A90 north and south
- Ongoing need for asset management - associated with heritage harbour and modern standards / HSE requirements



Competitive Place

- Picturesque setting
- Established tourism destination at Dunottar Castle and on Coastal Trail with annual Hogmanay fireball festival
- Natural and diverse landscape, Historic attractions.
- Appetite for improvement among stakeholder groups.
- Core group of locally owned businesses.
- Diversification already into SUP / wildlife tours / open water swimming

Obstacles and Barriers

- Uncertainties in fishing industry
- Appropriate balance between different user groups - e.g. fishing / marine tourism
- Lack of funds for significant infrastructure investment.
- Conflicting plans and aspirations within community and groups
- Parking contentious particularly during peak summer season
- Lack of facilities for different user groups (fishing / yachting etc)

Potential

- Maximising coastal, wildlife and historical interest
- Ecotourism
- Encouraging local investment in harbour area - cohesion between groups to 'add value'
- Promotion of Scottish seafood / brand and promote shorter supply chain e.g. seafood shack?
- Traceability/sustainability of supplies?
- Enhancing existing facilities—seating / signage / streetscape?



Expectations

- Successful fishing harbour maintained
- Active management between different user groups and aligning interests —fishing, marine tourism and leisure e.g. fishermen selling directly to tourists brought by growth in marine tourism offer
- Stonehaven Harbour is a vibrant and successful part of Stonehaven with place quality / destination quality.



Project Reference	Project Description	Project Reference	Project Description
S01	Investment in existing Harbour Infrastructure: <ul style="list-style-type: none"> Harbour Navigation Buoys / Lights / Mooring Rings Replace steel/rope marine access ladders (Rolling Programme) Safety Railing Replacement 	S05a	Improvements Supporting Place & Tourism Industry – Public Realm Scheme 1 <ul style="list-style-type: none"> Upgrade Public Realm with Harbour Improvement Scheme Upgrade Shorehead and TRO Restrictions on Summer access Upgrade pavement/ surfaces/edges/boundaries - amenity
S02	Invest in new Harbour Operational Signage <ul style="list-style-type: none"> signage; information point; regulations; bylaws / health & safety / etc 	S05b	Improvements Supporting Place & Tourism Industry – Public Realm Scheme 2 <ul style="list-style-type: none"> Create Hub at Harbour Masters Office Upgrade Car Park and extend capacity where possible/ enforcement Incorporate Interpretative/Directional visitor signage/Public arts Upgrade path/cycle network /signage & cycle parking
S03	Upgrade Harbour Master’s Office and provide a small multi-user Hub <ul style="list-style-type: none"> Upgrade Office Create Small Training /Multi-User Space Public Toilets / Facilities 	S06	Improvements for Marine Tourism / Water Based Activity <ul style="list-style-type: none"> Develop Outer Harbour Zone for Water sport Activity /Training (Paddleboard/Kayak/Wild Swimming/ Other) Create Activity Zones – Summer Floating Buoys for Marine Tourism Improve marine access / signage /activity management
S04a	Improvements Supporting Fishing Industry <ul style="list-style-type: none"> Additional power and water point in Outer Harbour. Refrigeration Facility for Fish / Shellfish Storage & Recycling facilities / Designated Laydown 	S07	Improvements Supporting Local Residents <ul style="list-style-type: none"> Clarify parking enforcement and regulations Public realm improvements (S04 and S05) to safeguard resident areas / improve seating / litter bins / bollards / lighting /etc Complete major maintenance upgrade
S04b	Provision of Fishermen’s Stores <ul style="list-style-type: none"> Review of current and future storage options 	S08	Review current Operational Management and Bylaws: <ul style="list-style-type: none"> Audit and Map Land Ownership Reconstitute Harbour Advisory Committee Promote Advisory Plan under leadership of Harbour Advisory Committee Develop Harbour Operational Plan / Information /Facebook/ Website Re-establish Fishing Gala / Event in Harbour Review Street Trader licensing – summer events
S04c	Provision for Fishing Fleet <ul style="list-style-type: none"> Review fishing boat/fleet needs & operations 		

Stonehaven - Projects

Overview

Stonehaven is a key community and leisure facility in the town. It is a thriving marina, which currently operates at capacity and has a waiting list for berths. The Business Plan, which covers a five year period, comprises proposals that build upon the existing success of the harbour, enabling it to develop so that it can not only better meet the needs of current users, but attract new users in the future. At the same time proposals are also focused on maximising the harbour's impact on the development of the town centre, through improving connectivity between the town and harbour and promoting the harbour as an attractive location for visitors and residents alike.

Vision

In terms of Vision: 'Stonehaven Harbour will continue to be a popular primary visitor destination based around a busy, traditional working harbour with inshore fishing, marine leisure and other users. There will be a need for active management of the user interests to ensure alignment and avoid conflict

Stonehaven Harbour Improvement Plan

We identified 8 projects which together total c. £1.2m investment over the next 5 years. These projects were informed by initial consultation and address key comments from the consultation in 2020.

- S01 Investment in existing Harbour Infrastructure
- S02 Invest in new Harbour Operational Signage
- S03 Upgrade Harbour Master's Office and provide a small multi-user Hub
- S04a Improvements Supporting Fishing Industry
- S04b Provision of Fishermen's Stores
- S04c Provision for Fishing Fleet
- S05a/b Improvements Supporting Place & Tourism Industry – Public Realm
- S06 Improvements for Marine Tourism / Water Based Activity
- S07 Improvements Supporting Local Residents
- S08 Review current Operational Management and Bylaws

Projects Not Included in the Harbour Improvement Plan

At Stonehaven, on the breakwater there is a suggestion for a pontoon with ramp access. This was looked into some years ago, but with the range of tide and the angle of the ramp at low water on to the pontoon, the deep water berths on the breakwater would be lost as the pontoon would have to long enough to keep the ramp at a safe incline at low tide.

Harbour Gates have also been discounted as they have a significant capital cost and the annual cost of maintenance is also high.

Slipways - Rather than a new slipway, we have instead included an option to repair the pad that is already there as it fulfils the vast majority of boatowners needs.

Business Plan

A Business Plan with more detailed project descriptions and high level costings is included as Appendix 2. In summary, the investment is split across the 5 years as follows:

- Year 1—£80k
- Year 2 - £630k
- Year 3—£160k
- Year 4—£100k
- Year 5—£150k



South Harbours Improvement Plan Gourdon



Gourdon—Then and Now

History

The first written reference of the village was in 1315, to a farming and fishing settlement called Gurden. A busy port was in operation by the 1500s and by the end of the 1700s the population had grown to 200. The original harbour was simply a gap between rocks, but in 1819 Thomas Telford built what is now known as the Old Harbour or West Harbour. The original harbour was cramped holding only 8 boats, so was expanded in 1842 and another harbour added in 1859. By the 1830s, Gourdon was exporting grain grown in the area and importing coal for fuel and lime for agricultural improvements. Gourdon lost much of its sea-borne trade to the railway operating to this part of the east coast in 1865. Fishing then became the predominant activity and in the 1881 season over 8,000 barrels of herrings were exported from Gourdon. The herring declined in the early 1900s and by 1912 fishermen from Gourdon had switched to long line fishing from motorboats, some of the first in Scotland to do so.

Harbour basins and slipways

The harbour has a sheltered inner basin protected by storm gates. Halfway up the hill there is a small lighthouse. There is still a small fleet of trawlers operating from the port. The east breakwater was built in 1958 and the west breakwater built in 1970.

Gourdon is a south facing harbour with protective storm gates, the entrance to the Gutty Harbour is rocky and can be difficult to navigate but the main harbour entrance is more accessible.

Extending to 7200 square metres and now offering 330 metres of quay space, Gourdon is a double harbour where the main section is totally given over to fishing and the original, or Gutty Harbour, is used by pleasure craft. Over 20 boats have regular moorings there and a marine engineer who's contact details are provided on a public notice board. Currently there are no provisions for water, electricity or fuel on the quayside.

Regular inspections are made of the infrastructure to identify defects / potential future issues and health and safety matters e.g. weathering to ladders / access points. Defects noted related to deterioration of pointing of quay walls, weaknesses in concrete structures and other issues associated with effects of weather and age of structures.

Gourdon harbour income is approximately £10k per annum and is made up of harbour

dues, berthing fees and fish landings.

Local Supply Chain and Businesses

Gourdon is a lively small town with a number of local businesses including 2 fish processing firms with public counters, a marine engineering firm, Quayside Take-away & Restaurant and The Harbour Bar together with The Gourdon Shop, a local convenience shop and a hairdresser. The Maggie Law Maritime Museum is located on William Street and is open during the summer months.

Wider Assets

Gourdon is on the Aberdeenshire Coastal trail and has good links via the A92 and on via the north south route of the A90 or via the Aberdeen Western Peripheral Route picked up at Stonehaven which connects to the north and west of Aberdeen. There are attractive coastal walks in both directions from the town. Local facilities include playing fields, tennis court and bowling together with a playpark with Gourdon Pavillion at Booth Park. There is a village hall on Hillfoot Terrace.

Linton Business Park is an established industrial estate located just off the A92 at Gourdon. Current occupiers include Infinity Oil & Gas Services, Oil & Bio Technics and Fotheringham Developments .

Gourdon has an active community and several groups with a range of interests. Gourdon Community Council (GCC) meets both formally and informally at regular intervals throughout the year to provide local representation on matters including community planning and development. There was a Community Action Plan (CAP) produced in 2017 developed by the local rural partnership for Kincardine & Mearns, Kincardineshire Development Partnership (KDP). The CAP identified a series of issues to be addressed and opportunities that could be captured including environmental improvements around the harbour area and closure of public toilets.

Vision - Gourdon Harbour will continue to develop as an attractive secondary visitor destination based around a vibrant, traditional working harbour with inshore fishing, thriving fish processing, marine leisure and other users building on existing land and operational management.



SCOPE Analysis—Gourdon



Status

- Geographically well placed and connected to draw incoming visitors from wider areas
- Growing population of approx. 830
- Over 20 boats have regular moorings
- Excellent connectivity—East Coast Main Line and A92 with links to AWPR and A90 north and south
- Ongoing need for asset management - associated with heritage harbour and modern standards / HSE requirements
- Active community groups involved in existing projects



Competitive Place

- Picturesque setting
- Established tourism destination on Coastal Trail and with Maggie Law Maritime Museum
- Natural and diverse landscape, Historic attractions.
- Core group of locally owned businesses.
- Established local fishmongers / fish merchants
- Established local restaurants and bars / take-aways
- Established community groups and ventures

Obstacles and Barriers

- Uncertainties in fishing industry - long term export markets vs domestic market
- Lack of funds for significant infrastructure investment.
- Conflicting plans and aspirations within community and groups
- Lack of facilities in the summer for visitors e.g. toilets
- Congestion at the Harbour area / need for signage and traffic calming?

Potential

- Connectivity between Gourdon and Johnshaven through local heritage 'Visit Mearns' initiative
- Encouraging local investment in harbour area - cohesion between groups to 'add value' - already signs of redevelopment of some buildings adjacent to the harbour for holiday accommodation / business use associated with existing fish merchant?
- Enhancing existing facilities and general upgrades —seating / signage / streetscape?



Expectations

- Continued support to local fishing, marine leisure and other local businesses clustered around the harbour
- General environmental improvements but need to retain the historic character of the fishing port
- Importance of capturing sectoral growth to ensure long term resilience of the community – projects taken forward now and in the future should support local enterprise and businesses



Project Reference	Project Description
G01	Investment in existing Harbour Infrastructure: <ul style="list-style-type: none"> • Harbour Navigation Buoys / Lights / Mooring Rings • Replace steel access ladders (Rolling Programme)
G02	Invest in new Harbour Operational Signage <ul style="list-style-type: none"> • signage; information point; regulations; bylaws / health & safety / etc
G03	Improvements Supporting Fishing Industry <ul style="list-style-type: none"> • Additional power and water point in Outer Harbour. • Refrigeration Facility for Fish / Shellfish • Storage & Recycling facilities / Designated Laydown • Electric Davit • Storage for Gear • Boat Storage
G04	Improvements Supporting Place & Tourism Industry – Public Realm Scheme <ul style="list-style-type: none"> • Upgrade Public Realm with Harbour Improvement Scheme • Upgrade pavement/ surfaces/edges/boundaries – amenity • Parking Strategy Review • Review of Public Toilet Facilities
G05	Improvements Supporting Local Residents <ul style="list-style-type: none"> • Clarify parking enforcement and regulations • Public realm improvements (GO4) to safeguard resident areas / improve seating / litter bins / fencing / lighting /etc • Complete major maintenance upgrade



Gourdon - Projects

Overview

Gourdon Harbour was built in 1820. The east breakwater was built in 1958 and the west breakwater built in 1970. Gourdon is a South facing harbour with protective storm gates, The harbour comprises a West Breakwater (Inner and Outer), West Basin, Middle Pier / Outer Basin / Slipway Pier, East Breakwater (Inner and Outer). All Aberdeenshire recreational harbours are currently deficit funded.

The harbour is subject to regular inspections undertaken by specialist consultant engineers. The latest surveys available are from 2017/2018. There is a rolling programme of maintenance and repairs as would be expected for a working heritage harbour. Repairs are prioritised based on nature and urgency.

There is a Harbour Advisory Committee which meets regularly throughout the year.

Vision

Vision - Gourdon Harbour will continue to develop as an attractive secondary visitor destination based around a vibrant, traditional working harbour with inshore fishing, thriving fish processing, marine leisure and other users building on existing land and operational management.

Gourdon Harbour Improvement Plan

We identified a package of 5 projects which together total c. £450k investment over the next 5 years. These projects were informed by initial consultation and address key comments from the consultation in 2020.

- G01 Investment in existing Harbour Infrastructure:
- G02 Invest in new Harbour Operational Signage
- G03 Improvements Supporting Fishing Industry
- G04 Improvements Supporting Place & Tourism Industry – Public Realm Scheme
- G05 Improvements Supporting Local Residents

Business Plan

A Business Plan with more detailed project descriptions and high level costings is included as Appendix 2. In summary, the investment is split across the 5 years as follows:

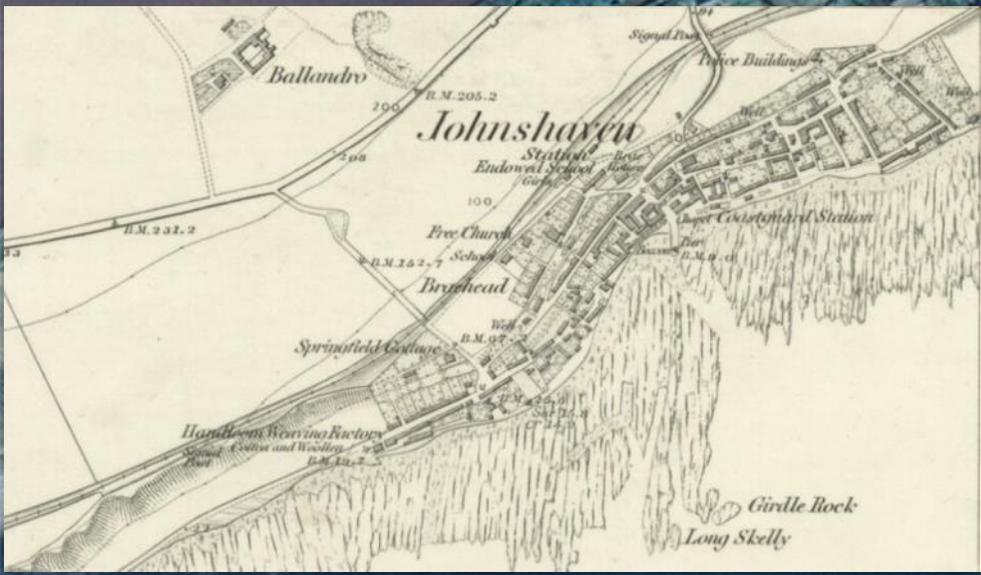
- Year 1—£45k
- Year 2 - £35k
- Year 3—£200k
- Year 4—£150k
- Year 5—£20k





South Harbours Improvement Plan Johnshaven





Johnshaven—Then and Now

History

The first written reference of Johnshaven was in the 18th century as both fishing and trade expanded along the east coast of Scotland. In 1722 there were 26 boats and at least 130 fishermen. In 1800 Johnshaven with a population of 1,000 people. As the area become more prosperous the facilities expanded to support the community and included an Inn, School, Grocer, Bakers, Tailor, Blacksmith and Cobbler. In 1884, Laird Scott of Brotherton funded the construction of a new inner harbour (or west harbour) to cater for the growing fishing fleet. The west breakwater was overhauled in 2005 and further repairs as recommended by annual inspections were undertaken in 2014.

Harbour basins and slipways

Johnshaven has two basins separated by a central jetty. Extending to 5800 square metres with 330 metres of quayside, the harbour offers quayside fresh water and there is a slipway available. Around 20 boats have regular moorings there and some are involved in commercial shellfish fishing. Harbour dues are split equally between fishing and leisure users. The more sheltered inner basin offers three to six metres of water at high tide but the harbour dries out at low tide.

Regular inspections are made of the infrastructure to identify defects / potential future issues and health and safety matters e.g. weathering to ladders / access points. Defects noted related to deterioration of pointing of quay walls, weaknesses in concrete structures and other issues associated with effects of weather and age of structures.

Johnshaven harbour income is approximately £6k —£8k per annum and is made up of harbour dues, berthing fees and fish landings.

Local Supply Chain and Businesses

Johnshaven is now primarily a commuter village with people working in nearby towns e.g. Stonehaven or in Aberdeen. This has resulted in a decline in the number of local shops and facilities.

The harbour area retains its status as the main focus for access in Johnshaven where local roads converge. The roads around the Square, and Harbour Place allow for shared pedestrian and vehicular traffic and it is noted there are no footpaths or segregation.

Local businesses include the Ship Inn, the Anchor Hotel, Hidden Treasure Tea Rooms,

The Starfish Gallery, Johnshaven Post Office and General Store. Further businesses are located at the former Flax Mill Works while on the edge of the village is the caravan park. Johnshaven Primary School is located on Seaview Terrace and has a school roll of typically between 30 and 50 pupils. Johnshaven also is home to Lathallan, a private school providing nursery, primary and secondary education including boarding to around 200 pupils.

McBay and Co are a local seafood wholesaler and have existing premises at Fore Street, adjacent to the harbour. It is understood that there are plans to alter and extend the existing building to form an office and retail sales area.

Wider Assets

Aberdeenshire Council designated a Conservation Area in Johnshaven in 1997 which includes the harbour and the notable buildings along the three roads that run parallel to the harbour and the coast - Back Road, Main Street and Dock Street. The majority of the buildings within the Conservation Area date from the 19th century, although some will be on the site of earlier buildings.

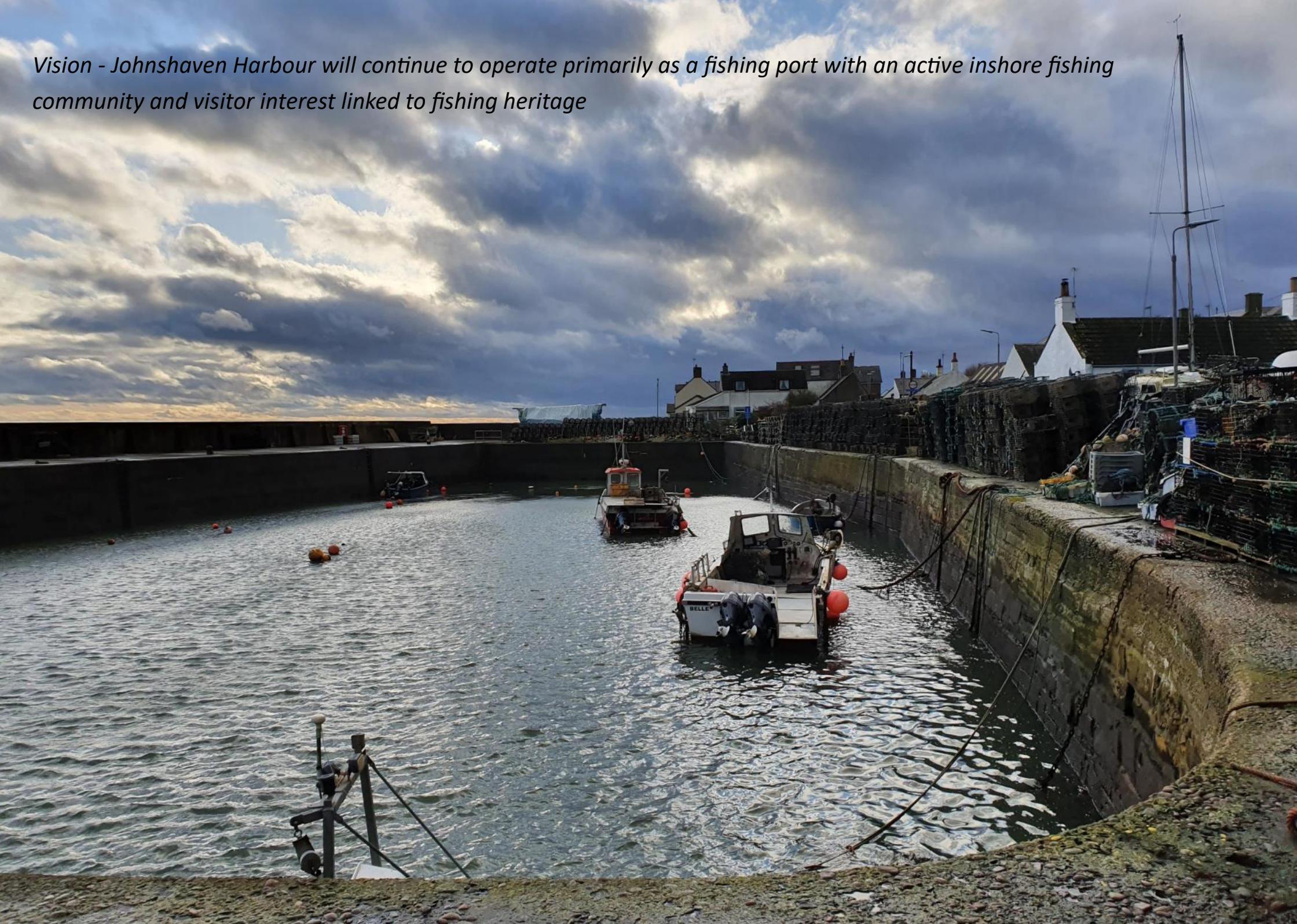
Community facilities in Johnshaven include the village hall and church. Wairds Park provides a range of facilities including playpark, football pitch (home of Johnshaven Athletic) and changing rooms plus club room able to host functions. There are also multi function courts and a putting green.

Johnshaven has an active community and several groups with a range of interests. The Benholm and Johnshaven Community Council meets both formally and informally at regular intervals throughout the year to provide local representation on matters including community planning and development.

Other groups include SHARK, an environmental group involved in several projects including the garden waste recycling project which sees green waste from the village composted at its own compost site. Other groups include The Flower Show Committee, The Fish Festival Committee and North East Open Studios (NEOS).

Johnshaven's Annual Fish Festival is held in the harbour area of the village during the first two weeks of August, and attracts international visitors as well as those more local.

Vision - Johnshaven Harbour will continue to operate primarily as a fishing port with an active inshore fishing community and visitor interest linked to fishing heritage



SCOPE Analysis—Johnshaven



Status

- Geographically well placed and connected to draw incoming visitors from wider areas
- Growing population of approx. 650
- 2 full time fishing vessels with mostly lobster and shellfish with around 20 boats registered.
- Excellent connectivity—East Coast Main Line and A92 with links to AWPR and A90 north and south
- Ongoing need for asset management - associated with heritage harbour and modern standards / HSE requirements



Competitive Place

- Picturesque setting
- Established tourism destination on Coastal Trail
- Natural and diverse landscape, Historic attractions.
- Core group of locally owned businesses.
- Established local fishmongers / fish merchants
- Annual Johnshaven Fish Festival.
- Designated Conservation Area

Obstacles and Barriers

- Uncertainties in fishing industry
- Lack of funds for significant infrastructure investment.
- Conflicting plans and aspirations within community and groups?
- Lack of facilities in the summer for visitors e.g. toilets?
- Congestion at the Harbour area / need for signage and traffic calming?
- Clearer parking areas and pedestrian walkways?

Potential

- Connectivity between Gourdon and Johnshaven through local heritage 'Visit Mearns' initiative
- Encouraging local investment in harbour area - cohesion between groups to 'add value'
- Enhancing existing facilities—seating / signage / streetscape around the harbour
- Providing alternative storage locations for fishing gear ?
- Conversion of the former Lifeboat building to new community led mixed uses?
- Restoration of the former chapel to new business uses?



Expectations

- Support to existing fishing and leisure users - facilities
- Support to existing businesses in and around harbour area
- Importance of place quality and retaining history and character of the traditional fishing port and surrounds



Project Reference	Project Description
J01	Investment in existing Harbour Infrastructure: <ul style="list-style-type: none"> • Harbour Navigation Buoys / Lights / Mooring Rings • New and / or replacement steel access ladders (Rolling Programme)
J02	Invest in new Harbour Operational Signage <ul style="list-style-type: none"> • signage; information point; regulations; bylaws / health & safety / etc
J03	Improvements Supporting Fishing Industry <ul style="list-style-type: none"> • Storage & Recycling facilities / Designated Laydown • Storage for Gear • Boat Storage
J04	Improvements Supporting Place & Tourism Industry – Public Realm Scheme <ul style="list-style-type: none"> • Upgrade Public Realm with Harbour Improvement Scheme • Upgrade pavement/ surfaces/edges/boundaries – amenity • Parking Strategy Review • Review of Public Toilet Facilities
J05	Improvements Supporting Local Residents <ul style="list-style-type: none"> • Clarify parking enforcement and regulations • Public realm improvements (JO4) to safeguard resident areas / improve seating / litter bins / fencing / lighting /etc • Complete major maintenance upgrade



Johnshaven - Projects

Overview

The most southerly of Aberdeenshire's seven harbours, Johnshaven has two basins separated by a central jetty. The harbour therefore comprises the Outer Breakwater, Inner Basin, Outer Harbour Wall and Inner Harbour.

Vision

Johnshaven Harbour will continue to operate primarily as a fishing port with an active inshore fishing community and visitor interest linked to fishing heritage

Johnshaven Harbour Improvement Plan

We identified a package of 5 projects which together total c. £450km investment over the next 5 years. These projects were informed by initial consultation and address key comments from the consultation in 2020.

- J01 Investment in existing Harbour Infrastructure:
- J02 Invest in new Harbour Operational Signage
- J03 Improvements Supporting Fishing Industry
- J04 Improvements Supporting Place & Tourism Industry – Public Realm Scheme
- J05 Improvements Supporting Local Residents

Business Plan

A Business Plan with more detailed project descriptions and high level costings is included as Appendix 2. In summary, the investment is split across the 5 years as follows:

- Year 1—£25k
- Year 2 - £35k
- Year 3—£200k
- Year 4—£150k
- Year 5—£15k





SEA BIRDS
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Appendices

Appendix 1: Stakeholder Engagement - Summary Responses

Appendix 2: Option Assessment and Sifting for Stonehaven, Gourdon and Johnshaven including Business Plans / Costs



Appendix 1 – Summary of Consultation Responses

Stonehaven

- Repoint / repair of harbour walls to give them another 100 years of life.
- Repair and replacement of access ladder and mooring rings
- Maintenance for the south slip in Botany bay.
- The grouting between the granite setts
- Recognition that dinghy sailing, paddle boarding, wild swimming.
- Parking is an issue - anything that can be done to increase capacity.
- More facilities for leisure within the safe confines of the harbour
- Shower heads
- Toilet facilities open longer hours
- Drinking water fountains
- A longer slip way for easier access & less chance of getting stuck in the sand
- Review of roads and parking provision
- General tidy up: weeds on piers and harbour is full of stones.
- Improvements and focus on water sports and activities
- Improved online information.
- Guidance at the harbour side.
- Toilets or changing rooms.
- Protection of marine wildlife.
- Safe and fair access for ALL users to ALL areas of the harbour.
- Improvements and focus on water sports and activities
- Changing facilities with toilet and showers.
- Clear signage
- Consideration for beginners in the Middle Harbour should also be considered.
- Improved waste facilities.
- Sale of fresh local produce from the harbour - a great idea.
- Improvements to pathway at Botany Bay
- Improvements to the pathway.

- Support and encouragement from Harbour management.
- Access in the Harbour areas with clear signage showing launching info.
- Reduction of mooring boats in the middle Harbour area to make space for recreational water users.
- Regular monitoring of water quality for recreational users.
- Inside Showering and Changing facilities for those paying launch fees.
- Outside showers and taps available for water users.
- Improvements and focus on water sports and activities
- Educational boards on water safety, tides, sea environment, wildlife, local history etc.
- More seating areas.
- Harbour manned at key busy.
- Clear visibility of where Harbour Management are based.
- Visibility of harbour Management during key operational times.
- Pedestrianised Harbour front, except local businesses and residents.
- More room for external seating areas or stall type activity as per other tourist harbours.
- Improved provision for dinghy sailing
- Improved provision of Sailing Club in Stonehaven.
- Consideration should be given to a floating pontoon for dayboats in the outer harbour during the summer months.
- Protect space around the harbour
- Revision of car parking
- Create overspill carpark for events / summer months
- Pedestrian area from ship inn onwards to Botany Bay.
- Showers toilets Changing facilities etc.
- Safe swimming area in one of the harbours.
- Improvements and focus on water sports and activities.
- Improvements and focus on water sports and activities.
- Improvements to the harbour to attract leisure craft users
- Policy for antisocial behaviour
- More litter bins
- Recourse to ensuring that there is no parking on piers except for berth holders.
- Improvements and focus on water sports and activities.

- Enforcement of safety rules in harbour side
- Toilet facilities
- Revised parking in the area.
- £500 penalty local bylaw for drinking in public.
- Promote food and craft beer scene.
- Painted buildings on the Harbourside.
- Improvements and focus on water sports and activities.
- Designated area for paddleboards
- Designated area for beginners in paddle boarding.
- Signage and Enforcement of regulations regarding water sports.
- Improvements and focus on water sports and activities.
- Coffee stand/bar on the harbour.
- Revision of parking.
- Improvements and focus on water sports and activities
- Focus on allowing safe and accessibility for all crafts in the harbour Softer approach to the implementation of by laws.
- Facilities for open water swimmer and SUP participation.
- A changing area.
- Signage promotion of the activities with advisory guidelines.
- Review of car access and provision of parking.
- Public toilets and/or changing rooms near Botany Bay.
- More bins and recycling points.
- Improvements to encourage and support paddle boarding.
- Improvements and focus on water sports and activities
- Removal of boats from sandy harbour.
- Revision of car parking
- Mature trees obstruct the views to Bervie Braes
- Changing facilities & shower facilities
- Freshwater access.
- Board walk repair to the south harbour and access to the beach.
- Remove/ replace fishing huts.

- Better lighting.
- Improvements and focus on water sports and activities.
- Toilets at the Botany Bay Area
- Water fountain
- A screen for changing facilities
- Revision of parking
- Drop off area
- Replacement of wooden boardwalk at South end of harbour
- Provision of dedicated sheltered training area for water sports.
- More storage sheds for kayaks etc.
- Upgrades to lighting.
- Improve provision of bins.
- A floating pontoon in the outer harbour for visiting boats.
- Revision of parking.
- Repair/replace boardwalk.
- Outside rinse off showers.
- Pontoon like sea cadets for sailing club rescue boats.
- Dedicated marine recreation centre
- Changing facilities
- Storage facilities
- Revision of parking
- Consideration of pedestrianised areas.
- Tidy up and declutter of inner harbour user
- Improved access - embarking and disembarking boats were better that too would be good.
- Pontoons
- Clear signage regarding boat launch area and beach facility in Middle harbour.
- Guidance and enforcement of current harbour regulations (i.e. visitor payment of slip fees, areas to launch and recover boats; harbour wall jumping and angling across harbour entrance).
- Repair of board walk and fix drainage on Botany bay.
- Signage and enforcement of regulations regarding local bylaws to keep all users safe.

- Better provision for dinghy parking
- Tidal Gate installed between the "fish jetty" and the old breakwater.
- Dredging.
- Easy access to clean drinking water
- Access to power
- Toilet and shower facilities
- Launching facilities for day craft - well-advertised and managed
- Accurate notice board
- Waiting list for boat users
- Access to fuel or clear directions on where it can be obtained
- Accurate information for repairs e.g. engine mechanic, electrical engineer, etc.
- Signage for hotel, café, food and refreshments
- Information on local transport links, local accommodation
- Boat storage for the winter
- Lift in and lift out facilities
- Potential for conflict between leisure and commercial could be removed a well-managed and controlled harbour.
- Create a 'safe' pedestrian centric public realm
- Revision of parking
- More support/space for small, independent businesses in the harbour
- Improve the beach area at the south and create a 'hub' of sea-based tourist excursions/activities.
- More harbour festivals and events.
- Pedestrianisation of harbour
- Improved connection with Dunnottar castle and town businesses
- Kerbside food/drink in harbour area (pedestrianisation)
- Small local craft/gift shops
- Funding for local environmental/marine education
- More retail and restaurants.
- Improved boating facilities.
- Revision of visitor parking,
- Public toilets

- Freshwater tap/ shower by slip way
- Shorehead road access limited to resident/ harbour user access only.
- Changing facility for bathers (Botany Bay) open water swimmers.
- Do not permit dogs on the beach during summer
- Improved provision of rubbish bins In summer months
- Install/ re-instate the Water point by the Shorehead turning circle
- Replace and improve the boardwalk pathway around Botany Bay towards Downie Point.
- Improved access for pop up stalls / refreshment wagons during summer months.
- Regularly maintain CCTV for security of boat owners' marine craft.
- Showers
- Signs and enforcement prohibiting jet ski in the harbour
- Prohibit and enforce fishing of the pier or buoyed channel marking safe water into the harbour that is out of reach of fishing lines.
- Improvements and focus on water sports and activities
- Repair pier
- Keep the Stonehaven harbour car park free.
- Do not allow this development to go ahead - <https://www.scottishconstructionnow.com/article/scape-homes-unveils-plans-for-stonehaven-care-home>.
- Revision of car parking.
- Restricting parking on the harbour front to residents only
- Improved provision for parking
- Provision and maintenance of boat facilities.
- Parking with boat trailer space is also very useful.
- Signage on slipways to warn the general public that these are in use facilities.
- Provision of a sheltered pontooned marina.
- Pedestrianize harbour in front of the ship inn and the marine hotel.
- Parking restriction along harbourside
- Food pop ups selling local produce.
- Reduce access to south pier
- CCTV or barriers for boat owners.
- Replace break water lights

- Harbourside power, water, ladder access
- Provision of pontoons
- Management of Sea gulls
- Construct a south pier with acropods to facilitate all year moorings and increase income
- Remove the davits at survivetec
- Maintenance and clean-up of slipway
- Limit car access to those who are harbour users, business and homeowners.
- Improvements and focus on water sports and activities.
- Rules and enforcement regarding the use of jet skis.
- Pedestrians Shorehead during holiday times
- No Jet Ski area
- Revision of parking
- Parking area outside the harbour area leaving the main thoroughfare pedestrianised except for taxis, bicycles, and disabled/elderly
- A sauna or changing area for swimmers and beach
- Improvements and focus on water sports and activities
- Designated areas for fishing
- Designated areas for marine tourism
- Improvements and focus on water sports and activities
- Prohibit tombstoning
- No parking in front of the Ship or Marine hotels
- Establishments for outdoor dining / beer garden.
- Removal of abounded boats
- Replace the running moorings with a pontoon arrangement
- Prohibit parking beside the Marine and Station
- Redevelop the site beside Cowgate
- Traffic on to the old pier to be restricted.
- Development of a marina by creating a rock mole from the rocky shore at the south side of the harbour entrance leading towards the outer
- Buoys marking the entrance and the rocks in the outer harbour
- Install a floating pontoon in the outer harbour.
- Replacing enforcement with signs saying swimming is at own risk would help.

- No Jet-skis area and enforcement of rules
- Provision of bins
- More seating
- Restrict parking along Shorehead.
- Dredge inner harbour
- Increasing harbour dues
- Installing pontoons with power and water
- Provision of bins and recycling
- Remove abandoned boats
- New ladders
- Electricity and water points
- Metal cranes for the fisherman
- Parking for fisherman
- Prohibit large vehicles from using car park
- Improved lighting
- Web cams
- Clear signage about fishing, diving, jumping, speed limit of drivers, car park not suitable to large vehicles,
- Provision of central sign post for all pubs, restaurants and business.
- Removal of old Sheds
- Guidance for water sports
- Clear and accessible information on activities, events, eating and dates.
- Water easily accessible from boat in the water.
- Electrical points for working on your boat.
- Pontoons
- Overnight berth for boats, pay for water and electricity. This could be done by remote payment.
- Showers

Johnshaven

- New and handrails fitted. Clean-up harbour
- Remove excess fishing equipment
- Improved mooring for boats.
- Clean up and declutter.
- Enforcement of harbour rules by all users.
- Continuation of the coastal erosion protection barrier further along the north end of Johnshaven village.
- A more accessible for all path from Johnshaven to Gourdon.
- Review of the road junction at the Harbour with the 90degree turn/junction by the tearoom is dangerous.
- The Harbour needs improved signage
- Reduced speed limit and markings painted on the roadway
- The public toilet facilities need to be open year-round, cleaned and signed properly.
- Replace the old benches/planters.
- Tidy up and declutter of inner harbour user
- Improved access - embarking and disembarking boats were better that too would be good.
- pontoons
- Easy access to clean drinking water
- Access to power
- Toilet and shower facilities
- Launching facilities for day craft - well-advertised and managed
- Accurate notice board
- Waiting list for boat users
- Access to fuel or clear directions on where it can be obtained
- Accurate information for repairs e.g. engine mechanic, electrical engineer, etc.
- Signage fresh hotel, café, food and refreshments
- Information on local transport links, local accommodation
- Boat storage for the winter
- Lift in and lift out facilities
- potential for conflict between leisure and commercial could be removed a well-managed and controlled harbour.

- Revision of parking: highlighted parking bays, No overnight parking of motorhomes on harbour.
- Upgrade benches.
- Public toilets.
- Upgraded litter bins including recycling options.
- Road maintenance.
- chains in harbour require attention.
- replace mooring rings that are missing.
- replace and extend ladders in outer basin.
- Removal of mud at top end of harbour.
- removal of stones in outer basin.
- Power supply near water supply to enable power washing of boats.
- Removal of unused fishing gear.
- Revision of parking - visitors and residents' allocations are clear
- Asset and harbour management, so all can have safe access
- Revision and greater provision of car parking e.g. Hardgate and Millend Garage.
- Maintain washing lines and open space in the harbour.
- Provision of a built car park built
- Substantial parts of the village designated Pedestrian.
- Promotion of shellfish sales at harbour.
- A boat storage facility might be beneficial.
- Revision of parking (Painted lines and signage will not enhance the harbour).
- Provision of a toilet.
- Tidy up and declutter harbourside.
- Replace moorings
- Reduce gear stored on dock side
- Weather defence installed
- harbour gates
- Tidy up creels, old ropes, and dock side

Gourdon

- New handrails fitted.
- An accessible for all path from Johnshaven to Gourdon.
- Tidy up and declutter of inner harbour
- Improved access - embarking and disembarking boats Pontoons
- Gutty harbour repairs needed.
- Gutty harbour dredging
- Old Breakwater in Gutty harbour should be tidied up
- Storage shed at main harbour.
- Parking/ access at the main harbour
- Provision Bins,
- CCTV/webcam.
- Support for fishing sector long term.
- Access to clean drinking water
- Access to power
- Toilet and shower facilities
- Launching facilities for day craft - well-advertised and managed
- Accurate notice board
- Waiting list for boat users
- Access to fuel or clear directions on where it can be obtained
- Accurate information for repairs e.g. engine mechanic, electrical engineer, etc.
- Signage fresh hotel, café, food and refreshments
- Information on local transport links, local accommodation
- Boat storage for the winte
- Lift in and lift out facilities
- Potential for conflict between leisure and commercial could be removed a well-managed and controlled harbour
- Revision of parking
- Pontoon could be installed in the harbour, to allow easier access to boats at high tide.
- Set of rubber blocks to allow maintenance to the underside of ships in the harbour at low tide.

- Standpipe to be reinstated in the inner harbour
- Harbour notice boards to be installed
- Relocate and open public toilets
- Revision of parking
- Harbourside water tap, diesel, and electricity.
- moorings for leisure.
- Install piled pontoons.
- Provision of toilets.
- Revision of parking.
- Provision of seating and bins
- Provision of a toilet.
- Tidy up and declutter harbourside.
- Dredge
- Tidy up creels, old ropes, and dock side

Appendix 2

Stonehaven

Project Reference	Project Description /Illustration	Project Lead	Project Support?	Broad Cost Description	Costs Year 1	Costs Year 2	Costs Year 3	Costs Year 4	Costs Year 5
S01	Investment in existing Harbour Infrastructure: <ul style="list-style-type: none"> Harbour Navigation Buoys / Lights / Mooring Rings Replace steel/rope marine access ladders (Rolling Programme) Safety Railing Replacement 	Harbours Team	-	Investment in infrastructure to ensure safe navigation and marine access. <ul style="list-style-type: none"> Replacement/servicing of navigation markers Replacement of 12 No. harbour ladders Installation of safety railings /replacement Checking/servicing existing apparatus 	£20,000	-	-	£20,000	-
S02	Invest in new Harbour Operational Signage <ul style="list-style-type: none"> signage; information point; regulations; bylaws / health & safety / etc 	Harbours Team	-	Developing a coordinated set of signage for Stonehaven offering both improved statutory and place/destination-based visitor signage <ul style="list-style-type: none"> Removal of redundant/replaced signage Provision of 3 No Visitor signboard Provision of Harbour Regulatory Sign Smaller/Regulatory/operational Signs 		£20,000	-	-	-
S03	Upgrade Harbour Master's Office and provide a small multi-user Hub <ul style="list-style-type: none"> Upgrade Office Potential for Partnership Project Create Small Training /Multi-User Space Public Toilets / Facilities 	Council / RNLI Harbours Team	Economic Development	Develop a Harbour Multi-User Hub Facility based on the Harbour Master's Office with public facilities and flexible multi-user space – functionality. <ul style="list-style-type: none"> Upgrading and extension to Harbourmaster's Office Reorganisation of space / accommodation works 	£20,000	£300,000 Partnership Project	-		-
S04a	Improvements Supporting Fishing Industry <ul style="list-style-type: none"> Additional power and water point in Outer Harbour. Electric Davit Refrigeration Facility for Fish / Shellfish Storage & Recycling facilities / Designated Laydown 	Harbours Team	-	Practical safe operational facilities to sustain small in-shore fishing within the Harbour <ul style="list-style-type: none"> Create 4 No Utility Points/ Services Small User Refrigeration Unit Designate Laydown Areas – Clear Zone Paint Marking Allow for 4 No. Fishermen Lockups 	£35,000	£15,000	-	£30,000	-
S04b	Provision of Fishermen's Stores <ul style="list-style-type: none"> Review of current and future storage options 	Harbours Team	-	Reorganisation of Fisherman's Stores requires Consultation and agreements. <ul style="list-style-type: none"> Provide for relocations Provide for 6 No Fishermen Lock ups (add to S04) Compact/Steel 6x8x8 Lockup Container 	£5,000	£5,000	-	-	-
S04c	Provision for Fishing Fleet <ul style="list-style-type: none"> Review fishing boat/fleet needs & operations 	Harbours Team	-	Operational management and needs of fishing fleet and investment to allow compatibility in Mixed Use Harbour <ul style="list-style-type: none"> No specific scope identified but cost allowance for future non-defined requirements 	TBC	TBC	TBC	TBC	TBC
S05a	Improvements Supporting Place & Tourism Industry – Public Realm Scheme 1 <ul style="list-style-type: none"> Upgrade Public Realm with Harbour Improvement Scheme Upgrade Shore head and TRO Restrictions on Summer access Upgrade pavement/ surfaces/edges/boundaries 	Council - Economic Development, Roads, Active Travel	Harbours Team	Destination / Place-making to facilitate wider Mixed Use and meet diverse user needs in compatible manner <ul style="list-style-type: none"> Upgrade of Harbour public realm (1200-1,800m2) Upgrade of Shore head (2000-2,500m2) Minor Works/additional requirements 	-	£200,000 (Shorehead)	£100,000	-	£150,000 (Harbour Rd)

Project Reference	Project Description /Illustration	Project Lead	Project Support?	Broad Cost Description	Costs Year 1	Costs Year 2	Costs Year 3	Costs Year 4	Costs Year 5
S05b	Improvements Supporting Place & Tourism Industry – Public Realm Scheme <ul style="list-style-type: none"> - Upgrade Car Park (1500m²)and extend capacity / enforcement - Incorporate Interpretative/Directional visitor signage/Public arts - Upgrade path/cycle network /signage & cycle parking 	Council - Economic Development, Roads, Active Travel	Harbours Team	Developing the ‘destination’ and enabling mixed-use. Wider projects address Hub (S03) and Public realm (S05) <ul style="list-style-type: none"> - Reorganisation Fishermen’s Stores amends parking - Directional signage Town/ Harbour/Coastal Walk - Improvements for Active Travel (Walking/Cycling) - Sundry lining/detail to secure operational benefits 	-	£50,000	-	£50,000	-
S06	Improvements for Marine Tourism / Water Based Activity <ul style="list-style-type: none"> - Develop Outer Harbour Zone for Water sport Activity /Training (Paddleboard/Kayak/Wild Swimming/ Other) - Create Activity Zones – Summer Floating Buoys for Marine Tourism - Improve marine access /activity management 	Harbours Team	-	Developing the ‘destination’ around water access and multi-user activity requires defined ‘activity zones’ with buoyed areas of activity <ul style="list-style-type: none"> - Tethered / roped buoys 100-200 lin metres) - Fixed seabed buoys 10No, 	-	£40,000	£10,000		-
S07	Improvements Supporting Local Residents <ul style="list-style-type: none"> - Clarify parking enforcement and regulations - Public realm improvements (S05) to safeguard resident areas / improve seating / litter bins / bollards / lighting /etc - Complete maintenance upgrade 	Towns Team, Economic Development, Roads	Community Council Local community Groups Harbours Team	Support for residents and definition of activity areas and ensuring rights/access retained. Maintenance clean-up/ re-fresh. <ul style="list-style-type: none"> - Maintenance upgrade - Definition of boundaries - Lockable Bollards Streetscape elements definition 	-	-	Split with Public Realm above	-	-
S08	Review current Operational Management and Bylaws: <ul style="list-style-type: none"> - Audit and Map Land Ownership - Reconstitute Harbour Action Committee - Promote Action Plan under leadership of Harbour Advisory Committee – Website - Develop Harbour Operational Plan / Information /Facebook/ Website - Re-establish Fishing Gala / Event - Review Street Trader licensing – summer events 	Harbours Team	Towns Team, Economic Development, Roads	Long term sustainable management need additional resource to build consensus, coordinate activity, and ensure investments deliver strong user outcomes. <ul style="list-style-type: none"> - Resource for Bylaws (in kind) - Support 1 Annual Weekend Events - Provide support for Harbour Website 	-	-	-	-	-
Total Costs (in each Year)					£80,000	£630,000	£160,000	£100,000	£150,000
Overall Project Costs: £1,120,000 or £224,000 / annum over 5 years. Excludes VAT / Fees & Statutory Responsibilities of Harbour Authority									

Gourdon

Project Reference	Project Description / Illustration	Project Lead?	Project Support?	Broad Cost Description	Costs Year 1	Costs Year 2	Costs Year 3	Costs Year 4	Costs Year 5
G01	Investment in existing Harbour Infrastructure: <ul style="list-style-type: none"> Harbour Navigation Buoys / Lights / Mooring Rings Replace steel access ladders (Rolling Programme) 	Harbours Team	-	Investment in infrastructure to ensure safe navigation and marine access. <ul style="list-style-type: none"> Replacement/servicing of navigation markers Replacement of 4-6 No. harbour ladders Installation of safety railings /replacement Checking/servicing existing apparatus 	£20,000	10,000	-		10,000
G02	Invest in new Harbour Operational Signage <ul style="list-style-type: none"> signage; information point; regulations; bylaws / health & safety / etc 	Harbours Team	-	Developing a coordinated set of signage for Stonehaven offering both improved statutory and place/destination-based visitor signage <ul style="list-style-type: none"> Removal of redundant/replaced signage Provision of 3 No Visitor signboard Provision of Harbour Regulatory Sign Smaller/Regulatory/operational Signs 		£10,000			
G03	Improvements Supporting Fishing Industry <ul style="list-style-type: none"> Additional power and water point in Outer Harbour. Refrigeration Facility Storage & Recycling facilities / Designated Laydown Storage for Gear Boat Storage 	Harbours Team	-	Practical safe operational facilities to sustain small in-shore fishing within the Harbour <ul style="list-style-type: none"> Create 4 No Utility Points/ Services Small User Refrigeration Unit Designate Laydown Areas – Clear Zone Paint Marking Allow for 4-6 No. Fishermen Lockups 	£20,000	£10,000	-		
G04	Improvements Supporting Place & Tourism Industry – Public Realm Scheme <ul style="list-style-type: none"> Upgrade Public Realm with Harbour Improvement Scheme Upgrade pavement/ surfaces/edges/boundaries – Parking Strategy Review Review of Public Toilet Facilities 	Council - Economic Development, Roads, Active Travel	Harbours Team	Developing the ‘destination’ and enabling mixed-use. Wider projects address Hub (S03) and Public realm (S05) <ul style="list-style-type: none"> Reorganisation Fishermen’s Stores amends parking Directional signage Town/ Harbour/Coastal Walk Improvements for Active Travel Public realm enhancement (1850m2) 			£200,000	£150,000	10,000
G05	Improvements Supporting Local Residents <ul style="list-style-type: none"> Clarify parking enforcement and regulations Public realm improvements (G04) to safeguard resident areas / improve seating / litter bins / fencing / lighting /etc Complete major maintenance upgrade 	Local community Council	Local community Groups Harbours Team	Support for residents and definition of activity areas and ensuring rights/access retained. Maintenance clean-up/ re-fresh. <ul style="list-style-type: none"> Maintenance upgrade Definition of boundaries Lockable Bollards Streetscape elements definition 	5,000	5,000	Split with Public Realm above	Split with Public Realm above	
Total Costs (in each Year)					£45,000	£35,000	£200,000	£150,000	20,000
Overall Project Costs: £450,000 or £90,000 / annum over 5 years. Excludes VAT / Fees & Statutory Responsibilities of Harbour Authority									

Johnshaven

Project Reference	Project Description /Illustration	Project Lead?	Project Support?	Broad Cost Description	Costs Year 1	Costs Year 2	Costs Year 3	Costs Year 4	Costs Year 5
J01	Investment in existing Harbour Infrastructure: <ul style="list-style-type: none"> Harbour Navigation Buoys / Lights / Mooring Rings New and / or replacement steel access ladders (Rolling Programme) 	Harbours Team	-	Investment in infrastructure to ensure safe navigation and marine access. <ul style="list-style-type: none"> Replacement/servicing of navigation markers Replacement of 4-6 No. harbour ladders Installation of safety railings /replacement Checking/servicing existing apparatus 	£10,000	10,000	10,000	5,000	5,000
J02	Invest in new Harbour Operational Signage <ul style="list-style-type: none"> signage; information point; regulations; bylaws / health & safety / etc 	Harbours Team	-	Developing a coordinated set of signage for Stonehaven offering both improved statutory and place/destination-based visitor signage <ul style="list-style-type: none"> Removal of redundant/replaced signage Provision of 3 No Visitor signboard Provision of Harbour Regulatory Sign Smaller/Regulatory/operational Signs 		£10,000			
J03	Improvements Supporting Fishing Industry <ul style="list-style-type: none"> Storage & Recycling facilities / Designated Laydown Storage for Gear Boat Storage 	Harbours Team	-	Practical safe operational facilities to sustain small in-shore fishing within the Harbour <ul style="list-style-type: none"> Create 4 No Utility Points/ Services Small User Refrigeration Unit Designate Laydown Areas – Clear Zone Paint Marking Allow for 4-6 No. Fishermen Lockups 	£15,000	£15,000	-		
J04	Improvements Supporting Place & Tourism Industry – Public Realm Scheme <ul style="list-style-type: none"> Upgrade Public Realm with Harbour Improvement Scheme Upgrade pavement/ surfaces/edges/boundaries – amenity Parking Strategy Review Review of Public Toilets 	Council - Economic Development, Roads, Active Travel	Harbours Team	Developing the ‘destination’ and enabling mixed-use. Wider projects address Hub (S03) and Public realm (S05) <ul style="list-style-type: none"> Reorganisation Fishermen’s Stores amends parking Directional signage Town/ Harbour/Coastal Walk Improvements for Active Travel Public Realm Enhancement 2,000m2 			£200,000	£150,000	£10,000
J05	Improvements Supporting Local Residents <ul style="list-style-type: none"> Clarify parking enforcement and regulations Public realm improvements (JO4) to safeguard resident areas / improve seating / litter bins / fencing / lighting Complete major maintenance upgrade 	Council Towns Team, Economic Development, Roads	Local community Groups Harbours Team	Support for residents and definition of activity areas and ensuring rights/access retained. Maintenance clean-up/ re-fresh. <ul style="list-style-type: none"> Maintenance upgrade Definition of boundaries Lockable Bollards Streetscape elements definition 			Split with Public Realm above	Split with Public Realm above	
Total Costs (in each Year)					£25,000	£35,000	£200,000	£150,000	15,000
Overall Project Costs: £425,000 or £85,000 / annum over 5 years. Excludes VAT / Fees & Statutory Responsibilities of Harbour Authority									